

# Liberal Transcript.

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## The Poets' Corner.

### THE LORD'S PRAYER.

Our Father dear, who art in Heaven,  
To whom all glory should be given,  
Hallowed be thy name,  
O let thy glorious Kingdom come,  
And may thy gracious will be done  
In earth and Heaven the same.

Give us this day our daily bread,  
That we may in thy statutes tread,  
And be our debts forgiven,  
As we forgive our fellow men,  
The debts that we may claim of them,  
And guide us safe to Heaven.

Let not temptation set a snare,  
That we can't overcome by prayer,  
From evil make us free,  
The Kingdom, power and glory then  
Are thine, for which we may Amen,  
And give our souls to thee.

## Literary and Miscellaneous.

### CAREER OF THE ALABAMA.

A correspondent writing from St. Thomas, West Indies, furnishes the "Scotman" with a short history of the career of the Confederate war steamer "Alabama," obtained from the late steamer of the "290."

The "290" was built by Mr. Laird, the eminent ship-builder of Birkenhead, under contract with a Mr. Buntcher. She was regularly contracted and paid for; and as nothing transpired during her construction to warrant the supposition that she was destined to host the ensign of the Southern Confederacy, no laws of neutrality were infringed. Indeed, it was hinted that the vessel was intended for the service of the Emperor of China. Her keel was laid in the beginning of this year (1862), and she was launched in April thereof, though she was not ready for sea for the succeeding three months. The "290" is simply a large wooden screw gun-boat, such a vessel as is in European navies styled a corvette. She is very strongly built of the best materials, and is constructed to carry ten guns—viz., one rifled 100-pounder, one 68-pounder, and eight 32-pounders—i. e., four 32-pounders on each broadside, throwing collectively 128 lbs. solid shot at each discharge, and two pivot guns. She is barque-rigged, and is fitted with a pair of very powerful engines, by Dean of London. She left Birkenhead towards the end of July, ostensibly on a trial-trip, having on board a large party of ladies and gentlemen. On getting out of the Mersey, this party was sent back in a tug-boat, and the "290," as had been previously arranged, neglected to return to Birkenhead, but steamed direct for the island in the Atlantic where she was to take in her gun, ammunition, &c. On leaving England, the "290" had a crew of ninety-three men, for the most part belonging to the English Naval Reserve, all being trained gunners, and the majority old men-of-war's men. She was temporarily commanded by Captain Bullock, who had under him the proper complement of commissioned and petty officers. Captain Bullock, having learned that the "Tennessee" was in wait for him in St. George's Channel, took his departure by what is known as the North Channel, thus avoiding his Federal enemy, though even had he been intercepted the Northern would have found himself in a dilemma, as the "290" had a crew of English papers, and other presumptive proofs of her neutrality, in the face of which it might have been difficult for her captor to have acted.

The "290" at this time carried 50 guns of other warlike stores, but considered merely of the arms, engines, and crew, of course, cost and other requisites to enable her to reach her destination, which was Tarispa, one of the Azores or Western Islands, belonging to Portugal. This destination the "290" duly reached, after a fine run of eight days, and came to an anchor in Tarispa Roads, nothing of any moment having occurred to break the usual monotony of a sea voyage.

Some time before the departure of the "290" from the Mersey a large barque left the Thames (cleared for Demerara, West Indies) to meet the "290" at Tarispa, and there transfer to the latter vessel the guns and stores destined for her, and which formed the cargo of the barque. Some reason required to be assigned to the Portuguese authorities for the "290" having anchored in their bay, and accordingly the excuse furnished to them was that her engines had broken down. This plea was accepted as a valid one, and during the week that intervened between the arrival of the "290" at Tarispa and the barque of the former vessel were engaged ostensibly in repairing her engines, but really in preparing her to receive her guns, &c. About the lapse of a week from the arrival of the "290" the barque above mentioned sailed in and anchored, her captain alleging as a reason to the Portuguese officials that his vessel had sprung a leak, which would be required to be repaired ere she could resume her voyage; and on this understanding the Portuguese at once placed her in quarantine (which in the Azores lasts three days). On the day after the barque's arrival, Captain Bullock, of the "290" being anxious to get his guns on board, hailed alongside of the barque, and erected a pair of large shears to effect the transfer of her cargo

from the barque's hold to the "290's" deck. This brought off the Portuguese in a fury that their rules should have been broken by the "290" having dared to communicate with a vessel which had still two days quarantine to run, they angrily demanded to know the reason why their regulations had been infringed. They were told that the barque was in a sinking state, and the erection of the shears was accounted for by urging the necessity for an immediate temporary transfer of her cargo, that the leak might be patched and stopped; and Captain Bullock finally succeeded in bearing down all opposition by fighting to get in a position, saying he was doing so more for the barque than an Englishman would do for a countryman in distress. The Portuguese left the vessel, and the transhipment proceeded without further hindrance from those on shore.

