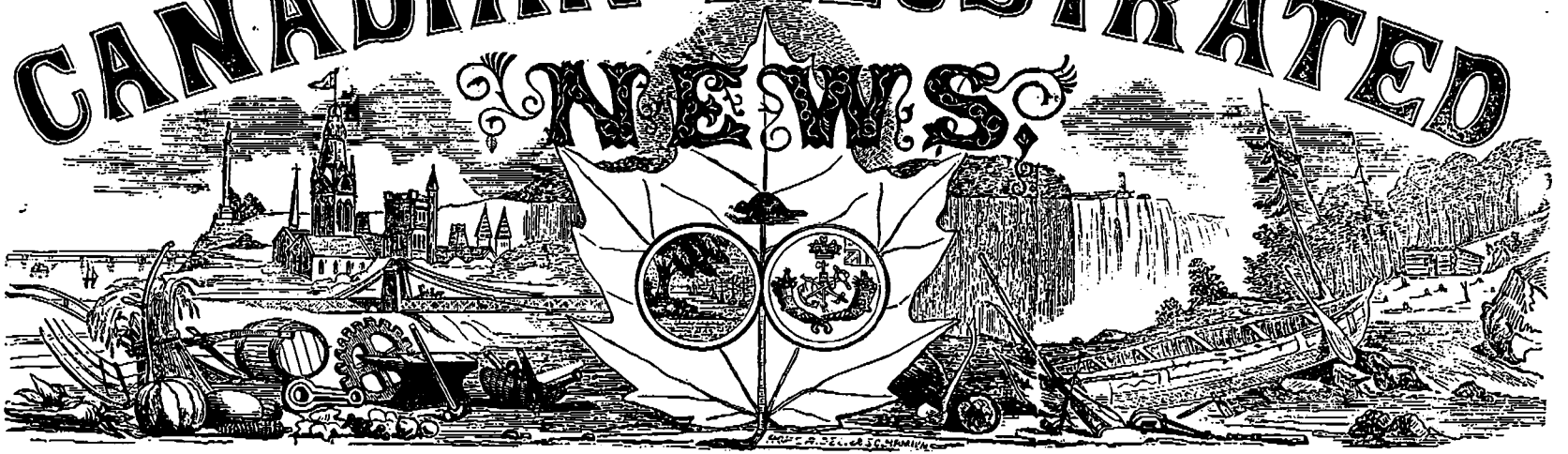


THE CANADIAN ILLUSTRATED NEWS.



Vol. II—No. 19.]

HAMILTON, C.W., SATURDAY, SEPTEMBER 26, 1863.

[\$3 PER ANNUM IN ADVANCE
SINGLE COPIES 7 CENTS.]



THOMAS COLTRIN KEEFER, ESQ., CIVIL ENGINEER.—(SEE PAGE 224.)

NOTICE.

Inventors, Engineers, Manufacturing Mechanics, or any other persons, intending to apply for patents, can obtain all requisite information, and have mechanical drawings made at the office of the Canadian Illustrated News.

OUR AGENTS.

W. M. ORR, J. W. CROOKER and THOMAS COSEY are authorized Agents for the Canadian Illustrated News. When we appoint others their names will be announced.

NOTICE TO THE PUBLIC.

The public are cautioned against subscribing, or paying money to any one for this paper, unless the person soliciting subscriptions be named as an Agent, or have the written authority of the undersigned that he is properly authorized.

FERGUSON & GREGORY.

Hamilton, July 1st, 1863.

Subscribers will please bear in mind that the paper is stopped, when the period for which they have subscribed expires.

Any person sending us the names of ten Subscribers for three, six, nine, or twelve months, will receive a copy free of charge, for each of these periods, respectively. Should those Subscribers, for any term less than a year renew their subscriptions, the paper will be continued to the getters up of the club.

The Canadian Illustrated News is forwarded to Subscribers by mail, free of postage.

THE CANADIAN Illustrated News.

HAMILTON, SEPT. 26, 1863.

FERGUSON & GREGORY, Proprietors. J. A. SPENCER, Editor.

A year has now elapsed since the publication of the first number of the Canadian Illustrated News. During that time we have had many and serious difficulties to encounter. We entered upon an entirely new field, so far as Canada was concerned. The success of the enterprise was doubted; for we started in a city of 20,000, a paper of a class that had never been undertaken in any but the first cities of the world. To a certain extent we were inexperienced, and were unable at first to make use of the best means of success. People, too, are slow to subscribe for new and what they consider struggling papers. And other difficulties from time to time presented themselves which none but practical men could appreciate.

We are happy to say that we have surmounted every obstacle—that perfect success has crowned our efforts; and that the Canadian Illustrated News is no more an experiment, struggling with difficulties and surrounded with dangers; but a fixed fact—a permanent, substantial, paying, business enterprise.

As a result of our success we now present to our readers an enlarged and otherwise improved sheet, while the price of the paper remains the same. In order to do this we have purchased a press, the largest and best that money could procure for the work required of it. We have engaged, and permanently employ the best artists, designers and engravers that are to be had; and have procured new type and other material, in order that the mechanical and artistic appearance of the paper may be of the very highest order—in fact, second to none on the continent. We have secured literary talent, professional and occasional, of which we have no reason to be ashamed; and we shall continue to have the services of the best pens, to make the News a first-class literary, as well as illustrated paper.

We dislike boasting. We are modest in making a catalogue of our claims to popular favor: but we place the enlarged and improved sheet in the hands of our friends and ask them the question: Does it or does it not compare favorably with similar papers issued in Europe and the United States?

The circulation of the Illustrated News has steadily increased from the beginning; and we now issue many thousand copies, which go to all parts of the province. This circulation is becoming greater every week; and we believe the day is not far distant when it will far exceed the aggregate issue of any paper, political or literary, published in the country. It is even now by far the best advertising medium in the country. The

fact that advertisements must necessarily be limited in number ensures the bringing of all under the notice of the reader; and the additional fact that the paper is taken by a class different from the subscribers to any other paper, renders it still more valuable.

CHANGES ON THE GREAT WESTERN RAILWAY.

Several changes have been made in the Departments of the Great Western Railway, taking effect on Monday last. We republish from the Hamilton Times as follows: The Financial Manager and Secretary of the Road, J. Reynolds, Esq., and the Assistant Secretary, W. Knapp Henderson, Esq., having retired, the offices of Financial Manager, Secretary and Assistant Secretary have been abolished. In place of them the office of Treasurer, which will be filled by Thos. Bell, Esq., has been substituted. The accountant, audit and other offices, recently controlled by Mr. Reynolds, will hereafter be supervised by Mr. Bell. Mr. G. H. Mingay, late Paymaster, having also retired, the duties of his office will devolve on the cashier, Et. Charles Malcouronne. The Freight Department has been divided into two sections, the eastern and the western. The eastern division will include London and all places east thereof, and will be supervised by Mr. W. Orr, under the title of District Freight Superintendent. Mr. Orr's office will be in Hamilton. The Western Division will include all places west of London, inclusive of the Sarnia Branch, but exclusive of London, and will be supervised by Mr. J. Peacock, under the title of District Freight Superintendent. Mr. Peacock's office will be in Detroit. The passenger Department has been placed under the supervision of one Superintendent, Mr. Wallace, who will, in future, have charge of the working arrangements of the whole line. Mr. Wallace's office will be in Hamilton.

A U T U M N .

'The melancholy days have come, The saddest of the year.'

The nominal Autumn commences about the 21st of the present month. Then the sun crosses the equatorial line, and carries the opening Spring to the Southern hemisphere. But the fall of the leaf—the gradual change of nature from the joyous Summer into the subdued sadness of Autumn is now around us, and its softened influences are felt whenever leisure and inclination lead us away to the peaceful woods, where nature's beneficent reign is not rudely interrupted by mammon's invading hand. Let us saunter among these pleasant aisles, and watch the leaves slowly and with circling flight descending to the earth. The maples have arrayed themselves in gorgeous crimson, yet the sadness of decay is stamped upon their barbaric pearl and gold; the elm grows yellow and wan; and even the royal oak, clinging tenaciously to his foliage, suffers himself to be

'Touched with the dewy sadness of the time, To think how the bright months have spent their prime.'

Here in these dim old woods let us pause and think. No, we cannot think. Thinking belongs to the world of man; here we dwell with nature. But the spirit of the scene is upon us, and we feel that

'There comes a time when laughing Spring And joyous Summer cease to be; And we put on the Autumn robes To tread the last declivity.'

It is well to forget our worldly wisdom in the presence of the spirit of decay. It is well with subdued feelings to put off our business suit and linger awhile with nature—to feel that

'There is a pleasure in the pathless woods'—and here, if ever, one might with reverent awe

'Kneel remote upon the simple sod, And sue, in forma pauperis, to God.'

LITERARY NOTICES.

THE CANADIAN QUARTERLY REVIEW AND FAMILY MAGAZINE.

This is a new periodical which has quietly and unostentatiously made its way into the journalistic world. It is in magazine form, and contains sixty-four pages of very interesting reading matter. The leading articles are: The Reciprocity Treaty; Our Military Position; Canadian Retrenchment; and Canadian Aristocracy. They are all the production of an eminently practical mind which has given the closest attention to the affairs of Canada.

The conclusions arrived at by the author on these subjects will be dissented from by many. The articles, nevertheless, are very suggestive, and will be welcomed by political thinkers of whatever shade of opinion.—Interesting reading in poetry and prose makes up the remainder of the number.

It is published in Hamilton, and printed for the publisher by Messrs. Donnelley & Lawson—a sufficient guarantee that its typography will be of the very best kind.

The following is the prospectus: The Canadian Quarterly Review and Family Magazine is devoted to national politics and interesting family literature. It will review and advocate, aside from party interests, those leading questions that affect the moral, political and mutual well-being of Canadians; and afford original and selected prose and poetry of a choice and useful character.

The terms are one dollar a year. All communications to be addressed, post paid, Geo. D. Griffin, Box 579, Hamilton, C. W.

PERSONAL.

— M. de Lamartine has at last been able to leave his bed.

— Letters from abroad state positively that Charles Dickens will visit New York next month.

— Paul Morphy will return to the United States, shortly.

— Countess Guiccioli, an old flame of Lord Byron's, gave an entertainment to her friends in Paris, recently.

— George A. Sala is said to be collecting materials for a life of Moliere.

— Gen. Fremont has settled all his Mariposa Grant difficulties, and is reported worth the nice little plum of \$1,500,000.

— Mademoiselle Doria is the name of a new and very young singer, who has made her debut as "Agatha," in "Der Freischutz," at the Theatre Lyrique, in Paris.

— Mr. Siddons has been giving Readings at Quebec during the past week.

LAI D O V E R.—In order to give space for the interesting matter relative to the Hamilton Water Works, in connection with illustrations of the same, we omit a continuation of the "Story of Elizabeth" in the present number. Its publication will be resumed next week.

THE OTTAWA SHIP CANAL.

In acknowledging the receipt of a memorial which was forwarded a short time ago to the Duke of Newcastle, in favour of a ship canal from Lake Huron to the Ottawa, the Colonial Secretary says 'that her Majesty's Government would see with much satisfaction the completion of such a great and important undertaking as is described in this memorial, and that, so far as it can be legitimately given, the Imperial Government will accord to the project its support. No appeal, however could be made to Parliament for pecuniary assistance.'

Exactly so. England will afford us every assistance in the prosecution of this work except pecuniary assistance—the only assistance we want. But we have no right to expect anything of the sort. We are a nation now, and must expect to bear the burden of our national undertakings. It is the old story of Jupiter and the wagoner. The work is one of great importance; but it will never 'move on' till we put our own shoulder to the wheel and make it move.

EDITOR'S TABLE TALK.

— How many are made miserable by trying to keep up appearances. Grey hairs and wrinkled forehead are their origin frequently to this cause; and a sour temper and fretful disposition can be traced to this source. The desire to outshine your neighbor in your style of living is the entering wedge to crime; it has turned many an honest man from the path of rectitude, and is daily making thieves and defrauders among young and old. 'Live within your income,' is the only safe and life-smoothing rule. Practice it.

— When will brevity in speech and conversation have its triumph over long-winded platitudes, in the shape of oration, newspaper contributions, or social chat.—Not till each one of us learn to be reasonable for ourselves in this respect. The art of saying as much as possible, in the fewest words, ought to be cultivated. In this way the world would be relieved of a host. Speaking of brevity, the telegraphic wire illustrates to us, how, under the economical pressure, words may be cut short. We wish all the insurance, who hang about editorial rooms, consuming the time of others had to pay by the word for their messages. A fine and funny instance of brevity in the way of telegraphic dispatches, is given in the anecdote of the man away from home who anxious on two points, telegraphed to his wife the enquiry:—'What have you for breakfast and how is the baby?' and obtained in reply: 'Buck, wheat cakes and the measles.'

— It is Madame de Stael, we believe, who says—'If the Plague had offices to give, the plague would find worshippers.' Too true. The Politician, who is one and nothing else, will bow abjectly before any shrine. His idols are place and emolument. And the Plague he worships is so contagious, that it spreads from greater to lesser devotee, until the whole country is bewailing the terrible effects of a spread of the scourge.

— Our spendthrift and dissipated young men, who buy by nothing, be their salaries great or small, do not realize the value of money—its highest uses and purposes. They never can or will realize it, only by stern necessity. If any of them would know the value of a dollar, let him carry a hod up a tall ladder for a day, or toil under the broiling sun or by the forge, or in any other capacity requiring patience and hard physical labor, and we think he will regard it as earned by too much sweat and exertion to be foolishly squandered.—Industrious habits and intentions are as necessary to the cultivation of a proper use of money, as to its acquisition.

A NEW THING.

