

ON THE LAKES.

Some Interesting Facts as to the History of Steam Navigation.

From the Cleveland Herald. Mr. T. Purdy, formerly of the Herald staff and now special agent in charge of the statistics of navigation for the tenth census, has furnished us some interesting facts in regard to the early progress of steam navigation on the northern lakes. The facts were obtained from the records in the office of the register of treasury, which are somewhat incomplete, as that office was burned by the British soldiers on August 24, 1814. Some surprise is expressed that the people along the northern lakes were so slow to adopt the use of steam, but it is not unlikely to have been largely due to the want of good harbor. Up to 1830 there had been built according to these records on the lakes 11 steamers measuring 2,128 tons, as against 293 steamers measuring 50,806 tons on the western rivers and 196 measuring 35,678 tons on the Atlantic and Gulf coast. It appears that the steamer Ontario, built at Sackett's Harbor in 1816, was the first steamer that came out on the American side, and the Frontenac was launched about the same time on the Canadian side.

THE ONTARIO measured 231 tons and had beam engines thirty-four inch cylinders, of four feet stroke, and she ran till 1832. The next steamers were the Sacho, of forty-nine tons, at Sackett's Harbor in 1818, and the Walk-in-the-Water, built at Black Rock in the same year. She measured 442 tons and had lower pressure engines and had made her first trip to Detroit in August, 1818, and afterwards traded as far as Mackinaw, and was finally wrecked on November 1st, 1820, at Buffalo. This brings us down to 1820 with only three steamers on the northern lakes, measuring 620 tons, while at this date there were at least seventy on the western rivers and forty-six had been built on the Atlantic coast. In 1822 the Superior, measuring 346 tons, was built at Buffalo, and in the following year the Martha Ogden of 48 tons was launched at Black Rock. The Pioneer of 124 tons came out in 1825 at Buffalo, followed in 1826 by the Niagara, 156, the Henry Clay of 391, and the Enterprise at Cleveland, measuring 219 tons. This it appears, was the first steamer built at Cleveland. The William Penn, of 214 tons, also came out in this year at Erie. One small steamer of ninety three tons completes the list for this decade, making eight steamers, measuring 1,505. 13 tons.

IN THE NEXT DECADE there were built a total of 59 steamers measuring 14,705 tons. In the first year of the decade no steamers were built on the lakes. In 1832 there were three built on the lakes. In 1833 there were three built at Erie and one at Cleveland. In 1833 one at Oswego, four at Detroit, one at Sandusky, one at Sackett's Harbor. In 1834 one at Oswego, one at Erie, five at Detroit, two at Sandusky and two at Cleveland. In 1835 one at Oswego and one at Detroit. In 1837 one at Detroit, one at Miami (Toledo), one at Sandusky and three at Cleveland. In 1838 five at Detroit, two at Miami. In 1840 three at Detroit and three at Miami. In 1835 the steamship inspection service reported the number of steamers on the northern lakes as follows: Licensed steamers 128, measuring 68,098 tons; unlicensed 115, measuring 21,252 tons. The next authentic statement for the northern lakes was by the register of the treasury in 1870, at which time there were 642 steamers, measuring 142,937.09 tons. In 1880 there were 973, measuring 224,857.60 tons, according to the records of the census office.

Rev. Dr. Ormiston on Farming. At a meeting of the Ensilage Congress, held in New York in January last, the Rev. Dr. Ormiston, of that city, gave his opinion of farming. Here are some of the things he said, and they are well worth reading: I was a Scotch farmer for nineteen years, but it was a very different style of farming from that in which you gentlemen are engaged. These arms have levelled many a giant in the forest of Canada. These shoulders have ached with carrying sap to make six hundred pounds of maple sugar. How would you like that? I knew all about my style of farming before I went to college. I still retain a strong love for the calling, and if I was not a minister I should certainly be a farmer. As I have said, our wild homestead recently fell into my hands, and I have placed my nephew in charge of it. I obtained some pamphlets on ensilage from Mr. Brown, and I have been thoroughly convinced that the thing is correct and based on scientific principles. There is no principle in nature which the God-given brain of man cannot make serviceable to himself and fellows. You are introducing a new system into the department of agriculture, and I am going to introduce it in the northern land. I desire to popularize it among the men who need it, not that it will make me richer, but I do propose to set a magnificent example.

On my farm you can plow a mile and a half without striking a stone as large as a hen's egg. The old elm is standing yet beneath which sweet words were spoken thirty-five years ago, and I need not say it is hallowed by a thousand pleasant memories of days that are fled. Now, I am going to preach on Sunday, and talk enlilage all the week. You know the Scotch are stubborn people. Nothing in the world is as stubborn as a Scotchman, but there is one way to reach him. You give him three baw-bees where he only had two before, and you have him. Show him how to make three pounds of butter where he had only made two before, and you have captured Sandy. They come from a land where they must dig or die, and they are forced to make the most of everything. I was pleased to hear Mr. Kennedy say his son desired to follow farming. The young men from the country come to the city with their heads filled with visions of fine equipages and fine clothes, and they think they are going to have all these, and so they turn their backs on the farm. Now, this is all wrong, and must be remedied. We must make farming profitable and keep the bone and sinew of the country where it should be. We must keep the young men on the farm. The idea of a huge stalwart man, calling himself an American citizen, standing over a counter measuring tape and selling pins and needles! Gentlemen, I am glad to have met you. One thing more. They tell me that among the Pennsylvania Dutch the barns are more comfortable and better than the houses, and that the horses are better cared for than the women and children. That is wrong. Make your homes attractive and your children happy, and you will be happier and better men. I hope to be with you at your next meeting, and I wish you all health, prosperity and happiness.