About the afternoon of the second day, and when the transfer was nearly complete, the British screw-steamer Bahama came in having on board Captain Semmes and the other late officers of the Sumpter, besides the remainder of the "290's" armament, and an addition of twenty old men to her crew. On the Bahama's arrival an anchorage on a somewhat similar pretext to those given to her two predecessors, the Portuguese fairly lost all patience, and persistently insisted on the instant departure of all three vessels. The Bahama at once communicated with the "290," and having been ordered to the latter vessel everything destined for her got up steam and left, followed by the "290" towing the new empty barque. All three went, not to sea, as they had been ordered to do, but to Angra Bay (a bay in the same island, and only a few leagues distant from Tarispa Roads). Here they remained unobserved until noon the following day (a Sunday), when for the second time, all three vessels were ordered out of the Portuguese waters. All the "290's" guns being now mounted, and the vessels otherwise ready for a cruise, the barque was obeyed, and all took their departure the same day, as before, in tow of the "290," which, having conveyed her well out to sea, cast her off, and with a favouring breeze she steered for Cardiff, to bring out a further supply of coal for the "290's" future use.

The "290" and the Bahama now steamed round the island, and Captain Semmes, commanding his cabin, ordered his first Lieutenant to muster the crew ashore. This having been done, and all the officers assembled on the poop in their full uniform (i. e. Confederate grey frock-coat and trousers), Captain Semmes explained the situation, and read his commission as First Lieutenant in the Confederate Navy. It was a document duly attested at Richmond, and bore the signature of Jefferson Davis, President Confederate States of America. He then opened and read his sealed orders from the President, directing him to assume command of the Confederate sloop of war Alabama, hitherto known as the "290," in which (having been duly commissioned) he was to hoist the Confederate ensign and pennant, and sink, burn, and destroy everything which flew the ensign of the so-called United States of America. Captain Semmes then ordered the first Lieutenant to fire a gun and run up the Confederate flag and pennant. The gun was fired by the Second Lieutenant (Armstrong, a relation of the famous inventor), and ere its smoke had cleared away the stars and bars of the young Confederacy were floating on the breeze; and the ceremony was complete—Captain Semmes declaring the vessel henceforth to be known as the Alabama to have been duly commissioned. The next step was formally to engage the crew to serve and fight under the Southern flag, which having been done, the men were addressed by their captain in an eloquent and stirring speech, in the course of which he told them they were only four vessels in the United States' Navy that were more than a match for the Alabama; but he said that in an English-built boat of oak as she was, and surrounded as he then saw himself by British hearts of oak, he would strike his newly-hosted flag for any one of the four. Of course this elicited a hearty burst of cheering for President, States, and Captain, and, when it had subsided, Captain Semmes said the Bahama was on the point of leaving for England, and intimated that if any of his crew repented of the step they had taken, they were free to return in her. This alternative none would accept, and Captain Bullock and a few of the other officers who had taken the "290" from England to Azores, finding their occupation gone, through the arrival of those who had held similar appointments in the Sumpter, having gone on board the Bahama, that vessel and the Alabama, amidst hearty cheerings from the crews of both, parted company, the former pursuing her course back to England, the latter in chase of a Yankee whaler, which she had captured. This was her first prize, and her subsequent career is now so famous as to render a single remark thereon superfluous. The Alabama's crew receive from the Confederate Government half the value of every American ship and cargo they destroy, and each of her crew is now worth several hundred pounds. All obligations to them have hitherto been faithfully discharged in gold. The Alabama is supplied with coal from Wales by the sailing-vessels thus constantly employed.

It is a melancholy consideration, indeed, that our chief comforts often produce our greatest anxieties, and that an increase of our possessions is but an inlet to dissipation.

### AFRICAN RUNNERS.

We find the following account of Arab runners or couriers in an able article by General Damas, published in this fortnight's *Notes Contemporees*. The following sketch of one of them will give an idea of those singular men. Ben-Saydan, about 30 years of age in 1858, was tall, spare, but robust, with well-shaped arms and legs. His only ornament was a cotton shirt ornamented by a light burnous; a few rods stuck into his belt in front formed a kind of basket in which he carried his provisions. He wore a kind of sandals, which he used to manufacture himself out of camel hair and gaitskin, and a small sheathed knife with his faithful *katana*, or stick, completed his equipment. The Arabs maintained that he had received from God the gift of swiftness, the faculty of never losing his way even in the wildest regions, and that of being able to live upon the smallest quantity possible of food.