THE ROAD AND FARM CULTIVATOR.

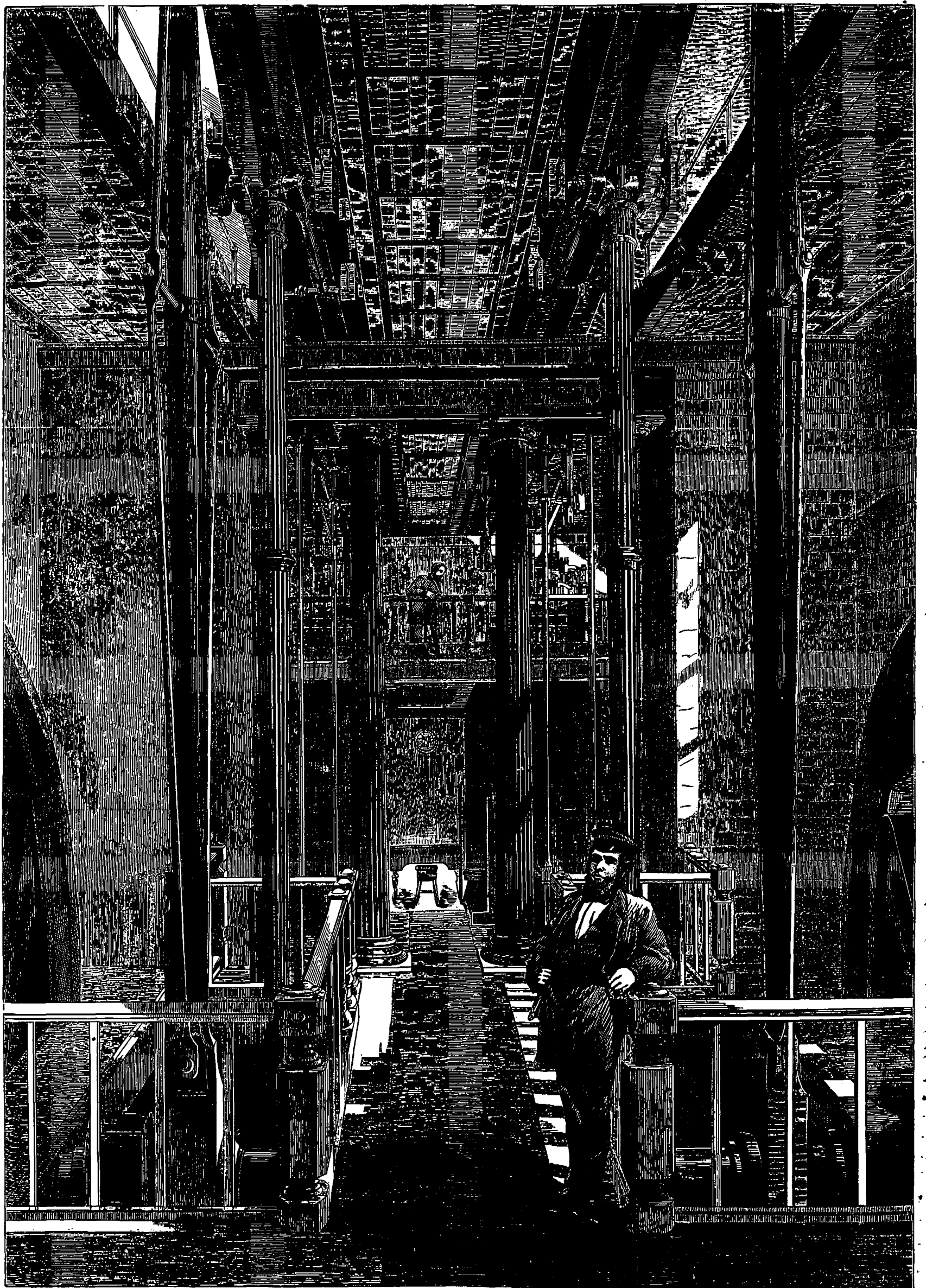
Our artist, in a late ramble, came across a fine specimen of Canadian invention, in an entirely new machine designed for the highway and the farm, which must, we think, effect a great saving of labor on both. And as we desire to give prominence to the implements and machinery of our country, we give in this number an illustration of the operating portion of the machine, to be followed in subsequent numbers by views of the various implements it uses, in effecting its many different agricultural and road purposes.

The engraving sufficiently illustrates the carriage upon which rests the machine. It is formed of five pieces of wrought iron, with one piece of solid cast iron, a pulley and bolt, and is so simple as to be constructed by any ordinary blacksmith. The power is supplied by a new form of compound eccentric, adjustable to the labor required, worked by a lever attached to said eccentric at its centre, also adjustable in its position to the convenience of the operator.

With it the teamster, without stopping his team, can instantly elevate or depress the different implements used, to or from any of which it is attached or loosened in a moment. We are informed it has been successfully applied with the following implements:—A gang of plows which it runs easier and better than any other in use. A new cultivator which cuts so clean that a Canada thistle cannot escape. In addition to its ordinary work, the cultivator is combined with a simple mould board for earth levelling, road forming, or cleaning and ditching. And with a rake for cleaning the ground of all grass and weeds cut, leaving them either in winrows or heaps. And a new 'Scoop,' or shovel, for filling, carrying and discharging earth or manure.

The invention appears to be a 'man of all work,' capable of almost indefinite application to the drudgery of the farm or highway. As soon as the patents issue the remaining illustrations will be given.

It is the invention of J. K. Griffin, Esq., of Waterdown, near this city.



FULL VIEW OF ENGINE OF HAMILTON WATERWORKS.—(SEE PAGE 223.)



SECTIONAL VIEW OF ENGINE.

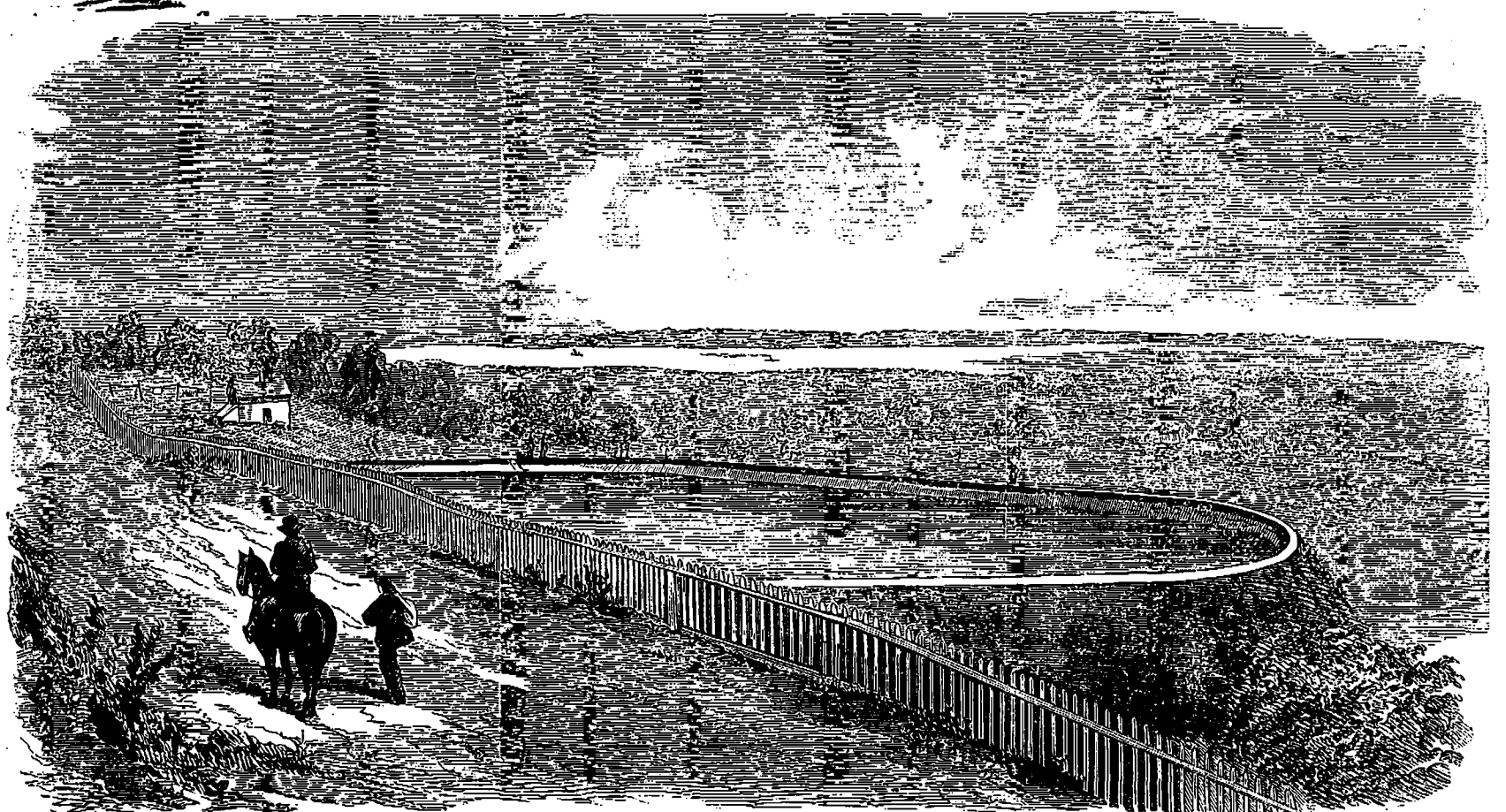
A CLAM-BAKE.—Clam-Bakes are of frequent occurrence in the Atlantic States; but we presume few of our readers have ever seen the preparation of such a feast. We therefore copy the following description:—

Fifteen or twenty tons of stone are put in an oblong shape, about 70 ft. by 10. On this three cords of wood are burned about two hours, or till completely reduced to coals. Over these coals is spread six inches of sea-weed, and then in the particular clam

bake we notice, which accommodated near 2,000 people, were placed two barrels of potatoes, 60 bushels of clams, 10 bushels of oysters, 100 lobsters, two dozen fresh cod-fish, two barrels of green corn, and 80 dozen of eggs. These ingredients, placed in the order we have named, were covered with a layer of sea-weed. The whole cooked in three-quarters of an hour. This sea-weed performs an important part, for it not only properly salts the bake, but it emits the steam which cooks the ingredients.

BEARDS.—The Roman Catholic clergy of Bavaria recently re-adopted an ancient Bavarian custom—that of wearing a full beard. But the Pope, through the Papal Nuncio at Munich, rebukes the departure from the rules of the Church, and the authorities of the dioceses are commanded not only to see that these beards are forthwith removed, but also that the unity of rule and the complete identity with the Roman Church, with respect to dress and shaving are not broken again.

A SPIDER'S WEB.—A spider's web furnishes a better plan for the laying out of new cities than any which has yet been devised by surveyors and engineers. Any one who can find a distinct and complete web unbroken will see how beautifully regular it is, and how perfectly adapted for the quickest passage from any one point to another. The concentric rings are not circles, but polygons, the radiating exquisitely regular and straight.—*Builder.*



VIEW OF RESERVOIR OF WATERWORKS.

HAMILTON AND ITS WATER WORKS.

Before giving a description of these splendid works we may, with interest to the reader, glance at what Hamilton was and what it now is.

At the time of the French alliance with the revolted colonies of North America, since the United States, the date about 1775, Col. Hamilton held a commission in the army of France. He declined to serve against Britain, his native country, retired from the service, came to Canada and settled as a merchant at the town of Niagara, then the seat of government in Upper Canada. His second wife, Catharine, being one of a picnic party at Twelve Mile Creek with Governor Simcoe, was greatly charmed with the locality then uninhabited, and had influence sufficient to obtain a patent granting to her son Robert, then a boy, a tract of land on which has arisen a town. That town is named after Catharine Hamilton, with the prefix of St., and so we have St. Catharines.

Ten years afterwards, about 1811, a grant of land was made to George Hamilton, another son, on the south-western shore of Lake Ontario. There an infant settlement was formed and named Hamilton.

In 1850 Hamilton contained a population of 11,000. In 1858 the inhabitants had increased to 25,000. In the three following years through commercial revulsion, partly owing to bad harvests, and excessive speculation throughout the whole province, the number diminished to 18,000. At the census of 1860 it was 19,000. In 1862 it was estimated at 22,000. In September, 1863 the population is at least 23,500. The increase in 1862 was due to the presence of a military garrison; this year it is due chiefly to an influx of strangers from the United States, some of whom are settling in the city as manufacturers, and others in various avocations of trade.

In 1857, the assessed value of property was one million of dollars; three years afterwards, it was barely half as much. Even now, with an augmented population the value of property has not materially risen, owing to the uncertainty about the City Debt, which was incurred, we may say, as an act of self preservation, owing to unwise legislation. Had the act setting forth that the Great Western Railway from Hamilton to the Detroit river should be the western end of the Trunk line of railway through the province been sacredly adhered to, as it should have been, the city of Hamilton would not to-day have had to ask any favors from its creditors, but the granting of a charter to extend the Grand Trunk west of Toronto, forced the municipality in order to maintain its commercial position—to expend a large amount on railways, so as to save to the city the trade which it had created, and which by wrong legislation was in danger of being diverted. Unfortunately the amounts expended on the Preston and Berlin Railway, and the Port Dover Railway, have proved a total loss to the city. Large as the amount is, that has been expended on the Water Works, the city would never feel the burden were it not for the heavy responsibilities incurred in railway construction, to defend its commerce, and for which the legislature of the country of the day was to blame.