The Faithful Wives of Weinsberg. Weinsberg is in the northwestern part of Wurtemberg, about thirty miles from Stuttgart. It is early mentioned as a capital city of the bishopric of Wurzburg, and later we read that in the year 814 Emperor Louis I. established the Frieherrshaft at Weinsberg. About 1129, Frieherr Wolfram von Weinsberg transferred the castle to the Rhenish Palgrave, Gottfried of Caled. The latter gave it as a marriage portion with his daughter Uta to Duke 'Welf VI, who regarded it as a part of the allodial estate of his wife, and refused to deliver it to Konrad III, when this emperor claimed it as a reversionary fee. An intense hatred existed between the Hohenstaufens and Welfs. It began in the time of the unfortunate emperor Henry IV., and culminated when in 1079 Henry sent for Frederic of Hohenstaufen, and in a solemn speech, in which he acknowledged his loyalty, gave him his daughter Agnes in marriage, and the kingdom of Saubia as a dowry. The death of Henry in 1139 brought new complications and feuds, and Konrad welcomed any event that might make the Welf feel his power. He accordingly appeared with his army before the castle, having in the meantime defeated the forces of Welf at Esslingen, as they were hastening to the help of the besieged Weinsberg. The attack upon the castle was begun. After a determined struggle, Welf fell, wounded, and the surrender seemed now to be inevitable. "Without grace or mercy" were the words of the emperor, and the town was to share the fate of the castle. Then the highborn duchesses and the wives of the town officers held a council, and determined to go in procession to the emperor, implore him to let them escape, and also allow them to carry away with them their most precious possessions. The emperor, who had no wish to wage war with women, received them kindly, gave them permission to leave the besieged town, and to take with them all that they could carry upon their shoulders. The women went away, night passed, and the morning came. At an early hour Konrad's army was drawn up in line, the gates were opened at the command of the emperor, when Duke Frederic, the emperor's brother, turning, espied, down in the village street, and along the steep path that led from the castle, a long line of women, carrying on their backs, not clothing, jewels or silver, but each her husband; and, behold, Uta, the stately Duchess, heads the procession, the wounded Welf upon her back! Had not the emperor distinctly said, "Take with you all that you can carry upon your shoulders?" When Duke Frederic beheld this sight, the like of which had never been witnessed since the world began, he cried out angrily to the emperor, "That was not in the compact!" but the emperor, whose face showed quite plainly that he was not displeased at this exhibition of womanly faithfulness, answered, "A king's word is not to be broken," and while the emperor and his army looked on in mute surprise, the strange procession wended its way, patiently and silently down the steep hill side, into the country road, carrying away the men, and leaving the castle and town to the troops. The emperor generously ordered that all the treasures of the women should at once be collected and carried out to them. To perpetuate this instance of womanly fidelity, the Rhenish have since borne the name "Weibertrene" - woman's faithfulness. [Harper's Magazine.]

Remarkable stories still continue to be told of the recent cyclone at Grinnell, Iowa. One of them speaks of a woman living thirty miles away from the town, who picked up on her own grounds, and recognized, the picture of a man living in Grinnell whom she knew, and which the gale had brought to her together with feather beds and other household goods from the same locality. A piano cover belonging to Grinnell was found in a town sixty miles away.

What to do in case of Accidents.

Prof. Wilder, of Cornell University, gives these rules for action in case of accident. It would not be a bad thing to put them out and carry them in one's pocketbook, or, better yet, commit them to memory: For dust in the eyes, avoid rubbing dash water in them; remove cinders, etc., with the round part of a lead pencil. Remove insects from the ear by tepid water; never put a hard instrument into the ear. If an artery is cut, compress above the wound; if a vein is cut compress below. If choked, get upon all fours and cough. For slight burns, dip the part in cold water; if the skin is destroyed, cover with varnish. Smother a fire with carpet, etc., water will often spread burning oil, and increase danger. Before passing through smoke, take a full breath, and then stoop low, but if carbonic gas is suspected, walk erect. Suck poisoned wounds, unless your mouth is sore; enlarge the wound or better, cut out the part without delay; hold the wounded part as long as can be borne to a hot coal. In case of poison, excite vomiting, by tickling the throat, and by warm water and mustard. For acid poisons give alkalis; for alkaline poisons give acids; white of an egg is good in most cases; in case of opium poisoning, give strong coffee and keep moving. If in the water float on the back, with the nose and mouth projecting. For apoplexy, raise the head and body; for fainting, lay flat.

Westgate, the Alleged Murderer. Kingston, Jamaica, Sept. 1.—Westgate, alias O'Brien, one of the alleged murderers of Cavendish and Burke, is in jail at Spanishtown. He adheres to his confession, and several times threatened suicide. When asleep he is troubled fearfully with dreams, raves excitedly. He has revealed the names of his alleged accomplices to the authorities, but they are kept secret. The general belief is he had something to do with the tragedy. No one is permitted to see him in prison.

BY-CYCLING.—In the fifty-mile race for the championship of England, run at the Crystal Palace, Sydenham, August 25, the seven leading men broke the record. The winner, Hon. Ion Keith-Falconer, made the fifty miles in 2 hours 43 min. 58 1/5 seconds, beating all previous records by nearly seven minutes. All the records after the first twenty-five miles were beaten. Besides the Hon. Keith-Falconer, Messrs. C. D. Veer, Jephson, Crute, and others beat the record.

The dismissal by the Dominion Government of several members of the Brotherhood of Locomotive Engineers on the Intercolonial Railway, and the attempt presided over by Sir Charles Tupper to stamp out the order has, has increased not only the members of the Brotherhood in other parts of Canada, but has aroused Trades Unionists on all hands.

As for just, there be certain things which ought to be privileged from, viz., religion, matters of state, great persons, any man's present business of importance, any case that deserves pity.

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