

From the New Haven Register.

### The Electro Magnetic Telegraph

The adaptation of the principle of electro-magnetism to telegraph purposes has been so rapidly developed from its earliest apprehension, up to its final and complete triumph in the recent laying of the Atlantic cable, that the world have not kept up with it, and even now can hardly realize that this great work has indeed been accomplished.

Electromagnetism was discovered by Prof. Oersted, of Copenhagen, in 1819. Although its applicability to the transmission of telegraphic messages was subsequently conceived of, and established by others, it was reserved for our countryman, Professor Samuel F. B. Morse, of New York, to make the grand and crowning discovery, which was patented in France in 1838, and in this country in 1840, by the name of the "American Electro-Magnetic Telegraph." Subsequently Mr. Alexander Bain patented, in England, his claim for an improved electro-chemical telegraph, where the message was recorded by electricity upon paper chemically prepared; and in 1848-9, Mr. Royal E. House of New York, obtained an American patent for a telegraph in which the message was recorded by types, and the circuit broken and resumed, by means of keys similar to those of the piano forte, answering to the letters of the alphabet. The first electro-magnetic line in the United States was that between Baltimore and Washington, a distance of 40 miles, completed in 1844. Congress contributed \$30,000 towards its construction. From this inception the work has advanced until the present day, when there are more than 35,000 miles of telegraph lines in the United States, and in the world a total length exceeding 100,000 miles.

In 1850, the first sub-marine telegraph was laid.—A line of cable, 24 miles in length, was stretched across the Straits of Dover, thus connecting England with France. Owing, however, to the chafing of the wire against the rocks on the French coast, it was severed in a month, and a new and stronger cable was laid down, and is in successful operation at this time. The immediate result of this success was the establishment of various lines of sub-marine telegraph in Europe, of which the line from England to Holland, (being 115 miles) was the longest, until the laying of that of 400 miles, across the Black Sea. The idea of a trans-Atlantic cable does not seem to have been entertained at this time. It was too stupendous to be grasped, or if entertained, the scientific and mechanical difficulties in the way were supposed to be insuperable. Chief among these, was the difficulty which existed of transmitting a sufficiently powerful current of electricity through an insulated wire of so vast a length. But the march of genius could not long be stayed.

The plan of an Atlantic Telegraph was broached, and repeated electrical experiments were had, until perseverance was rewarded with success, and in 1856 telegraphic signals were successfully recorded through 2000 miles of wire covered with gutta serena. The various lines of the English and Irish Magnetic Telegraph Company being joined for the purpose. As the practicality of the new project, was thus far gradually demonstrated, there was room for the application of capital. The American Co. was therefore formed as far back as 1854. Messrs. Peter Cooper and Cyrus W. Field taking a leading and energetic part in the organization. The first step was to secure a charter, which was obtained in April, 1854, from the Colonial Government of Newfoundland—the Act being entitled "An Act incorporating a Company for the establishment of a telegraphic communication between Europe and America." The Company was thenceforth known as "New York, Newfoundland, and London Telegraph Company." It received various grants from the Government of Newfoundland, subsequently from that of Nova Scotia and New Brunswick and finally from the Crown of England and the Congress of the United States. Among these were the extraordinary sum of fifty years of landing telegraphic cable on the shores of all the British North American Provinces except Nova Scotia for twenty-five years.—Great Britain further granted an annual subsidy of £14,000 sterling until the net profits yield 6 per cent, per annum, on the whole capital of £350,000 sterling the grant to be then reduced to £10,000 sterling, per annum for a period of twenty-five years. The United States granted a like annual subsidy of \$70,000 until the net profits yield 6 per cent, per annum, then to be reduced to \$50,000 for a period of twenty-five years, subject to termination of contract by Congress on giving one year's notice. The next step of the Company was to connect St. Johns, Newfoundland, with the lines already in operation in the British North American Provinces, and the United by immersing 13 miles of cable across the Straits of St. Lawrence. England being already connected telegraphically with Ireland, there remained only the problem of trans-Atlantic communication. In 1856 Mr. Cyrus W. Field visited England, for the purpose of making final arrangements, and as a consequence thereof the "Atlantic Telegraph Company" was formed, with a capital of £350,000. The charter of the former company was then made over to the new one, with all its exclusive rights and privileges, present and prospective. The next step was to acquire an accurate knowledge of the geographical character of the bed of the Atlantic, and the selection of the most feasible route. The deep-sea soundings of Lieuts. Maury and Berriman were minutely depended upon. The basin of the Atlantic was proved to be a long trough or groove, indented between the Old World and the New, and extending almost from the Northern to the Southern Pole. The hollow of this basin is so great that the lowest depth of the Atlantic is nine miles beneath the highest peak of the Andes. In most places the actual bottom of the Atlantic is much broken up and very irregular, and of course if a route were selected where these sudden elevations and depressions were most decided, the Cable would be suspended from submarine hills to subject to a thousand disastrous contingencies. A route was finally decided upon, from information furnished by Lieut. Maury. He demonstrated that there was a practicable path North of the Bank of Newfoundland, on a vast oceanic plain or plateau. This plain is so level, 12,000 feet below the level of the sea, and extends in a continuous ledge from Cape Race, in Newfoundland, to Cape Clear, in Ireland. The greatest depression is in mid-ocean, whence it imperceptibly ascends to the shore on either side.