In 1845 he was sent by his chief with a highly important secret message to Abul-Kader, and starting from a place called El-Had, six leagues from Jatta, he arrived at Tapsulut, where Abul-Kader was, on the following morning, having performed 216 miles (135 miles) on foot in twenty-six hours; his food during that time consisting of about ten ounces of flour, and a draught of water whenever he happened to meet with a spring. The Emir and his chiefs would not believe him when he told them so; but his despatch, which was correctly dated, dispelled all doubts on the matter. He is now employed by the French, and is amply paid for his pedestrian services, which are often proved valuable. In order not to lose the habit of walking, he often goes from Jatta to Laghotat, a distance of 115 kilometres (72 miles) in 14 hours. When he was inscribed on the registers of Jatta as one of the couriers of the French office said to him, "Buy a good horse, and you will never be troubled by the mud of the road." Upon which Ben-Saydan burst out laughing, and at length replied, "Humble not thy servant by bidding him buy a horse, which costs more than a whole family does, which weighs and leaves the prints of its hoofs behind, prints which most frequently discover us to our enemies! What am I to do with a horse? Be satisfied that the best horses can do, and you will never see better ones for carts or straw or horse-shoes." Since then he has been as good as his word, and generally beats the mounted couriers in speed, especially in the case of long distances. —*Galignani*.

### FEATS OF RUNNING AND WALKING.

One of the most remarkable of these was performed in 1759 by a Birmingham man, named George Gutz, who walked 1000 miles in the incredibly short period of twenty-eight days. He had 160 miles to walk in the last two days, but did not so easily, that although he had six miles to spare, he walked the last six miles in an hour. Some years later, a woman walked from Blimington to Newcastle, a distance of seventy-two miles in one day. The first man who made a profession of pedestrianism was, however, a lawyer's clerk, Foster Powell, who performed feats of walking or running that have seldom or never been surpassed. His first noticeable performance was his running fifty miles in seven hours, the first ten miles being accomplished in one hour. Some time after this he walked from London to York and back, a distance of 402 miles, in five days and eighteen hours; and some years later, when he was 58 years old, he repeated this same journey, and got through it in five days, fifteen hours and a quarter. Other instances of his wonderful walking 112 miles in twenty-four hours. Another wonderful pedestrian was, named Thomas Massey, who had one leg shorter than the other, and who, notwithstanding, when he was 50 years old, walked 404 miles in six days, along an uneven road, and over a lofty hill, the difficulty of the task being further increased by a fall of snow on the third day; he had five hours to spare when he arrived, and it was calculated that when all the superfluous ground he had gone over was taken into consideration, he had walked 429 miles. Numerous instances might be brought forward of pedestrians walking a certain number of miles in as many consecutive hours or half hours; but we will here mention only two, viz., Joseph Eaton, who walked 1100 miles in 1100 hours without apparent difficulty; and Skipper, who walked 1000 miles in 1000 half hours, or one example of running, and one of walking, and we have done. A Mr. Howard walked 600 miles in ten days; and Howard's ground named Dunstead ran ten miles in fifty-six minutes. The instance we have just quoted will, we think, be sufficient to show what can be done in pedestrianism by constant practice, and judicious training; and we may conclude by reminding our readers that every increase of power of walking and running gained in this manner also is an increase of physical health and strength.

### THE OCEAN AND THE FALL OF RAIN.

The Atlantic Ocean includes an area of 25,600,000 square miles. Suppose an inch of rain to fall upon only one fifth of this vast expanse, it would weigh 360,000,000 tons; and the salt which, when the water was taken up as a vapour, was left behind to disturb the equilibrium of the world could carry a cargo each. It might fill in a day; but occupy what time it might in falling, this rain is calculated to exert so much force—which is inconceivably great—in disturbing the equilibrium of the ocean. If all the water discharged by the Mississippi river during the year was taken up in one night, and cast into the ocean at an effort, it would not make a greater disturbance in the equilibrium of the sea than the fall of rain in a day. And yet so gentle are the operations of nature, that movements so vast are unperceived.

### THE AGE OF THE EARTH.

We extract the following from Agassiz's article on "Methods of Study in Natural History," in the May number of the *Atlantic Monthly*.