Even now, Hamilton asks only the concurrence of the Provincial Legislature to its proposal to defray its debt and accumulated arrears of interest by spreading the payments over a larger period of time, only asking an abatement for some years of a portion of the interest, and not of the principal—a proposition which, if acted upon, will ultimately pay the debt, and meanwhile allow the city to save its existence. It has been owing to the hostility of sister cities, from which nothing was asked, and to the perverse misrepresentation by newspapers in other places, on their part a continuous persistence in distorting the facts, either for the "fun of the thing," or for the pleasure that disparagement of Hamilton gave to some of the inhabitants of some other city,

that the British shareholders have not before this acceded to the honorable terms, offered by a corporation and people who are straining to the uttermost the sinews of industry and of final resource. Indeed, it seems to us that the idea has taken strong hold of some of the bondholders in England, that the municipality has been trying to repudiate. Never was there a greater slander; all that is sought for is what any reasonable merchant would grant to any honest debtor who had got into difficulties.

Hamilton did not borrow from the Municipal Loan Fund, as did 46 other municipalities in the province, the greater number of which are now behind in their payments to the government; but the people boldly endeavored to do for themselves, and now are assailed and railed at while our assailants are silent toward municipalities which owe the government, and are not even trying to pay, which we are.

On the 25th June 1863, a report from the Finance Committee was adopted authorizing Robert Cassels, Esq., manager of one of the banks to act for the corporation in England, in submitting proposals of settlement to the bondholders. That gentleman has done us good service, and is justly entitled to the thanks of the community. Our city member, Isaac Buchanan, Esq., is now battling to get the Bill through the House. We have strong hopes now that a settlement will soon be arrived at, and that Hamilton will emerge from its financial difficulties and take a new lease of prosperity. The geographical position of the place, coupled with the energy of the people, will soon bring things right, once the arrangement with the creditors becomes a 'fixed fact.' Let there only be a settlement—that is what is wanted—remove the encumbrance that is crushing the municipality, give it breathing time; and it needs no seer to predict the result.

WATER WORKS.

At the southern end of the Beach, which divides Burlington Bay from the Lake, Hamilton has established the first link in its Water Works—a large basin having been dredged out, into which the water from Lake Ontario percolates through the sand, thus forming a natural filter.

The water passes from this into the pumping well at the engine-house, where it is forced by two powerful engines to the reservoir on the side of the hill about two miles east of the city and the capacity of which is sufficient to provide, at least, a fortnight's supply of water, should any accident occur to prevent pumping and from it is distributed throughout the city. The whole system, we believe, is as complete as any on this continent. The engines are certainly a credit to Canadian workmanship, and are the most powerful and highly finished of the kind in the Province. They have worked like a charm, and nothing has arisen to cause any outlay on them since the first stroke. The pipes were manufactured by D. Y. Stewart & Co., of Glasgow, and after all were laid by the contractors, Messrs. Hendrie & Co., not half-a-dozen leaky joints were found.

The hydrants were made in Hamilton after the most approved model, and have worked well—doing good service when unfortunately required during fires.

The Engine House was built by Mr. Geo. Worthington, of this city, and is pronounced by good judges a piece of the best hydraulic masonry to be seen anywhere.

The reservoir was constructed by Mr. A. P. McDonald, and is a most substantial work. This is a favorite spot to wander about: the view from it is magnificent. To the left, the city with its spires is seen—in front, our beautiful Bay, and to the right, Lake Ontario.

The almost inestimable value of this great work to the city can scarcely as yet be appreciated by our citizens. The old sources of supply—wells—are still used by many; but when our population shall become somewhat larger, it will be seen that this source would be totally inadequate. A large supply of good water is a blessing to a city upon

which no price can be put; and this water, passing through a natural filter, is, perhaps, superior to that supplied to any city on the continent.

The reservoir is 185 feet above the level of Lake Ontario. Its capacity is about 6,000,000 gallons.

The water is now used in about 1,100 houses; but the revenue, as yet, pays but little more than working expenses.

It reflects not a little credit to the Water Commissioners, that work of such magnitude—costing \$786,479 34, was carried to completion without a single legal difficulty with any one of the contractors, and it equally bespeaks the ability of Mr. Keefer, that the expenditure was within the estimates. Mr. Keefer not only rendered eminent services as the engineer; but he showed ability in another department, namely, finance, and received the thanks of the Commissioners for the successful completion of financial arrangements, which enabled the Commissioners to proceed with the works, where otherwise they might have had to suspend operations,—however, there was not an idle hour in the prosecution of the works.

The present Principal of the Commercial College, Toronto, J. E. Day, Esq., was secretary to the Commissioners, and performed his duties in a most commendable manner.

The Mechanical Engineer who, on behalf of the Commissioners, superintended the manufacture and erection of the engines, receiving every piece of iron that was used, was Mr. Charles Robb, now mining Engineer in Montreal. He also very handsomely rendered much assistance gratuitously, in making designs for the several fountains in the city which were erected by subscription.

His Royal Highness, the Prince of Wales, was pleased to inaugurate the Works, on the occasion of his visit to this country.

One of the early promoters and best friends of the Water Works scheme, was Wm. Davidson, Esq., whose name is to be found associated with all the early negotiations on the subject.

None connected with the work, however, deserve a more honorable mention than Adam Brown, Esq., the Chairman of the Commissioners. To the discharge of the duties of his position Mr. Br. Brown brought the full power of that vigorous and enthusiastic mind which is ever foremost in matters of public interest.

Though his arduous labors have been highly appreciated by his fellow-citizens, their full value will not perhaps appear until the Water Works become a financial success.

The engines by which the water is pumped from the filtering basin to the receiving reservoir deserve more than a passing notice. They were manufactured by John Gartshore, Esq., Hall St., Dundas. They are of about 200 horse power each, and each engine has both a high-pressure and a low-pressure cylinder, the diameter of the former being 42 inches, with a stroke of eight feet, and of the latter, diameter 36 inches, stroke six feet. The fly-wheels weigh 25 tons each; the two receiving air vessels, six feet in diameter, 16 tons each; and the two walking beams, 30 feet between the centres, 15 tons each. The great beam or entablature, weighing 12 tons, in one solid casting, is, we believe, the largest casting ever made in Canada. A peculiarity observable in the parallel motion of these engines is that the three centres are worked by one radius rod. The power is supplied by four Cornish Boilers, 30 feet long and six feet in diameter, having one flue through each. They weigh about nine tons each; and consume about 3,200 lbs. of coal per day, working one engine. The pumping capacity of each engine is nearly 100,000 gallons per hour.

In visiting the establishment of Mr. Gartshore, where this magnificent work was constructed, we were forcibly struck by the signs of busy life pervading the great establishment, covering an area of four acres of

ground. It was commenced in 1838 by Mr. Gartshore and the late James B. Ewart, Esq. For some time it occupied a position second to the Niagara works, but it has now become the first foundry in the province. Then a casting of 4,000 lbs. was a curiosity—now the capacity of the moulding shop is sufficient to produce a casting such as the entablature of the Water Works mentioned above, weighing twelve tons, or even larger. About 150 hands are employed; and work to the value of over \$100,000 is yearly turned out.

At present the establishment is chiefly occupied in the manufacture of dry-sand castings, such as locomotive cylinders; and steam castings, such as coal oil stills, up to 10 feet in diameter, agricultural implements, and every kind of machinery. The casting of car wheels from American iron has been commenced; and pipes of the same iron cast here are used for the oil wells now being sunk at Bothwell.

The boiler shop constitutes quite a feature of the establishment. It is fitted up with punches, drills, shearing machines, &c.—indeed, the whole establishment is provided with machinery of the latest pattern, and best calculated to save manual labor.

Both steam and water are employed as motive power—two engines of 25 horse power each supplying the former; the latter is of about 40 horse power.

We were shown a large spur mortise wheel which also acts as a fly wheel, made for Wright's Cotton Mill, Dundas. It is 15 feet in diameter, and weighs 8,000 lbs., being the largest mortise wheel ever cast in Canada.

ANECDOTES OF BIRDS.

Maryatt relates these pleasant anecdotes of the sagacity of birds.

There is much more intellect in birds than people suppose. An instance of that occurred in a slate quarry belonging to a friend, from whom I have the narrative. A thrush, not aware of the explosive properties of gunpowder, thought proper to build her nest on a ridge of the quarry, in the very centre of which they were constantly blasting the rock. At first she was very much discomposed by the fragments flying in all directions, but she would not quit her chosen locality. She soon observed that a bell rang whenever a train was about to be fired, and that at the notice, the workmen retired to safe positions. In a few days, when she heard the bell, she quitted her exposed situation and flew down to where the workmen sheltered themselves, dropping close to their feet. There she would remain until the explosion had taken place, and then she returned to her nest. The workmen observed this and narrated it to their employers, and it was also told to visitors who came to view the quarry. The visitors naturally expressed a wish to witness so curious a specimen of intellect; but as the rock could not always be ready to be blasted when visitors came, the bell was rung instead, and for a few times answered the same purpose. The thrush flew down close to where they stood; but she perceived that she was trifled with, and it interfered with her process of incubation—the consequence was, that afterwards when the bell was rung, she would peep over the ledge, to ascertain if the workmen retreated; and if they did not, she would remain where she was, probably saying to herself: 'No, no, gentlemen; 'm not to be roused off my eggs for your amusement.'

Some birds have a great deal of humor in them—particularly the raven. One that belonged to me was the most mischievous and amusing creature I ever met with. He would get into the flower-garden, go to the beds where the gardener had sowed a great variety of seeds, with sticks put in the ground with labels, and then he would amuse himself with pulling up every stick, and laying them in heaps of the or twelve on the path. This used to irritate the old gardener very much, who would drive him away. The raven knew that he ought not to do it, or he would not have done it. He would soon return to his mischief, and when the gardener again chased him (the old man could not walk very fast), the raven would just keep clear of the rake or hoe in his hand, dancing back before him, and singing, as plain as a man could, 'Tol de rol de rol, tol de rol de rol!' with all kinds of mimicking gestures. The bird is alive now, and continues the same meritorious practice whenever he can find the opportunity.

MEMOIR OF
THOMAS COLTRIN KEEFER, ESQ.,
CIVIL ENGINEER.

In the year 1739 a child was born of German parents near Strasbourg in France. That child, George Keefer, grew to manhood, and in 1765 emigrated to America. He became a resident in the British Colony of New Jersey, at Paulinskill, County of Sussex. A brother who accompanied him went to Harrisburg in Pennsylvania. His descendants about Lancaster in that state retains the original spelling of the name. The name of Keefer is a common one in and around Strasbourg. One who bore the name Daniel Keefer was the first translator of the Bible into the Turkish language; was Premier Secretary to the King of France, and interpreter of oriental languages at the Court.—He was born in 1705 and died at Paris in 1813, aged 108.

George Keefer of New Jersey, on the revolt of the British North American Colonies against the Royal government took side, as did most other German families with the Loyalists. He volunteered into the Rangers and served under Sir William Howe in New York; and there died of army fever and was buried on Staten Island. His property consisted of two farms, a distillery and a female slave, and was confiscated by Congress. A home having been offered in Canada to all adherents of the British government, the son George Keefer, then aged eighteen, who was the first to spell the name according to pronunciation, made a journey to this country to select a place of settlement. In 1792 he returned to Pennsylvania for his mother and brought her on horseback by an Indian trail through unbroken forests from the Susquehanna to Lake Erie. The site of the city of Buffalo was then occupied by two fishermen's huts. Mr. Keefer had selected Thorold in Canada as his home, and there he lived for nearly seventy years. He was the first President of the Welland Canal Company and the earnest supporter and scientific adviser of the projector of the canal, the late Hon. William Hamilton Mersitt. By industry, integrity, temperance he acquired a considerable estate and brought up a large family. In the Canadian Illustrated News of 20th August, No. 16, Vol. II., it was our melancholy duty to record the death and publish a memoir and portrait of the tenth and youngest son, Alexander Keefer, barrister at law who died at Beechworth, near Melbourne, Australia. It is to-day our pleasing task to publish this memoir and a portrait of Thomas Coltrin Keefer, Civil Engineer, one of the most distinguished men of Canada, the eighth son of Mr. Keefer of Thorold and of his second wife whose maiden name was McBride. The McBride family were children of one of the Irish Volunteers who came to Canada from Trillick in Ireland, with General Carleton, in 1776.

Mr. Thomas Coltrin Keefer was born at Thorold, a small town on the Welland canal, peninsula of Niagara, on the 4th of November, 1821. He was educated at Upper Canada College, where between the years 1822 and 1838 he passed from the third form under the late Dr. Phillips, to the seventh, under Dr. Harris. Before leaving college he decided that his profession should be that of civil engineer. With what intuitive genius he made the choice, his works achieved, and publicly acknowledged, bear testimony.

But there is one great work, the conception of his creative mind, for which he has not received the honor which he may justly claim; that is the conception and the practical execution of the surveys which led to the building of the Victoria Bridge. had no equal, has had superior on earth.—Robert Stephenson could not only afford to, but in the generosity which is inherent in true genius did pay honor to Thomas C. Keefer by acknowledging that on his plans and surveys of the Victoria Bridge was that magnificent structure reared. Stating, also, during his last illness, that the credit of the original conception of the Bridge, belonged to Mr. Keefer.

In 1838 he commenced the profession of civil engineer, at Lockport, state of New

York, on the Erie Canal, where extensive works were then in progress. In 1840 he returned to Canada, and was employed by the Welland Canal Company, under the late J. S. Macaulay, engineer in chief, a Colonel of the Royal Engineers. In the following year the Canadas were united, and this canal becoming a provincial work, its enlargement was commenced. Mr. Keefer, then only in his twentieth year, was charged with the enlargement of the feeder, and continued the only engineer in charge until the appointment of Mr. Power as engineer in chief in 1842, and the commencement of the new locks. He remained a division engineer of all south of the Welland river, until 1845, when he was appointed to the charge of the Ottawa works, and thus in his twenty-fourth year ceased to be an assistant engineer. At the end of 1848 he was dismissed from the government service with a flattering letter, ostensibly on the score of retrenchment, but in reality because he had as engineer in charge successfully opposed propositions for expenditure in which some members of Parliament were interested, who had influence with the Administration.

