

## MISCELLANEOUS.

**DANIEL WEBSTER'S FAMILY EXTINGUISHED.**—Col. Fletcher Webster, the last surviving child of Daniel Webster, was mortally wounded in one of the recent battles in Virginia. He was buried in his father's tomb at Marshfield, September 10. A younger brother was killed in the Mexican war, and a sister, Mrs. Appleton, died some years ago. At the request of several friends of the great statesman, the oaken box containing his coffin was opened, and the metallic cover of the glass removed. To the surprise of all, it was found that the lineaments and features of his noble head retained the same color and impress as at the time of his burial, ten years ago.

**A VENERABLE MINISTER.**—Rev. Daniel Waldo, a patriot of the Revolution, and recently chaplain of Congress, was one hundred years old September 10. His birthday was observed with appropriate public services in Syracuse, New York, the place of his residence. He spent the first Sabbath of his second century in Albany, where he preached for Rev. Dr. Sprague, performing the whole service with ease and appropriateness, many supposing him not more than 75 years of age. He is still active and vigorous, and familiar with the events of the day.

**NORTHERN SUGAR.**—One of the results of the war may be the independence of the North and West of the Southern States for sugar, if not for cotton. Much attention is given to the cultivation not only of the maple, but of the sorghum and beet for sugar. The sorghum, a kind of sugar cane, has already been proved in the West, and its culture will be greatly increased. It is said that 150 gallons of syrup from an acre in Illinois is a small yield, and that 300 gallons have been produced. Ohio will produce 15,000,000 gallons of sorghum syrup this year. As but from three to five million gallons of plantation molasses and refined syrup were formerly imported into Cincinnati to supply this territory, of which that city was the market, it appears that the great West is already independent of Louisiana plantations.

**CHICAGO IN DIRECT COMMUNICATION WITH EUROPE.**—Early in August the brig *Sleipner* arrived at Chicago direct from Bergen, Norway, after a voyage of ten weeks, with 107 passengers and a cargo of goods. Some years ago the vessel *Dean Richmond* sailed from Chicago to Europe, but the *Sleipner* is the first European passenger vessel ever navigated through the lakes.

**A COMPREHENSIVE PRAYER.**—At the funeral of Rev. Dr. Bethune, Rev. Mr. Willetts of Brooklyn stated in his remarks, that on the fly-leaf of the little Greek Testament which was his life-long companion, and which was buried with him, was inscribed this prayer: "Lord pardon what I have been; sanctify what I am,

order what I shall be: that thine may be the glory and mine the eternal salvation, for Christ's sake. Amen."

**COMMERCE TO DISPLACE CRUELTY.**—At a recent meeting in London, Mr. Craft, an African, presented an interesting paper in reference to putting an end to the cruel massacres and the slave trade at Dahomey. He showed that there was little hope of inducing the barbarous king to abandon his cruel practices, until he is convinced that he can derive a large and more permanent income from agriculture and commerce. Cotton of very good quality grows spontaneously throughout the kingdom, and could probably be obtained in exchange for the articles now procured from slave dealers. Mr. Craft intends to go to Dahomey to endeavor to spread the gospel and civilization among the people, and to induce the king and prominent natives to send their sons to England to be educated.

**SUNDAY RAILROADS UNPROFITABLE.**—Captain Huish, for eighteen years chief manager of the London and North-west Railway, gives the following testimony in regard to Sunday excursion trains, which is peculiarly valuable from his large experience. Though during that time no Sunday excursion trains ever ran on that great railway, he says, "I am satisfied that while the interests of the proprietors did not suffer, the discipline and character of the company were promoted. I have had a large experience of excursion traffic, and was very favorable to its development, but I believe no company ultimately benefits by working its system to the extent of seven days a week, and that by a well-arranged system of Saturday trains, returning on Monday, an equal pecuniary return at a much less cost is produced. Putting the question therefore on the lowest ground of argument, I have no hesitation in saying that a railway company consults its true interests in restraining Sunday work within as narrow limits as possible. The Scotch railways as a whole, pay better than the English ones, and there the work on Sunday is reduced to a minimum."

**STALE BREAD.**—Among the ruins of Pompeii, which was destroyed 1800 years ago, a mill has recently been discovered, with a great quantity of corn in excellent preservation, and an oven with eighty-one loaves of bread, which were but slightly affected by the heat of the lava, having been protected by the ashes which covered the door of the oven. The loaves were all got out entire. A large iron shovel used for introducing the loaves into the oven was found, with a remnant of its wooden handle.

**IMMENSE TRAVELLING IN GREAT BRITAIN.**—In 1861, 163,435,678 casual travellers, besides 47,894 season and periodical ticket holders, and 300,000 horses and 400,000 dogs, were conveyed over the railways in