

cattle was the consequence of their being bewitched, has recently attempted, as a remedy, the expedient of killing a chicken, and roasting its heart sting it over with pins! The experiment has been so recently adopted, that the enlightened agriculturist is still awaiting the result. Meanwhile he is in doubt as the proper side, right or left, on which, for his own immunity, and the health of his cattle, he ought to pass when he meets the supposed witch?

TEMPERANCE STATISTICS.

There are at present in England, Ireland, and Scotland, eight hundred and fifty temperance societies, with one million six hundred and forty thousand members. In the Canadas, Nova Scotia, and New Brunswick, there are nine hundred and fifty temperance societies, with three hundred and seventy thousand members. In South America there are seventeen thousand persons who have signed the temperance pledge. In Germany there are fifteen hundred temperance societies, with one million three hundred thousand members. In Sweden and Norway there are five hundred and ten temperance societies, with one hundred and twenty thousand members. In the Sandwich Islands there are five thousand persons who have signed the pledge of total abstinence. At the Cape of Good Hope there are nine hundred pledged members. It is ascertained that upwards of seven thousand persons annually perish in Great Britain through accidents while drunk; and the loss to the working-classes alone, through drinking, appears to be annually five hundred and fifty millions of dollars. The enormous sum of four hundred and ninety millions of dollars was expended in Great Britain last year for intoxicating beverages, and five hundred and twenty millions of gallons of malt liquors were brewed last year in Great Britain. In the United States there are three thousand seven hundred and ten temperance societies, with two million six hundred and fifteen thousand members, which includes the Sons of Temperance. In Russia all temperance societies are strictly forbidden by the emperor. In Prussia, Austria, and Italy, there are no temperance societies. In France the temperance cause, although yet in its infancy, is greatly on the increase. The first temperance society in the world, so far as discovery is known, was formed in Germany on Christmas day in the year 1600.—*C. K. Delavan of New-York.*

IMPORTANCE OF FLANNEL NEXT THE SKIN.

It would be easy to adduce strong evidence in behalf of the value and importance of wearing flannel next the skin. 'Sir John Pringle,' says Dr. Hodgkin, 'who accompanied our army into the north at the time of the Rebellion, relates that the health of the soldiers was greatly promoted by their wearing flannel waistcoats, with which they had been supplied on their march by some Society of Friends;' and Sir George Ballingall, in his lectures on military surgery, adduces the testimony of Sir James Macgregor to the statement that, in the Peninsula, the best-clothed regiments were generally the most healthy; adding that, when in India, he witnessed a remarkable proof of the usefulness of flannel in checking the progress of the most aggravated form of dysentery, in the second battalion of the Royals. Captain Murray told Dr. Combe that 'he was so strongly impressed, from former experience, with a sense of the

efficacy of the protection afforded by the constant use of flannel, next the skin, that, when, on his arrival in England, in December 1823, after two years' service amid the iceberg on the coast of Labrador, the ship was ordered to sail immediately for the West Indies, he ordered the purser to draw two extra flannel shirts and pairs of drawers for each man, and instituted a regular daily inspection to see that they were worn. These precautions were followed by the happiest results. He proceeded to his station with a crew of 150 men; visited almost every island in the West Indies, and many of the ports of the Gulf of Mexico; and notwithstanding the sudden transition from extreme climates returned to England without the loss of a single man, or having any sick on board on his arrival. It would be going too far to ascribe this excellent state of health solely to the use of flannel; but there can be little doubt that the latter was an important element in Captain Murray's success.'—*Robertson on Diet and Regimen.*

THE GREAT VIADUCT ACROSS THE DEE, IN THE VALE OF LLANGOLLEN.

One of the most daring and stupendous efforts of skill and art to which the railway has given rise, is the great viaduct now in course of completion across the Valley of the Dee, in the Vale of Llangollen, the dimensions of which surpass anything of the kind in the world. It is upwards of 160 feet above the level of the river—being 30 feet higher than the Stockport viaduct, and 34 feet higher than the Menai Bridge. It is supported by 19 arches of 90 feet span, and its length is upwards of 1530 feet, or nearly one-third of a mile. The outline of the structure is perhaps one of the most handsome that could have been conceived, both as regards its chaste style and attractive finish, and its general appearance is considerably enhanced by the roundness of the arches, which are enriched by massive coirns, and the curvilinear batter of the piers. This style of architecture imparts a grace and beauty to the structure without impairing its strength. The greatest attention seems to have been paid to the abutments—the only part of the erection, in reality, where any decorative display could be made. In the middle of both, on each side, there are beautifully-executed niches in the Corinthian order, in addition to some highly-finished masonry. The piers are neatly wrought at the angles, and at the base of nearly each there is a bedding of upwards of 400 square feet of masonry. With the exception of the entradoes of the arches, which are composed of a blue sort of brick, the whole structure is built of beautiful stone, if not as durable, at least equal in richness and brilliancy to Darnleydale. The viaduct has an inclination from end to end of ten feet, and connects that part of the Shrewsbury and Chester Railway between Mos-y-Medre and Chirk. Viewed from beneath, the vast structure presents a noble and truly grand appearance, and its bold proportions, with its height, cannot fail to call forth admiration from the most indifferent beholder. The viaduct has been erected by Messrs. Makin, Mackenzie, and Brassy, contractors, at a cost of upwards of £100,000, being upwards of £30,000 more than the Stockport viaduct. The cost of the timber required to form scaffolding, &c. for its erection was £15000, and between 300 and 400 masons alone were employed during the whole time of construction.—*Liverpool Mercury.*