In 1849 Mr. Keefer wrote the 'Philosophy of Railroads,' a pamphlet which was reprinted by several railroad companies, and republished in many newspapers. It contributed more than any other to give vigor to the railway agitation which secured the completion of the Great Western, the Toronto Northern (now Northern of Canada), Port Hope, Prescott and Ottawa, and the Grand Trunk, all of them arteries of industrial vitality. It was also a text book for the press of Nova Scotia and New Brunswick, in advocating their railway policy.

In the same year, his Excellency the Earl of Elgin, Governor-General, offered a premium for the best 'Essay on the influence of the Canals of Canada upon her Agriculture.' For this Mr. Keefer was the successful competitor, and the announcement, in 1850, immediately after the success of his 'Philosophy of Railroads' at once gave him the position of an authority on railway and commercial subjects. In his prize essay he foreshadowed that political differences might divert the trade of the north-west from the Mississippi to the St. Lawrence. He opposed agricultural protection as unnecessary, and general protection as unwise, but advocated incidental protection to certain manufactures suited to the country, and asserted that reciprocity would be granted. He predicted that the St. Lawrence by its adaptation for steam power would yet distance its rivals, and was the first to call attention to the importance of the route through the straits of Belleisle, as saving several hundred miles in the European voyage. He showed that with steamers, lights, buoys and beacons, the Gulf of St. Lawrence would be safer than the Gulf of Mexico, the English or Irish channels. He advocated the free navigation of the St. Lawrence and shewed the relief it would afford to the lake craft in winter and in seasons of depression, which view has been since proved correct by the fact that twenty thousand tons of lake shipping went out on the ocean in 1858 and 1859. He also pointed out that New England would for the future be a better market for Canadian bread-stuffs than old England. Since this essay was published other prize essays have been written on Canada, and extensively distributed in connection with the Paris Exhibition of 1855, and many valuable publications have likewise drawn attention to this province, in late years, all of which had the 'Canals of Canada' of Mr. Keefer before their writers, while he wrote under every disadvantage, except that of treading new ground. His essay has, however, been described by the leading press of Canada, as a masterly one, exhausting the subjects on which it treats. The government policy with reference to the St. Lawrence in the last ten years has been in accordance with the principles laid down in it, and his views with respect to a manufacturing policy have been adopted.

In 1850 he was again called into the government service by Hon. W. H. Merritt, who was then chief commissioner of public works, and was sent to survey the rapids of the St. Lawrence with a view to their improvement, and also to explore the country between the head waters of the river St. John in New Brunswick and the St. Lawrence, opposite the Saguenay, for the purpose of opening up an intercolonial communication by canal or railway. In 1851 he resigned permanently his connection with the government service, and was appointed chief engineer of the Toronto and Kingston section of the Grand Trunk railway, which, as laid down by Mr. Keefer in his 'Philosophy of Railroads,' was restricted to a line from Montreal uniting

with the Great Western at Hamilton. In the same year he was appointed to the survey of the Montreal and Kingston section of the Grand Trunk railway, and also of the bridge over the St. Lawrence at Montreal, thus having the whole line and bridge in his hands. In 1852 the English contractors assumed the position of the Canadian companies, and appointed their own engineer to the charge of the railway and bridge, and Mr. Keefer, unwilling to take a subordinate post under the contractor's engineer, went into general practice. In connection with the Trunk railway it may be mentioned that he advocated the gauge of New York and New England for the Canadian line, so that cars laden in Canada could go without transshipment, in bond or otherwise, in New York and Boston, the only produce markets in the United States within our reach, and return in like manner with imports, to their place of destination. Portland had however foreseen that, without a peculiar gauge, traffic would branch off at the Connecticut river and other points to Boston, and had bound the Sherbrooke road to her conditions. These in turn were imposed upon the whole province, as the provincial gauge, by the Sherbrooke road. Mr. Keefer has, since its commencement in 1853, disapproved of the policy of the Grand Trunk Company, in the location, construction and management of the railway, although, as one of the early promoters, he has always been favorable to the enterprise itself.

In reference to the bill then before the Legislature, Mr. Keefer, in 1852, recorded his protest in one of the leading provincial journals in the following prophetic language:—

It is the control of the road during construction and after completion, by a company of non-resident speculators that should be resisted. There are a thousand questions of local importance to every town, village and township on the line, which must arise during its construction, which such persons cannot appreciate and will not accede to; and when completed, upon the liberal and enlightened management of its commencement will depend its future success, and that of the interests along the route. This cannot and will not be appreciated by parties in temporary possession, whose policy it will be to make their possession so irksome that the country will be compelled to purchase them out. Thus after paying the highest price for a road constructed in defiance of local wishes it will be thrown back on our hands, having been managed by reference to the board at home, damaged in reputation, and not improbably, worn out in track and gear, by the cupidity or indifference of temporary non-resident tenants.

Mr. Jackson merely asks power from the Canadian legislature to puff the stock of our main line to double the amount necessary for the construction of the road, and when he shall have disposed of £10,000 per mile in stock, by quoting the confirmation of this 'chisel' by the Canadian legislature and government, (who in England, will be supposed to be the best judges of what the road will cost and what it will pay), he will disappear from the scene and leave the widows and clergymen, the Sidney Smiths, and all the small shareholders in Britain to divide the dividends between themselves and the government guarantee mortgage. The position which Canada will then occupy in the public opinion of Great Britain will be similar to that of the repudiating state of Pennsylvania, whose drab-coated citizens Sidney Smith has immortalized!

Referring to the Toronto and Guelph road, Mr. Keefer foreshadowed the result, as follows:—

But where will all this end? Public notoriety brings the rumor of another gigantic 'chisel.' It is well known that the directors of the Toronto and Guelph road have received over one hundred bids for their line, but have as yet accepted none, and the reason assigned is that they are angling with 'Jackson, Hincks & Co.' to be tacked on the Trunk line. The Great Western will then be thrown overboard as a Ymke concern, and the Canadian main trunk will be pushed through Guelph and Sarnia, and the government guarantee be extended over the whole line.

If the doctrine be true that every man has his price, we confess that with such a railway-facilities bill of fare there is scarcely anything which reckless and unprincipled plotting cannot do. We tremble for the name and fame of Canada when we reflect with what hot haste this Jackson business has been spurred on!

After describing the political position of the question, Mr. Keefer thus concludes:—
'Lastly, Mr. Hincks is committed to himself. The power and patronage arising out of the expenditure of such a vast sum of money is worth all the political trump cards which ever have been or can be started wielding that power through a project which extends throughout the entire length and breadth of the land, he can defy the whole army of politicians—who can only oppose

principle to interest, agitation to a consideration.

The public character of Canada is to be prostituted in the London stock market, and used as an engine to extract their means from distant and confiding men and women. Messrs. Jackson & Co., are allowed, first, to make a contract with themselves, by which they will make the future shareholders pay double the value of the road; secondly, they are enabled to purchase the support necessary to secure the bill by being allowed to assign sub-contracts without competition, &c.

In addition to his professional engagements during the busy period which marked the commencement of the railway era in Canada, he was on the part of Canada prominently concerned, from 1849 until its passage in 1854, with the reciprocity treaty, and spent some time in Boston and New York with the United States consul-general, the Canadian department of whose report bears evidence of Mr. Keefer's labors. Although many names have figured prominently in the final stages of this measure, some are those of men who were at first skeptical of its practicability, who ridiculed the proposition, but who like other fortunates have reaped where they have not sown. There exists the best authority for stating that Mr. Keefer contributed at least as much as any other person acting on the part of Canada towards the successful issue of this important measure.

During the period which has elapsed since 1852, Mr. Keefer has filled the positions of engineer of the Montreal Water Works, Montreal Harbor, Stanstead, Shefford and Chambly Railway, Hamilton Water Works, Port Dover Railway, besides having been as consulting engineer, or arbitrator, connected at some time with most of the railways and public works in the country. Nor has his practice been confined to Canada. Twice he has been called into the adjoining province of New Brunswick; and he has declined an offer from Major-General Fremont to go to California, with a munificent salary, on a professional engagement in connection with the Mariposa mines. Besides his professional reports, some of his lectures have been published; in one of which (that upon 'the Ottawa') the only detailed description yet given of the mode of conducting the lumber trade is to be found.

The best testimony to Mr. Keefer's position is that of contemporary engineers. The following is an extract from 'a brief history' of the Victoria Bridge, by F. N. Boxer, Esq., C. E. (pp. 27-28).

To Mr. Keefer was Mr. Stevenson indebted for all the valuable data collected and mentioned in Mr. Keefer's Report, and this Engineer is justly entitled to the full credit of having designed the first plan of a bridge over the St. Lawrence which could have been successfully carried into effect, as has been subsequently proved by the construction of the Victoria Bridge on nearly the same site!

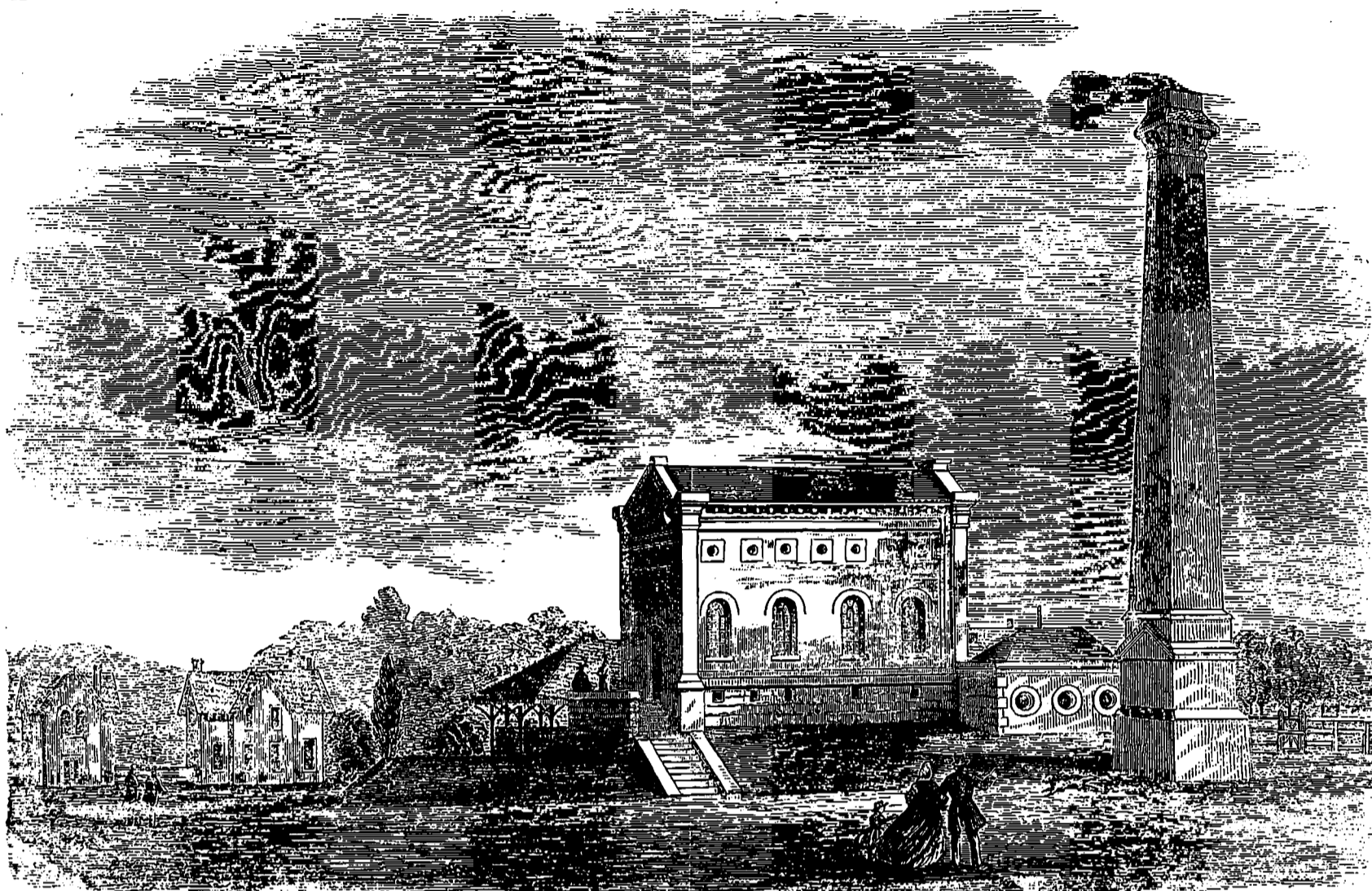
OPINIONS OF AMERICAN ENGINEERS

From the Railway Times, Boston.

The original design of this bridge is due to a Canadian Engineer, Thomas C. Keefer, Esq., whose published Report in 1852 fixes the site and determines the general arrangement of the structure, which has been but little modified in execution. Also he in a long and elaborate argument, demonstrates as far as such a thing could be done on paper, that a bridge could be built to resist the ice, and that its effect would be to diminish instead of increasing the winter floods.

Such was the state of the enterprise in 1852, but the bridge would probably not have been built had it not been undertaken by the Grand Trunk Railway and adopted as part of their vast scheme.