Among the astounding discoveries of modern science is that of the immense periods which have passed in the gradual formation of our earth. So vast were the cycles of time preceding even the appearance of man on the surface of our globe, that our own period seems as face of our globe, which with the epochs that have gone before it. Had we only the evidence of the deposits of rock heaped above each other in regular strata by the slow accumulation of materials, they alone would convince us of the long and slow maturing of God's work on the earth, but when we add to these the successive populations of whose life this world has been the theatre, and whose remains are hidden in the rocks into which the mud and soil of whatever kind on which they lived has hardened in the course of time—or the enormous chains of mountains, whose upheaval divided these periods of quiet accumulation by great convulsions—or the changes of a different nature in the configuration of our globe, as the sinking of lands beneath the ocean or the gradual rising of continents and islands above it—or the wearing of great river beds, or the filling of extensive water basins, all marvellous first and then dry land succeeded in island seas—or the slow growth of coral reefs, those wonderful sea-walls which by the little ocean-architects whose own bodies furnish both the building stones and the cement that binds them together, and who have worked so busily during the long centuries that there are extensive countries, mountain chains, islands, and long lines of castles consisting solely of their remains—or the countless forests that must have grown up, flourished, died and decayed, to fill the store houses of coal that feed the fires of the human race to-day—if we consider all these records of the past, the intellect fails to grasp a chronology for which our experience furnishes no data, and the time that lies behind us seems as such an eternity to our conception as the future that stretches indefinitely before us.

### ACCIDENT TO THE PRINCESS ALICE.

On Wednesday, the Princess Alice, attended by the Hon. Mrs. Bruce, was passing in a pleasure boat through Broadwater, a suburb of Newport, on her way to St. Apollon, when, going at a brisk pace, came in collision with a farm cart, and was completely overturned. Her Royal Highness was thrown into the road with Mrs. Bruce under her, and happily escaped with no other injury than two or three slight bruises on the left arm, which she received in the fall. Mrs. Bruce was slightly bruised, and received some slight cuts from the gravel on the ball of the left hand. Mr. Joseph Groves, a medical student, happened to be passing with his sister, and ran to the assistance of the ladies, not knowing who they were. He immediately raised them from the ground, and carried the Princess, who at the moment was prostrate from the shock, across the road to the gate of the residence of Mrs. Parker, who happened to be absent from home, and the gate was fastened. Her Royal Highness laid by that time recovered sufficiently to walk, leaning on the arm of Mr. Groves, and accompanied by the Hon. Mrs. Bruce, to the next residence, Mr. H. Nunn's, where they received every required attention, and her Royal Highness quickly resumed her wonted cheerfulness. The Hon. Mrs. Bruce bore the shock remarkably well. In the course of an hour after the accident the Princess was well on her way to Osborne with the same postillion and horses, one of which received a very slight injury. We hear that Mr. Groves was received by the Prince of Hesse the same evening at Osborne, and heartily thanked for the attention he had paid to her Royal Highness. It appears that the accident occurred through the attempt of the postillion to pass in that narrow road between two carts, one of which was stationary at the approach of the royal carriage, and the other moving slowly on the other side of the road a little in advance, and suddenly the horse in the stationary cart turned in towards the hedge, and threw the lack of the cart some inches further into the road, and instantly the royal carriage dashed against it. The inhabitants were very happy to hear next day, through the Vicar of Newport, that Her Royal Highness was quite well. —*Hampshire Advertiser*.

### A WISE SAYING.

An English farmer recently remarked that he "fed his land before it was hungry, rested it before it was weary, and weeded it before it was foul." We have seldom, if ever, seen so much agricultural wisdom condensed into a single sentence. Reader, have you not some land which, this summer, will plant, and struggle under the burden of a starveling and sickly stalk of corn? "Weeded it before it was foul." Why, some of our farmers raise weeds for manure. Vile pests, of no use to man, or beast, are suffered to grow up and encumber the ground merely for the sake of the privilege of burying their dead bodies to supply vegetable matter to the soil. On a perfectly conducted farm, no plant will be suffered to mature the seed which is not of some known and positive utility. Trees or shrubs are better than weeds—they feed both the soil and domestic animals, and give no trouble to succeeding crops. Remember the practice of the English Farmer. Do not wait until your land begins to get poor before you manure it. If it is rich make it richer. Do not wait until your land begins to feel before you rest it—give it rest in time to prevent it ever being tired. Do not wait until your farm is stocked with weeds before you begin to destroy them. One weed destroyed this year will save much being next year. Manure soon and well, give abundant rest, and cultivate clean. He is a good farmer who observes these rules.

### TALL TALK.

A learned member of the French Academy has made the profound discovery according to a scale of heights chronologically arranged, that Adam could not have been less than 123 feet 9 inches high, while Eve was about five less! Since that humanity is supposed to have been rapidly degenerating, as the academicians only grant 28 feet to Abraham, and but 13 feet to Moses!