That plain was generally levelled, so deep as to be below the reach of disturbing superficial causes, and composed of particles of shells, so minutely triturated as to render their character undetectable save with the aid of a microscope. Their presence, examined by the light of science, proved how little those profound depths had been disturbed in the course of unnumbered ages and encouraged the hope that the cable, when once laid along with them, might rest as tranquilly—perhaps as long.

The next thing in order, was to determine what sort of a cable should be used. It must not be so heavy as to break by its own weight

or so light that it would be at the mercy of the currents.—After numberless experiments, the present form was adopted. The central conducting wire is a strand made of seven wires of the purest copper, of the diameter of the trade as No. 22. The strand itself is about the sixteenth of an inch in diameter, and is formed of one straightly drawn wire, with six others twisted around it; this is accomplished by the central wire being dragged from a drum, thro' a hole in a horizontal table, while the table itself revolves rapidly, under the impulse of steam carrying near its circumference six reels of drums, each armed with copper wire. Every drum revolves upon its own horizontal axis, and so delivers its wire as it turns.—This strand having been wrapped in cotton, is heavily encased in gutta serena, and the whole fabric is covered with wire, and coated with tar.

The mechanical construction of the cable having thus been settled upon, as also the character of the machinery for plying it out, it was determined to make the first attempt at laying it in the month of August, 1857. The steam frigate Niagara was detailed for that purpose by the United States, and the English government provided the frigate Agamemnon; while the necessary tenders were furnished jointly by the two governments.—The plan was for the Niagara (the cable having been first made fast on shore at Valentia Bay, Ireland), to lay out her half of the cable, until mid ocean had been reached, the Agamemnon should effect a splice and continue the laying of the same to Trinity Bay on the coast of Newfoundland.

The fleet, comprising eight vessels, sailed from Valentia Bay on the 5th day of August. After 335 miles of the cable had been laid, it parted in consequence of an injudicious application of the brakes to the paying out machinery.

Though this first attempt by the great Ocean Telegraph was a disappointment yet the people on both sides of the Atlantic had faith in the accomplishment of the enterprise at some future period; and the directors of the Atlantic Telegraph Company, and the agents appointed by the first failure of the enterprise, at once commenced preparations for a Second Expedition, and no time has been fruitlessly spent in carrying them out.

Accordingly, early in the fall of 1857 the Company held a series of meetings at which many modifications and improvements, suggested by the first unsuccessful attempt, were brought under discussion. The result of these conferences was a thorough revision of their former plan, and the adoption of a new one, the leading features of which were:

1. Junction of the Telegraphic Cable in mid-ocean.
2. The provision of a greater length of Cable.
3. The selection of an earlier season of the year.
4. An improvement in the paying-out machinery.