The late Mr. Stephenson came to Canada and after examining the proposed location and plan with great care, gave Mr. Keefer's views the sanction of his great name, and assumed the responsibility of constructing the bridge. Had he given an adverse opinion, it is not too much to say that the capital would never have been raised in England. As his whole professional reputation was at stake, he gave the closest attention to the details of construction. All the working drawings were made in his office at Westminster, and bear the signature of his principal assistant, G. A. Stephenson, and no alterations were permitted without his sanction. Some of the friends of Mr. Stephenson's resident engineer in Canada, Mr. A. M. Ross, have claimed for him the credit of the design. Mr. Stephenson's friends deny this point blank. Mr. Ross himself has said nothing. The bridge bears a tablet on which is engraved, in lasting characters, the name Robert Stephenson and A. M. Ross, engineers. In the absence of further evidence, we must declare that the honor of designing this huge structure lies with Keefer, Stephenson and Ross; how much belonging to each, perhaps it would be unpropitious to enquire.



ENGINE AND BOILER HOUSE OF WATERWORKS.

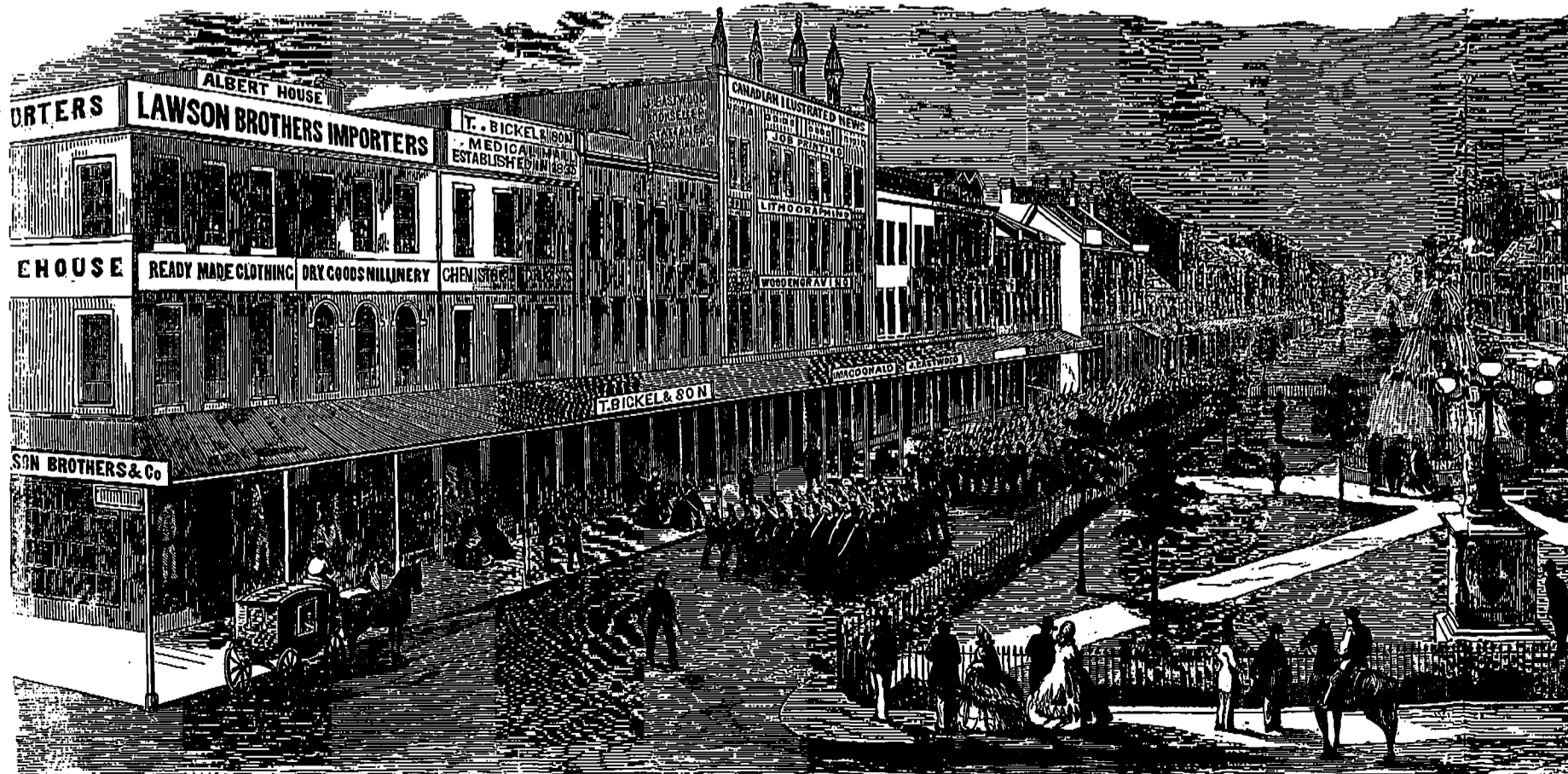
PHYSICAL TRAINING—We speak to the class or the nation that has no physical training. Look at the manners, the morals, the faces of the young men of the shop-keeping classes, if you wish to see the effects of utterly neglecting the physical development of man—of fancying that all the muscular activity he requires under the sun is to be able to stand behind a counter, or sit on a desk stool without tumbling off. Be sure, be sure, that ever since the days of the Persians of old, effeminacy, if not twin sister of cowardice and dishonesty, has always gone

hand in hand with them. To that utter neglect of any exercises which call out fortitude, patience, self-dependence and daring, I attribute a great deal of the low sensuality, the conceited vulgarity, the utter want of a high sense of honor, which is increased just now among the middle classes; and from which the navigator, the engineer, the miner and the sailor are comparatively free. —*Kingsley's Miscellanies.*

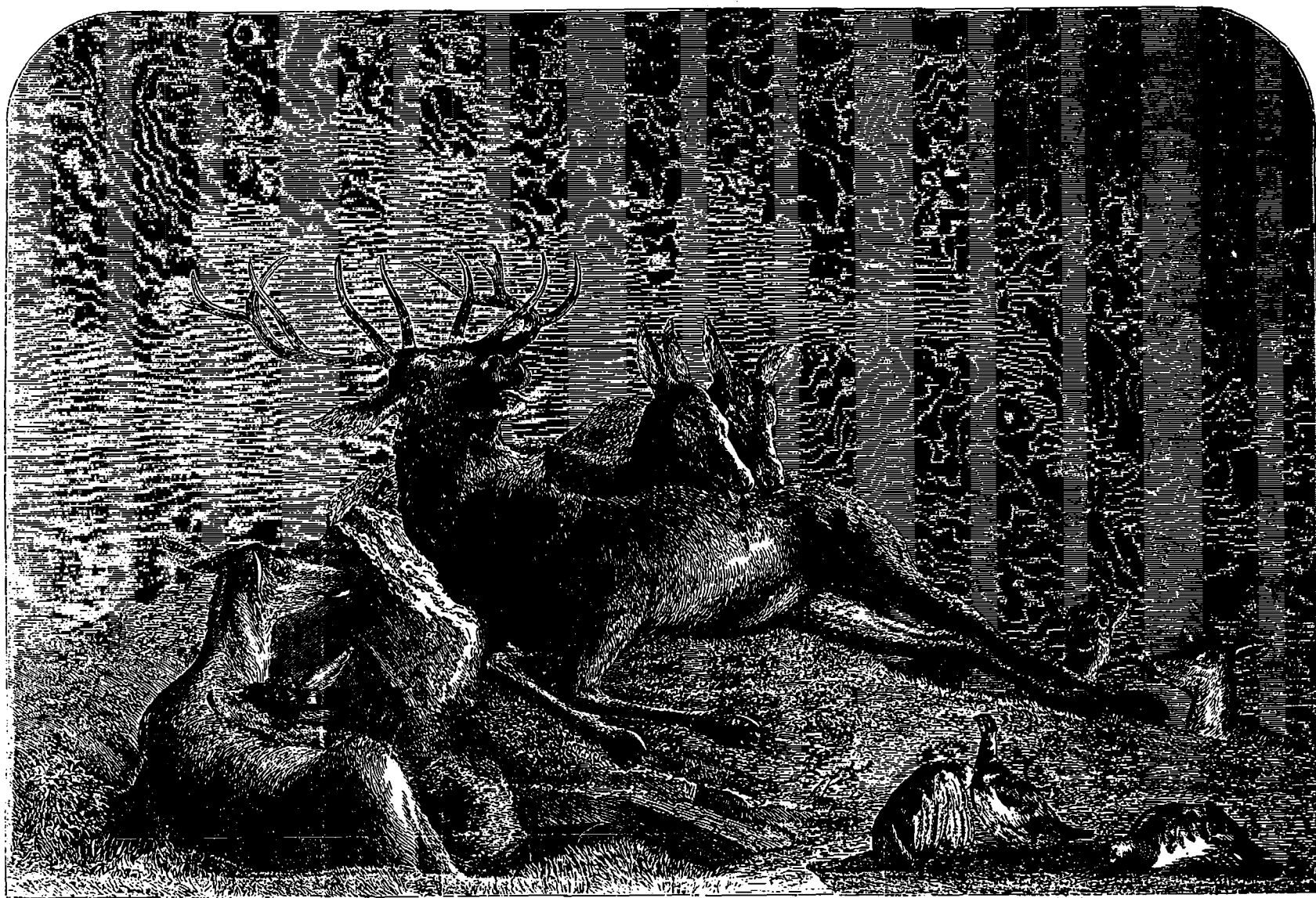
HORRIBLE, TROUGH TRUE.—I have been thinking how horrible it must be to see any

body one cared for drunk, the honest eyes dull and meaningless; the wise lips jabbering foolishly; the whole face and figure, instead of being what one likes to look at, takes pleasure to see in the same room even—growing ugly, irrational, disgusting—more like a beast than a man. Yet some women have to bear it, have to speak kindly to their husbands, hide their brutishness, and keep them from making worse fools of themselves than they can help. I have seen it done, not merely by working-men's wives, but by lady-wives in drawing-rooms. I think,

if I were married, and saw my husband the least overcome with wine, not 'drunk,' may be, but just excited, silly, otherwise than his natural self, it would nearly drive me wild; less on my own account than his.—To see him sink, not for a great crime, but a contemptible, cowardly bit of sensualism—from the height where my love had placed him; to have to take care of him, to pity him,—aye, and I might pity him, but I think the full glory and passion of my love would die out, then and there forever.—*A Life for a Life.*



HAMILTON GORE, W. T. VIEW OF



A GROUP OF DEER, FROM LANDSEER.

Fun and Fancy.

'MOCK TURTLE is said to be calling a husband 'my dear,' in public, and 'you brute in private.'

DR. FRANKLIN, talking of a Senator who had been a draper, said: 'He never sold a piece of tape narrower than his own mind.'

THERE is a good reason why a little man

should not marry a bouncing widow. He might be called a widow's mite.

WHY are ladies the biggest thieves in existence? Because they steal their petticoats, bone their stays, crib their babies, and hook their dresses.

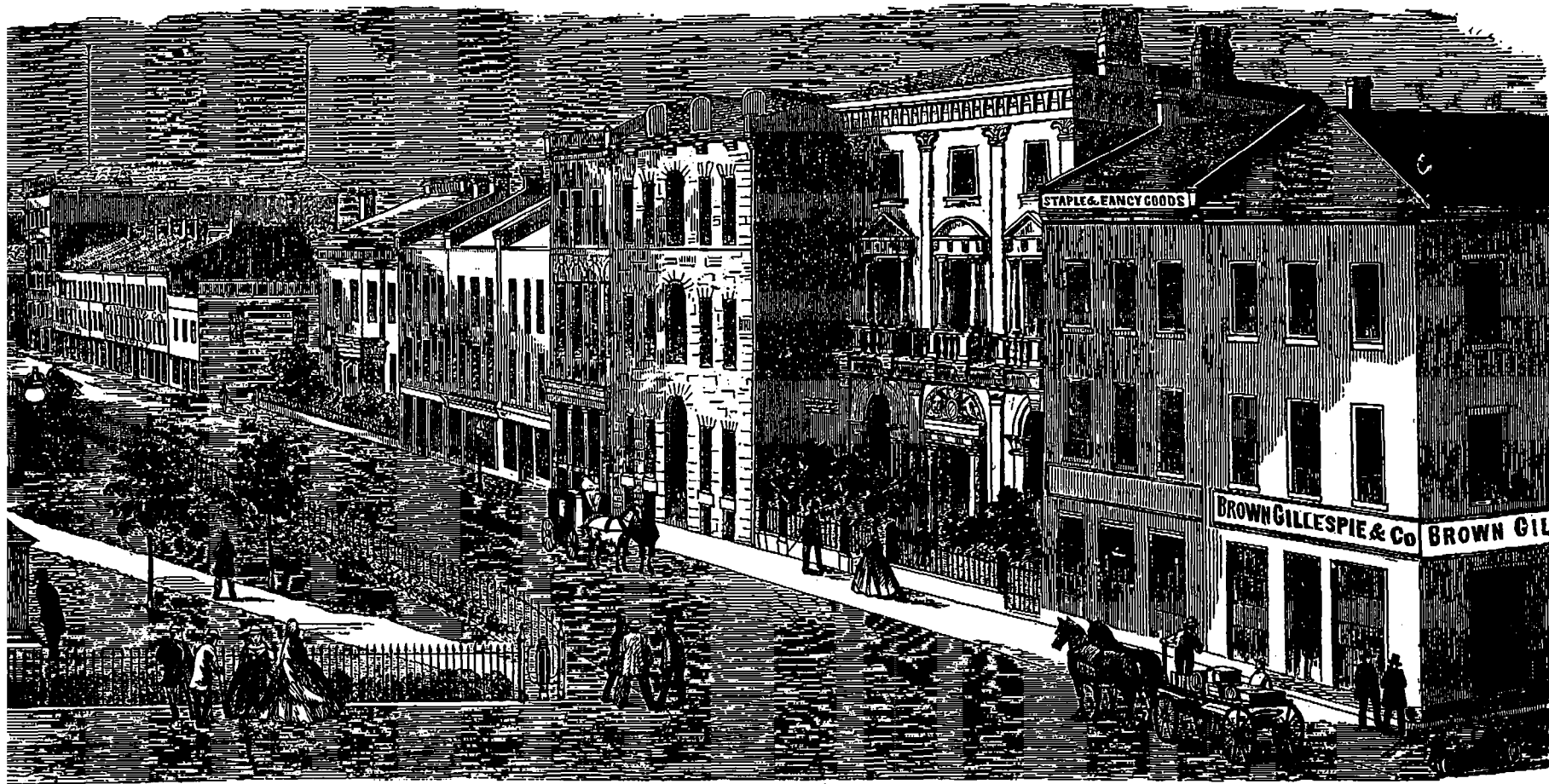
'I WONDER, Lucy, how it feels to kiss one of the horrid creatures with a moustache?' 'Indeed, I don't know, but I'm going to get the hearth-brush and try it!'