### A LIVING DEATH.

It sometimes happens on certain coasts of Brittany or Scotland, that a man, traveller or fisherman, walking on the beach at low tide far from the bank, suddenly notices that for several minutes he has been walking with some little difficulty. The strand beneath his feet is like pitch; his shoes stick to it; it is not so long; it is glue. The beach is perfectly dry, but at every step he takes, as soon as he lifts his foot, the print which it leaves fills with water. The eye, however, has noticed no change; the immense strand is smooth and tranquil, all the sand has the same appearance; nothing distinguishes the surface which is no longer so; the joyous little cloud of sand-flies continues to leap continuously over the wayfarer's feet. The man pursues his way, goes forward, inclines towards the inland, endeavors to get nearer the upland.

He is not anxious. Anxious about what? Only he feels somehow as if the weight of his feet increased with every step he takes. Suddenly he sinks in. He sinks in two or three inches; he steps to take his bearings. All at once he looks at his feet. His feet have disappeared. The sand covers them. He draws his feet out of the sand, he will retreat his steps; he turns back, he sinks in deeper. The sand comes up to his ankles, he pulls himself out and throws himself to the left; the sand is halting deep; he throws himself to the right, the sand comes up to his thighs.

Then he recognizes, with unspeakable terror that he is caught in the quicksand, and that he has beneath him the fearful medium in which man can no more walk than the fish can swim. He throws off his hat, if he has one, he tightens himself like a ship in distress; it is already too late, the sand is above his knees.

He calls, he waves his hat or his handkerchief, the sand gains on him more and more; if the beach is deserted, if the land is too far off, if the sand bank is of too ill repute, if there is no hero in sight, it is all over, he is condemned to entombment. He is condemned to that appalling interment, long, inflexible, impassable, impossible to shakeen, or to hasten, which endures for hours, which will not end, which seizes you, erect, free and in full health, which draws you by the feet, which, by an effort that you do not attempt, at every about that you utter, drags you a little deeper, which appears to punish you for your resistance by a rebounding of its grasp, which sinks the man slowly into the earth, while it leaves him all the time to look at the horizon, the trees, the green fields, the meadows, the village in the plain, the sails of the ships upon the sea, the birds flying and singing, the sunshine and the sky. Each minute is an inexorable emardishment.

The victim attempts to sit down, to lie down, to creep; every movement he makes intensifies him; he straightens up, he sinks in; he feels that he is being swallowed up; he howls, imprecations, cries to the clouds, wrings his hands, despairs. Behold him wait deep in the sand; the sand reaches his breast, he is now only a just. He raises his arms, starts furious groans, clutches the beach with his nails, would hold by that straw, leans upon his elbows to pull himself out, of this soft sheath, sobs frenziedly; the sand rises. The sand reaches his shoulders; the sand reaches his neck; the face alone is visible now. The mouth cries, the sand fills it—slices. The eyes still gaze, the sand shuts them—night. Then the forehead descends, a little hair flutters above the sand, a hand protrudes, comes through the surface of the beach, moves and shakes, disappears. Sinister effacement of man.

### A CHALLENGE PRESENTED.

The United Cooks' Pension Society have made a monstrous plum pudding, to be presented to the Lancashire operatives. The authorities of Manchester Union lent one of their large bellies. The dimensions of the mould were 2ft. 2in. in depth, 3ft. 3in. over top, 2ft. 9in. in bottom, 10ft. 2 1/2 in. in circumference in top, and 8ft. 4in. in circumference at bottom. The ingredients were 120lb. of currents, 120lb. of raisins, 210lb. of flour, 120lb. of sugar, 80lb. of peat, 80lb. of sugar, 1000 eggs, 8 gallons of ale, 4lb. mixed spice, 1 lb. of ground ginger—gross weight about 900lb. The pudding will be at the Anchor Tavern, Cheap-side, on Friday, and remain until Monday following, to be presented on New-Year's Day.—*Times*.

### THE CHRONICLE SAYS.

The Chronicle says that in a certain district in this Province, on New Year's day a young lady of twenty years of age married her grandmother's uncle, and consequently her own great great uncle, aged sixty-three. She thus became aunt to her grandmother, great aunt to herself, her brothers and sisters. We doubt if the above facts can be beaten anywhere, and hope that the happy couple may enjoy a long and prosperous union.

### MILITARY ORDERS.

Military orders have been issued by the Commander-in-Chief to officers in command of all the Battalions in the Province, to make returns of the most convenient season for assembling their men for muster and six days training under their own officers, and assisted by the Militia staff.

L. Brown