'ANNETTE, my dear, what country is opposite to us on the globe?' 'Don't know sir?' 'Well,' said the perplexed teacher, 'If I were to bore a hole through the earth, and you were to go in at this end, where would you come out?' 'Out of the hole, sir.'

THE DUKE of Orleans said of two very poor persons, who had married, that 'Hunger had wedded Thirst.'

PADDY, where's the whiskey I gave you to clean the windows with?' 'Och, master, I jist drank it, and I thought if I brathed on the glass it would be all the same.'

A GENTLEMAN of very small stature, asked a young lady to join him in the pleasure and troubles of this world for life. She replied: 'I do not know, sir, that I would have any use for you; you are too large for the cradle, and not large enough for the bed.'



W. OF DRINKING FOUNTAIN.

RECENT LUNAR DISCOVERIES.

It is only very recently that the capital notion so persistently maintained by certain astronomers, of the utterly lifeless waste of the moon's surface, has been exploded. The way this idea got prevalence was in denying the existence of an atmosphere around the moon, a state of things that would of necessity exclude the existence of water and organic life from our satellite. This theory led to the further denial of heat in the lunar rays, from which flowed a multitude of errors.

But Knox and Melvin have proved by exact observations, that there is heat in moonshine, and Zantodochi has measured it in its effects upon the mimosa, while an English scholar has demonstrated that the earth is colder in the first quarter of the moon than it is in the second. Again, moonshine exerts a wonderful influence on plants. Light enables them to absorb carbon from the carbonic acid gas of the atmosphere, and as this is their daily work, they sleep at night, except when the moonlight wakes them up and sets them to work again. So the farmer is right who sows the seed just before the full of the moon, for the plants come up about the time of the new moon, and pass their infancy under the dark nights, but when the full moon comes its light sets them to work, and thus the process of growing is continued night and day, while a contrary course is injurious to the tender plant which requires sleep.

The sailors say that the moon eats up the clouds, and Whewell and Guetelet have proved the truth of the observation, by showing that more rain falls in the dark moon than in its second and third quarters.

Webb has shown by a careful comparison of the present appearance of the moon's surface with that made by Maedler twenty years ago, that it has undergone great changes. Several of the minor craters have assumed different shapes. These changes indicate the existence of air and water. Sccechi has demonstrated that the peaks of the highest mountains of the moon are covered with snow. De la Rive has discovered that what used to be regarded as barren plains, are extensive forests. Schwabe, the discoverer of the periodical times of the sun's spots, sustains this discovery of De la Rive's. After a careful examination, he found furrows to consist of trees, leafless at one season, and in full foliage at another, for the changes in their appearance are periodic. Hence another proof of atmosphere and water and all the phenomena incident to the existence of the elements.

The photography of the moon's surface, now going on in the American and European observatories, and the special attention paid to the study of the lunar surface by some of the most distinguished astronomers of the day, cannot fail to result in more wonderful discoveries than these which we have just noticed. We have no doubt, that the mass of matter of which the moon is made will be found to be of the same character as that of the earth, and subject to similar laws of existence, and that the surface will be found to be capable of sustaining organic life.—[Baltimore Patriot.

'How is it,' said a gentleman to Sheridan, 'that your name has not an O attached to it? Your family is Irish, and no doubt illustrious.' 'No family has a better right to O than our family,' said Sheridan, 'for we owe everybody!

INTERESTING EXPERIMENT IN ELECTRICITY.

There are few experiments in that interesting subject, electricity, that can be successfully practiced by the young men, on account of the expense attending them and the apparatus required to perform the experiment; but I give below a very interesting one, which, I believe, organized myself, and which can be performed by any trio having in their possession the simple articles named. Procure four glass tumblers or common glazed teacups, and having wiped them dry as possible, hold them over the fire to evaporate any moisture which may still adhere to their surface; for if there is the least moisture it makes a connection and spoils the experiment. Place them upon the floor in a square, about one foot apart, and have a person standing upon the board. This person is now completely insulated, the glass being a non-conductor of electricity. Now take a common rubber comb, and having wound a piece of silk around one end of it, rub it briskly through your hair, and draw the teeth parallel to the insulated person's knuckles, leaving a little space between the comb and the person's hand.—The result will be a sharp, crackling noise, and if dark, there will be seen a succession of sparks. Repeat the process until the phenomena ceases. The person is now charged with electricity, the same as a Leyden jar. To draw off the electricity, approach your knuckles to the person's hands or his nose (being careful not to allow any portion of your body to come in contact with his.) and there will be a loud snap and the sparks will be very brilliant. If a cat be held so that the charged person can place his knuckles in proximity with the animal's nose, it will suddenly appear as if it were in contact with an electric battery. A glass bottle may be used in lieu of the comb, but it is not so well adapted for the purpose.—Much amusement may be derived from this extremely simple experiment, and I hope some of your numerous young readers will hasten to try it for themselves.—S. H. GREENLEAF, in Scientific American.

NOVEMBER and December are called the colors of the dying year.

SUMMER SOURS.

Physiological research has fully established the fact that acids promote the separation of bile from the blood, which is then passed from the system, thus preventing fevers, the prevailing disease of summer. All fevers are 'bilious,' that is, the bile is in the blood. Whatever is antagonistic of fever is cooling. It is a common saying that fruits are 'cooling,' and also berries of every description; it is because the acidity which they contain aids in separating the bile from the blood, that is, aids in purifying the blood. Hence the great yearning for greens and lettuce, and salads in the early spring, these being eaten with vinegar; hence also the taste for something sour, for lemonades, on an attack of fever.

But this being the case, it is easy to see that we nullify the good effects of fruits and berries in proportion as we eat them with sugar, or even sweet milk, or cream. If we eat them in their natural state, fresh, ripe, perfect, it is almost impossible to eat too many, to eat enough to hurt us, especially if we eat them alone, not taking any liquid with them whatever. Hence also is buttermilk or even common sour milk promotive of health in summer time. Sweet milk tends to billousness in sedentary people sour milk is antagonistic. The Greeks and Turks are passionately fond of sour milk. The shepherds use rennet, and the milk dealers alum to make it sour the sooner. Buttermilk acts like watermelons.

THE STORY OF TWO BULLETS.—The Vicksburg correspondent of the *Missouri Republican*, narrates the following singular incident:—'At the head-quarters of Colonel Slack's brigade I lately saw two Mimic bullets, one of which was a rebel bullet of English manufacture. The other a national ball, of the Springfield rifle type. The former was fired from a rifle pit at Jackson, at our skirmishers. The latter was fired from our line of skirmishers at the rifle pit. They met midway in the air, were welded by the compact, and fell harmlessly to the ground. They are now firm friends, sticking each to the other, closer than a brother or a lover.'

PRIDE objects to carrying a cotton umbrella, and gets wet through for its pains.

A NEAPOLITAN ROWLAND HILL.—There are some curious stories respecting Fra Rocco, the celebrated Dominican preacher of Naples. On one occasion he preached a penitential sermon and introduced so many illusions of terror, that he soon brought his hearers to their knees. While they were thus showing every sign of contrition he cried out,—'Now all of you who sincerely repent of your sins, hold up your hands.' Every man in the vast multitude immediately stretched forth his hands. 'Holy Arch Angel Michael,' exclaimed Rocco, 'thou who with thine adamant sword standest at the right of the judgment seat, hew me off every hand which has been raised hypocritically! In an instant every hand dropped, and Rocco of course profited by the occasion, and poured forth a torrent of eloquent invective, against their sins and deceit.

INTERESTING.—My dear,' said an anxious father to a bashful daughter, 'I intend that you should be married, but I do not intend that you shall throw yourself away on any of the wild, worthless boys of the present day. You must marry a man of sober and mature age—one that can charm you with personal attractions. What do you think of a fine, intelligent, mature husband of fifty?' The timid, meek, blue-eyed little daughter looked in the man's face, and with the slightest possible touch of interest in her voice, answered, 'I think two of twenty-five would be better, papa.'

Artemus Ward says:—I have already given two cousins to the war, and I stand ready to sacrifice my wife's brother rather than not see the reb'yn krushit. And if wuss cums to wuss I'll shed every drop of blud my abl bodied relations has got to prosecute the war. I think sumbody oughter be prosekooted, and it may as well be the war as anybody else.

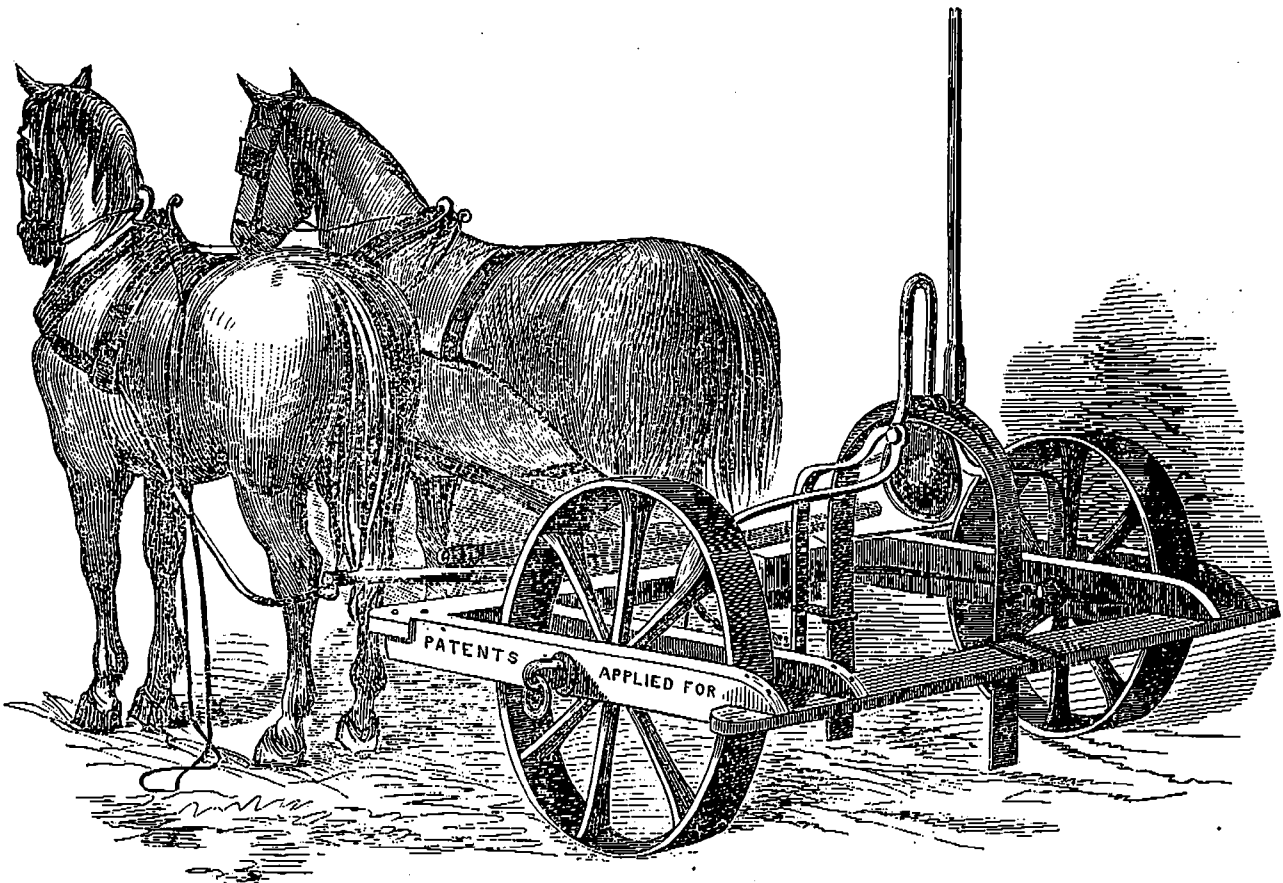
In an old play the undertaker reproves one of his mourners for laughing at a funeral, and says to him, 'You rascal! I have been raising your wages these two years, upon the condition that you should appear sorrowful, but the higher wages you receive the happier you look.'

HOTCH-POTCH.—Take any quantity of lambchops; pare off the skin and most of the fat; trim the bones; cut the smaller end of the chop into pieces, into a stew pan put in whole after the following order: At the bottom of a layer of chops covered with vegetables cut in small pieces, onions, celery, turnips and green peas; then a layer of chops and then vegetables until all are added. Cover with water, and stew until the meat and vegetables are tender and the soup thick.—Salt and pepper to season.

CURE FOR CORNS.—If 'A Poor Cripple' will take a lemon cut off a piece, then nick it so as to let in the 'toe' with the corn, the pulp next the corn—tie this on at night so that it cannot move—he will find next morning that, with a blunt knife the corn will come away to a

great extent. Two or three applications of this will make 'A Poor Cripple' happy for life; and I shall be glad to hear the result.—*London Field*.

'JOHN,' said a doting parent to her gormandizing son, 'do you really think you can eat the whole of that pudding with impunity?' 'I don't know, ma,' replied young hopeful, 'but I guess I can with a spoon.'



THE ROAD AND FARM CULTIVATOR.—(SEE PAGE 218.)

Two petrified men have been found near Castlemaine, Australia. They were in a sitting posture—veins, muscles, finger-nails, &c., all perfect. One had a stone axe by his side.

COAL-OIL is a most effectual remedy for bed-bugs. Apply plentifully with a small brush or feather to the places where they most do congregate.

GOOD ADVICE.—Mrs. Ellis tells young ladies their deficiencies and wants, as follows. 'The truth is, my dear girls, you want, general by speaking, more liberty and less fashionable restraint; more kitchen and less parlor; more leg exercise and less sofa; more making puddings and less piano; more frankness and less mock modesty; more breakfast and less bustle.'

Interesting Miscellany.

TRUST not the praise of a friend, nor the contempt of an enemy. PRODIGALITY is always asleep, and covetousness is ever wakeful; prodigality knows not when to spare, nor covetousness how to spend. Prodigality is all lace, and covetousness no clothes.

COARSENESS of mind disregards, or rather is incapable of seeing aptitudes; and often measures everything by wealth, makes the great mistake of fancying nothing too good for it which it can pay for.

A TRUE LAWYER.—Alexander Hamilton was once applied to as counsel for a man having the guardianship of several orphans, who would, on coming of age succeed to a large and valuable estate of which there was a maternal defect in the title deeds known only to their guardian, who wanted to get the estate vested in himself. Hamilton noted down the faithless executor's statement, and then said to him, "Settle with these unhappy infants honorably to the last cent, or I will hunt you from your skin like a hare." The advice was strictly followed, and the man who gave it was an ornament to the bar, and to the age he lived in.

WHAT A WOMAN CAN DO.—J. B. Bardwell, Worcester Co., Mass., writes to the American Agriculturist, that an unmarried woman of that place, now over eighty years old, a few years since bought a farm for \$5,300, and recently added to it a pasture lot costing \$300 more. She had accumulated the whole by doing housework at \$1.50 per week, and putting her savings at interest. She formerly let the farm to tenants, but not liking their doings, last year she assumed the management, and with the help of one man carried on the business. She kept sixteen cows, attended personally to the dairy, and attended her own housework, besides doing the marketing, etc. A large class of young men who are idly "waiting for something to turn up," should take lessons from this old lady.

A "SWAMP ANGEL" INCIDENT.—The "Swamp Angel" is the gun which has had the pleasure of shelling Charleston. Why it has such a celestial title as "Angel" I am at a loss to conceive; but "swamp" is right and to the point, since the battery which it graces was built in a swamp which a Northern farmer would view with horror doubly horrible. Col. Serril, of the New York Engineers, had the charge of its construction, and being of an energetic constitution himself, and not afraid to enter swamps, you can imagine his surprise when one of his lieutenants, whom he had ordered to take twenty men and enter this swamp, said that he "could not do it—the mud was too deep." Col. Serril ordered him to try. He did so, and the lieutenant returned with his men covered with mud, and said, "Colonel the mud is over my men's heads; I can't do it." The Colonel insisted, and told the lieutenant to make a requisition for anything that was necessary for the safe passage of the swamp. The lieutenant made his requisition in writing, and on the spot. It was as follows:—"I want twenty men, eighteen feet long, to cross a swamp fifteen feet deep." The joke was a good one. It secured, however, not a cabin to the stature of the lieutenant, but rather his arrest for disrespect to his superior. The battery, however, was built with the aid of wheelbarrows and sand.

MEANING OF WORDS.—How many words men have dragged downwards with themselves, and made pretakers more or less of their own fall. Having originally an honorable significance, they have yet, with the deterioration and degeneration of those that used them, or those about whom they were used, deteriorated or degenerated too. What a multitude of words, originally harmless, have assumed a harmful meaning as their secondary sense; how many worthy have acquired an unworthy! Thus, "knave" meant once no more than lad (nor does it now in German mean more), "villain" than peasant; a "boor" was only a farmer, a "varlet" was but a serving-man, a "menial" one of the many or household, a "churl" but a strong fellow, a "minion" a favorite; man is God's dearest "minion" (Sylvester). "Time-server" was used 200 years ago quite as often for one in an honorable as in a dishonorable sense, "serving the time." "Conceits" had once nothing condescended in them; "officious" had reference to officers of kindness, and not of busy meddling; "moody" was that which pertained to a man's mood, without any gloom or sullenness implied.—"De-mour" (des-mours, of good manners), conveyed no hint, as it does now, of an overdoing of

the outward demonstrations of modesty. In "crafty" and "cunning" there was nothing of crooked wisdom implied, but only knowledge and skill, and then the trade in which he is well skilled. And think you that Magdalen could ever have given us "maudlin" in its present contemptuous application, if the tears of penitential weeping had been held in due honor by the world?—Trench on the Study of Words.

Useful Information.

IS THE SUN INHABITED?

SIR JOHN HERSCHEL concludes that the sun is a planet abundantly stored with inhabitants; his inference being drawn from the following arguments.—On the top of mountains of sufficient height, at an altitude where clouds seldom reach to shelter them from the direct rays of the sun, are always found regions of ice and snow. Now if the solar rays themselves convey all the heat on this globe, it ought to be the hottest where their course is least interrupted. Again—astronomers all confirm the coldness of the upper regions of the atmosphere. Since, therefore, even on our earth, the heat of any situation depends upon the aptness of the medium to yield to the impression of solar rays, we have only to admit that, on the sun itself, the elastic fluids composing its atmosphere, and the matter on its surface, are of such a nature as not to be capable of any affection from its own rays. Indeed, this seems to be proved from the copious emission of them; for, if the elastic fluids of the atmosphere, or the matter on the surface of the sun, were of such a nature as to admit of any easy chemical combination with its rays, their emission would be much impeded. Another well known fact is, that the solar focus of the largest lens thrown into the air will occasion no sensible heat in the place where it has been kept for a considerable time, although its power of exciting combustion, when proper bodies are exposed, should be sufficient to fuse the most refractory substances.

Thus, from arguments based solely upon the supposed physical constitution of that luminary, he deduces the somewhat astonishing idea that the sun is inhabited.—Scientific American.

BRITISH PREMIERS.

The following is a list of the successive premiers who have held office during the last century. The dates of their appointment show an average tenure of administration for each successive minister, of three years, eight months, and one day, the Marquis of Rockingham's being the shortest within the period:—

Table listing British Premiers from 1746 to 1855, including names like Duke of Newcastle, Earl of Bute, George Grenville, Marquis of Rockingham, Duke of Grafton, Lord North, Marquis of Rockingham, Earl of Shelburne, Duke of Portland, William Pitt, H. Addington, William Pitt, Lord Grenville, Duke of Portland, Spencer Perceval, Earl of Liverpool, George Canning, Viscount Godolphin, Duke of Wellington, Earl Grey, Lord Melbourne, Sir Robert Peel, Lord John Russell, Earl of Derby, Earl of Aberdeen, and Viscount Palmerston.

A FEW HINTS ON DYEING.

To those who wish to have certain fabrics dyed, the following information will be found useful, as regards the colors they will take. Thus, if the material be black it can only be dyed black, brown, d. green, d. crimson, d. claret and d. olive. (I stands for "dark" in a few cases.) Brown can only be dyed black, d. brown, d. claret. Dark green, black, d. brown, d. claret, d. olive, light green: d. green, black, d. brown, d. crimson, d. claret, d. olive. Dark crimson: black, brown, d. crimson, d. claret. Light crimson will take the same as dark crimson. Claret: black, brown, d. crimson, d. claret. Fawn will take d. crimson, d. green, black, brown, d. claret. Puce: black, brown, d. olive, d. crimson, d. claret. Dark blue: black, brown, d. crimson, d. green, d. claret,

d. olive, d. blue. Pale blue: d. crimson, d. green, black, brown, claret, puce, d. blue, d. olive, lavender, orange, yellow. Olive will dye brown, black, d. green, d. crimson, d. claret. Lavender: black, brown, d. crimson, claret, lavender, olive. Pink: d. crimson, d. green, black, (as all tints will take a black and brown, these colors will not be repeated), pink, olive, d. blue, d. puce, d. fawn. Rose, same as pink, but also orange, scarlet and giraffe. Straw, primrose and yellow will dye almost any color required; as also will peach and giraffe. Grey will only dye, besides brown and black, d. green, d. claret, d. crimson d. fawn, d. blue. White silk, cotton and woolen goods can be dyed any color. A cotton, silk and wool all take dye differently. It is almost impossible to re-dye a fabric of mixed stuff any color except the dark ones named. It will be observed by the above list that pale blue will re-dye better than any other color.—Septimus Piesse, F. C. S.

CHINESE HYDROPHOBIA.—A comparatively small amount of water satisfies the Chinaman. He never scrubs his floors; for his ablutions, he is content with just as much scalding water as will cover the bottom of a flat basin. In this he lays a cotton napkin with which he sponges his face and hands in respectable families this process is repeated after the principal meal of the day. Even in the public baths, the shallow stone cistern for washing has only two or three inches depth of water, and this is shared in common by five or ten persons. The stench, as may be supposed, is insufferably bad. No Chinaman thinks of washing the whole body more than once a year. On this occasion, the dogs also, by immemorial custom, share in the privilege. There is also another reason why the Chinaman does not feel the absence of those deep and cold wells which are so much prized by us, and which we so much miss in his land; he not only abhors the touch but also the taste of cold water. He never takes a draught of man's original beverage. Tea of some kind, i. e., boiled water, generally with some herb infused, is his drink. I have frequently found on my journeys, that a look of incredulity, an expression of surprise, and a close scrutiny of the glass, always followed the act of my drinking off a tumbler of cold water. Only the evidence of their senses convinced the bystanders that I was not drinking alcohol.—Pictures of the Chinese.

THE MOORS.—There were three distinct races of the followers of Mahomet who overran Spain. The first invaders were Arabs from the desert, who held dominion for 400 hundred years; then came the Moorish kings, who, after many battles, supplanted without exterminating their predecessors, and held sway for 300 years; but not without continual outbreaks and skirmishes, between them. These last came with Abderrahman, the first king of Cordova, from the wilds of Yemen, included in the Caliphate of Egypt, and were called Egypciens (Egyptians) to distinguish them from the Arabs, and from the barbarous hordes from Fez and Morocco, who came subsequently, headed by the Princes Almoravides, and were called Moros, or Moors. After the conquest by the Christians, a great distinction was made in favor of the Egyptians, as the aristocratic, educated and civilized race; but subsequently, one after another their privileges were curbed; they were harshly and cruelly treated, and at last, in 1211, an edict was issued confounding all the tribes under one head as Egypciens, or Gitanos, forbidding them to speak their own languages, which for the future was to be called gibberish.—Once a Week

STRENGTH OF THE TIGER.—The strength of the tiger is prodigious. By a single cuff of his great fore-paw he will break the skull of an ox as you or I could smash a gooseberry; and then, take his prey by the neck, will strangle his muscles and march off at a trot, with only the hoofs and tail of the defeated animal trailing on the ground. An eminent traveler relates that a buffalo having got helplessly fixed in a swamp, its owner went to seek assistance from his neighbors to drag it out. While he was gone, however, a tiger visited the spot, and unconsciously slew and drew the buffalo out of the mire, and had just got it comfortably over his shoulders preparatory to trotting home, when the herdsman and his friends approached. The buffalo, which weighed more than a thousand pounds, had its skull fractured, and its body nearly empty of blood.

PERCEPTION OF THE HORSE.—There is one perception that a horse possesses that but little attention has been paid to, and that is the power of scent. With some horses it is as acute as a dog's and for the

same music came into use about the same time, and both were loudly denounced by many of the old school men as unnecessary and vain innovations.

SHERIDAN AND THE BOOTS.—He had always a taste for the art of duping, and he had begun early in life—soon after leaving Harrow. He was spending a few days at Bristol, and wanted a pair of new boots, but could not afford to pay for them. Shortly before he left, he called on two bootmakers, and ordered of each a pair, promising payment on delivery. He fixed the morning of his departure for the tradesmen to send in their goods. When the first arrived he tried on the boots and complained that that for the right foot pinched a little, and ordered Crispin to take it back, stretch it, and bring it again at nine the next morning. The second arrived soon after, and this time it was the boot for the left foot which pinched. Same complaint; same order given; each had taken away only the pinching boot, and left the other behind. The same afternoon Sheridan left in his new boots for town, and when the two shoemakers called at nine next day, each with a boot in his hand, we can imagine their disgust at finding how neatly they had been duped.

TRAPPING A TIGER.—A most ingenious mode of tiger killing is that which is employed by the natives of Oude. They gather a number of the broad leaves of the praus trees, which much resembles the sycamore, and having well besmeared them with a kind of bird-lime, they strew them in the animal's way, taking care to lay them with the prepared side uppermost. Let a tiger put his paw on one of those innocent-looking leaves and his fate is settled. Finding the leaf stick to his paw, he shakes it to rid himself of the nuisance, and finding that plan unsuccessful, he endeavors to attain his object by rubbing it against his face, thereby smearing theropy bird lime over his nose and eyes, and gluing the eyelids together. By this time he has probably trodden upon several more of the treacherous leaves, and is bewildered with the novel inconvenience; then he rolls on the ground, rubs his head on the earth in his effort to get free. By so doing he adds fresh bird-lime to his head, body and limbs, agglutinates his sleek fur together in unsightly tufts and finishes by hoodwinking himself so thoroughly with leaves and bird-lime that he lies floundering on the ground, taring up the earth with his claws, uttering howls of rage and dismay, and exhausted by the impotent struggles in which he has been so long engaged. These cries are a signal to the authors of his misery, who run to the spot, armed with guns, bows and spears, and find no difficulty in despatching their blind and wearied foe.—Routledge's Illustrated Natural History.

HOW TO CHECK A REX ON A BANK.—O'Connell is said to have checked a panic on a bank of which he was director, by making the cashier roast the gold that was given in exchange for notes. The crowd thought they were coming money in the bank parlor, and that they could not break a bank which could supply its customers with gold like breakfast rolls. Besides, it was rather uncomfortable to pick up hot sovereigns, and the process of cashing was necessarily slow.

SELECTED POETRY.

ROCK ME TO SLEEP.

[There is a sentiment in the following lines which will find an echo in every breast against which the storm of life has beaten. Many a man, seared in the warfare of passion and lust will feel his eye moisten in recalling the potency of a mother's love, when the world was not all against him.]

Backward, turn backward, oh, Time, in your flight,
Make me a child again, just for to-night!

Backward, flow backward, oh, tide of the years!
I am so weary of toil and of tears—

Tired of the hollow, the base, the untrue,
Mother, oh mother, my heart calls for you!

Over my heart in the days that are flown
No love like mother's love ever has shown—

Come, let your brown hair, just lighted with gold,
Fall on my shoulder again as of old—

Mother, dear mother! the years have been long
Since I last listened to your lullaby song.

WEEKLY NEWS SUMMARY.

CANADA.

The Sherbrooke Journal tells of a most distressing suicide which occurred near that place recently. A Mrs. Wallace, who appears to have been of weak mind, deliberately set her clothes on fire, and then walked out into the garden, where she was so severely burned that death ensued.

Quebec is trying, with the aid of surrounding municipalities, to secure the next Provincial Exhibition, but the prospect for funds is poor.

Mr. Vidal has been elected member of the Legislative Council for St. Clair Division.

Mr. Burnham has been elected member of the Legislative Council for Newcastle Division.

Mr. Sandford Fleming of Toronto, has been selected to conduct the preliminary survey on the part of Canada, for the Inter Colonial Railway.

M. A. C. Papineau has been selected by the Rouges as their candidate for St. Hyacinth, the representation of which was left vacant by the appointment of Mr. Sicotte to the Bench.

The Montreal Rifle match seems to have been an eminently successful affair. The entries were numerous and the shooting unusually good. In the first match, for a cup valued at \$40, with two-thirds of the entrance fees added, a occurred between Mr. James Morrison of the Naval Brigade, Toronto, and Mr. Robert Shaw of the Grenadier Guards, Montreal. In shooting off the guardsman was successful. The second match was also for a cup valued at \$20, with two-thirds of the entrance fees added. And a second prize, worth \$20, with one-third of the entrance fees added. There were 111 entries. The three highest shots tied each other; they were Captain Gardner of Toronto, Mr. Wall and Mr. Quin of Montreal. The last named was eventually successful. The next was the great match for the challenge vase, opened to all the cities of Canada, six competitors to represent each city. Hamilton and London did not compete after a protracted contest the Toronto men were declared the winners. They afterwards shot for it among themselves, the contest ending in the success of Mr. Edwards.

GENERAL ITEMS.—The Quebec Mercury gives a frightful picture of the state of things in that city. It said the moral standard of Quebec seems to be at present fast attaining to that point when murder, rapine and disorder will be allowed to stalk brazen-faced and unpunished through our streets, when no law will be known but that of ruffianism, the bowie-knife, and the revolver, and when every man's life will be at the mercy of the next blackguard who chooses to take it. If our neighbors were to judge of us by the number of murders and stabbing affairs which have taken place within the last six months, the decision would be for us a very unfavorable one, indeed. The Mercury thinks the cause of this is the inadequacy of the punishment inflicted for serious offences.

The accounts received from the mining district in rear of the county of Hastings, are thought to be very promising for the future wealth of that section of the country. Its mineral riches are expected to prove exceedingly profuse. Iron, copper, lead, and lithographic stone appear to exist in vast quantities.

We notice by the advertisement of the Kingston Rifle Association.

that a running man target is to be prepared to be shot for at the coming match. This will be the first thing of the kind ever attempted in Canada. It will certainly be a novelty.

EUROPEAN.

Regarding the reception of the Florida into the port of Brest to repair damages sustained during an eight month's cruise, the Monitor says:—The privateer Florida, sailing under the Confederate flag, has entered Brest, to repair damages. Her reception was in accordance with the ordinary principles of international law. At the opening of the war, the Emperor's Government, in accord with other powers, recognized the Confederates in the character of belligerents, and declared its intention of observing a strict neutrality between the two parties. In like cases it is right as well as the duty of neutrals to permit the vessels of belligerents to procure themselves means not for fighting purposes, but for navigation. It has, therefore, been decided that the Florida could be permitted to procure all that was indispensable to maintain her in a good navigable state, without being able to make purchases tending to re-arm her for war.

The Daily News, speaking of the steam runs now being built by Mr. Laird at Birkenhead, says:—No one denies that if these steam-runs are intended to follow the career of the Florida and the Alabama, those who are concerned in fitting them out are doing violence to our territorial sovereignty, and making us against our will parties to the war which is now raging in America. This is not to be endured, and some means must be found for preventing Mr. Jefferson Davis and his colleagues from dragging us into war.

La France, of Sept. 3, speaking of the affairs of Poland says:—It is ascertained that the family council held at Tarskoe Solo pronounced itself in favor of granting a Constitution. Prince Gurschakoff was the only person not belonging to the Imperial family who was present at the council. All the commissioners intrusted with the elaboration of the scheme of the Constitution belong to the enlightened portion of Russian society.

A London paper says that Kossuth is now residing in the environs of Turin. He is in actual want of the necessaries of life: his wife is in a rapid consumption, and he is sowed against the world in a pitiable degree.

The London Underground Railway (really a railway underground, and intersecting the city) carried 225,000 passengers in one week recently. New lines are to be formed, one of which may possibly adopt the Thames Tunnel.

At a meeting of the Directors of the Atlantic Telegraph Company, on the 5th instant, the tenders of Messrs. Glass, Elliott & Co., to manufacture and lay down in the summer of next year a good submarine telegraph cable between Ireland and Newfoundland, was unanimously accepted.

UNITED STATES.

Brigadier-General Sully telegraphs Gen. Pope that he surprised over 100 lodges of hostile Indians, fought and dispersed them. (Query, the lodges or the Indians?) killed over 100, destroyed all the camp and all their property. He adds that he has many prisoners.

It is generally thought that Gen. Lee, with a considerable body of the Army of Virginia, has gone to the assistance of Bragg, who is seriously menaced by Rosecrans. One account sends Longstreet to the relief of Charleston, while another sends him instead of Lee to the South-west. Another story says that General Jenkins' division of South Carolina troops has gone to Charleston, that General Joe Johnston is in command of the Army of Virginia, which, reduced in numbers to about 70,000, has taken a strong position south of the Rapidan, where it is thought General Meade, whose army has been increased by the return of the troops recently in New York and the arrival of many conscripts, is likely to make an attack.

An expedition composed of General Grant's forces sailed from New Orleans on the 9th inst., destination unknown.

General Stull has entered Little Rock, Ark., where there appears to have been no fight. He says 'the cavalry, under Gen. Davidson is in pursuit of the enemy, who is in retreat south.'

Blockade-runners are carrying supplies into Wilmington at the rate of a million dollars a-day.

Affairs at Charleston are much the same as they were a week ago. The Federals have full possession of Morris Island. Greer has been out in order, and is sending occasional shot and shell at Moultrie, with unknown effect, save that a stray shell blew up one of the magazines. A boat expedition destined for the capture of Sumter's ruins was repulsed with loss, the force sent being ridiculously small.

The following dispatch has been received, dated Headquarters, Army of the Cumberland, Crawfish Springs, Ga., Sept. 19:—

A desperate engagement commenced this morning at eleven o'clock. The rebels made a heavy attack on the corps of General Thomas forming the left wing of our army, and at the same time they attacked the right wing which was thought to be a feint.

General McCook's and General Crittenden's troops were thrown into the engagement as convenience offered—the main portion of their forces being on the march at the time.

The fight on the left was of a very desperate character: the enemy were repulsed, but on being reinforced regained their position, from which they were subsequently driven after a severe engagement of an hour and a half. General Thomas' forces then charged the rebels for nearly a mile and a half, punishing them badly. About 2 o'clock in the afternoon the rebels made a fierce dash on our centre, composed of the divisions of Generals Vanche and Reynolds. General Vanche's forces were struck on the right flank, and being vigorously pushed by the rebels, fell back until Gen. Carter's line was broken, and the troops became much scattered. Gen. Thomas on the left, and Gen. Davis on the right, then pushed forward their forces vigorously towards the gap, and after a hard fight recovered the ground which had been lost on the extreme right. The fight disclosed the intention of the rebels, which evidently was to get between us and Chattanooga. The general engagement, which commenced at 11 a.m., ended at about 6 p.m. Gen. Palmer, who had gathered together our scattered forces, and General Neely, who had been sent from the right flank to feel the centre, pushed forward and re-established our line as it had been before. The battle began along the Chickamauga creek. The country where the battle was fought is level, but thickly overgrown with small timber and brushwood, and is very unfavorable for the use of artillery, very little of which was used. The casualties in killed and wounded are heavy, but extremely light in killed for so heavy a military engagement. The fight on the left was one continuous roll of musketry for an hour or more. No general officers were injured. Col. Hez and Col. Besley were wounded. Col. Jones, Col. Carroll, and Major Vanetta were also wounded. Battery C of the 5th Artillery was lost, and afterwards re-captured by the 7th Indiana Regiment. The battle is not yet over: it will probably be renewed to-morrow. Rebel prisoners taken represent that the corps of Gens. Hill, Polk, Johnston and Longstreet, were in the engagement. Our men are in the best of spirits, and eager to begin anew.

The Republicans of Maine have elected their Governor by about 18,000 majority.

Gen. Cass is reported seriously ill; and his recovery is considered doubtful.

The following are the latest telegraphic despatches:

LOUISVILLE, Sept. 20.—All kinds of exciting rumours are prevalent here, some of them quite adverse to Rosecrans' army. Our army under Rosecrans has been badly beaten by Bragg, with heavy reinforcements from Lee, Beauregard and Joe Johnston, and compelled to retreat to Chattanooga.

WASHINGTON, Sept. 21.—The National Republican says the enemy attacked Rosecrans again on Sunday Morning at 9 o'clock, with overwhelming numbers.

The battle raged fiercely all day, according to the latest accounts received here up to two o'clock this afternoon, which left Chattanooga at 8 o'clock last evening.

Two and only two of Gen. Rosecrans' divisions gave way in utter panic and confusion, but from 8,000 to 10,000 of these had been rallied and got back to their places, while the remainder of the army had not given way or retreated, and at the latest moment was driving the advance of the rebel army back. This we know is the latest news here.

The number of killed and wounded on both sides will probably not fall short of 30,000.

LOUISVILLE, Sept. 21, 11.45 P. M.—Not a word from Rosecrans, army to-day.

Numerous rumours impossible to authenticate now prevail.—Among them, that a large part of Grant's army is rapidly moving forward to the aid of Rosecrans; that the engagement between Rosecrans and Bragg's armies is still progressing, &c.

Military authorities here do not believe that any very serious or disastrous results have occurred to Rosecrans' army.

There is no disturbance to the telegraph between here and Chattanooga.

CRICKET.

HAMILTON V. TORONTO.

The return match between the above clubs took place on Saturday last on the Toronto Club ground. The weather was very unfavorable for the bowling during the first part of the day. The Toronto side won the toss and sent Messrs. Parsons and Heward to the wickets, the former was out caught by the long stop. Mr. Heward kept up his wicket for some time and scored 49, when he was caught by Bull off Brill. McBrinnell made 16 very prettily, but had to succumb to a fine ball from Brill. Mr. Brown added 21 and K. Spragge a slashing 17. The rest were minor scores, the innings closing for 152.

Hamilton lost no time in sending Mr. Parr and Kennedy to the wickets, these two soon began to make runs when a shorter from Brunsell found out Mr. Parr's wicket, he obtained 19 by very steady play. Lord A. Cecil now joined Kennedy and soon increased the score, when Kennedy was caught out by Hamon, he made 29 in 27, and 1-6-6, batting the ball to all parts of the field. Mr. Young became Lord A. Cecil's partner, and several runs were quickly made when Lord A. Cecil played the ball back into the bowlers hands; his score was 33, in which was a cut for five, and a fine drive to the off for four. Mr. Hope Johnson obtained 11 and Mr. Young 30, both played very carefully. The total innings closed for 168, being 17 runs in the majority. The Toronto club scored 38 in their second innings with three wickets down.

TORONTO.

Table with columns: FIRST INNINGS, SECOND INNINGS, and player names with scores.

HAMILTON.

Table with columns: FIRST INNINGS, SECOND INNINGS, and player names with scores.

RIFLE BRIGADE.

NO. 2 COMPANY V. NO. 1 COMPANY.

The following is the score of a spirited match played on the Rifle Brigade ground, James street, between No. 1 Company and No. 2 Company, the former winning with ten wickets to go down:

NO. 2 COMPANY.

Table with columns: FIRST INNINGS, SECOND INNINGS, and player names with scores.

NO. 1 COMPANY.

Table with columns: FIRST INNINGS, SECOND INNINGS, and player names with scores.