A second attempt having been determined upon, the Niagara in the meantime visited New York, and having undergone the necessary repairs, was again detailed for this purpose, while Her Majesty's Government again assigned the Agamemnon to the service of the Company and issued orders to the proper authorities at Valentia and Gorgon to accompany the expedition as tenders. The Gorgon departed subsequently as tender to the Niagara, and the Valorous waited upon the Agamemnon. In March 1858, the fleet being in readiness, and the Company having provided an additional supply of Telegraphic Cable, nothing remained but to proceed with the preparations for the sailing of the fleet. The stowing of the cable on board the two vessels, was then commenced at Keyham Docks, and was concluded with great care. It was finished on the 18th day of May, at which time there was about 15000 miles of Cable on board each ship. The shipment having been completed, the Niagara and Agamemnon sailed for Queenstown, Ireland, Saturday, May 29th.

After a few days spent in experimental trips the Second Telegraphic Expedition sailed from Plymouth for the rendezvous in mid-ocean on Thursday, June 10. The Niagara and Agamemnon were attended by Her Britannic Majesty's steamers Gorgon and Valorous.

The announcement of the departure of the Expedition, revived the anxiety with which every step of this grand enterprise has been received by the public during the period of the first attempt. Tidings from the fleet were awaited in painful suspense. Meanwhile, a stormier June than has been known in the Atlantic for many years, inspired fears for the result. Days passed and still no news came. Weeks fled, and yet no tidings were received until at last the unwelcome news came, that the mishap of wind and weather had prostrated the ships of the expedition. Three distinct trials had been made and all unsuccessfully. The vessels then returned to Queenstown the Niagara arriving on the 5th of July, and the Agamemnon one week later.

Immediately after the return of the Telegraphic Fleet, the Directors of the Company in England held a special meeting, to take into consideration the expediency of making another attempt. A sufficient amount of cable still remaining perfect, on board the Niagara and Agamemnon, and the months of July and August being considered a suitable season, another trial was resolved upon, and the expedition sailed on the morning of Sunday, the 15th of July last.

On the afternoon of Thursday, Aug 5th, the startling intelligence reached this city, that the Submarine Cable had been successfully laid, and that the line was in perfect working order. The welcome news could scarcely be credited, until fully corroborated by subsequent dispatches. The public has since been gratified with full extracts from the log, as kept during progress of the laying of the cable, by Cyrus W. Field Esq., who has been the master-spirit of the enterprise, and identified with it from the beginning. It is peculiarly gratifying to Americans, that this enterprise was first conceived in this country. In spite of all the objections urged against it, a small company of New York capitalists persevered with a determination that was proof against all discouragement. Had they succumbed, the world would in all probability have been deprived of this great boon; for the numerous disasters and the enormous loss of capital would have prevented a renewal of the enterprise, until a very distant future.

The work is done. It is no wonder the popular enthusiasm has been raised to fever-heat by this achievement, as glorious as it is expected—one destined to result in incalculable benefits to all mankind.

A lady entered a dry goods store in town the other day, and expressed a desire to see wool delaines. The polite clerk with elegant address, showed her a variety of pieces of fine texture and choice coloring. After tossing and examining to her heart's content, she remarked, "The goods are part cotton, sir." "My dear madam," replied the clerk, "these goods are free from cotton as your breast is." The lady started, "Free from guile, madam," he immediately added.

### California Wine and Brandy.

The San Francisco Price Current remarks as follows on this interesting production. The Brandy spoken of is quoted at \$3 per gallon: "California Brandy, distilled from the native grape, is now being brought in the market and of a quality equal to the average brands of Cognac imported here, and greatly superior to the Rochelle Brandy. Messrs. James T. McDougall and Co. were the pioneer manufacturers of California Grape Brandy, and have for some months been making regular sales to the trade from their distillation of last season, which amounted to the very respectable quantity of 500,000 cases. Some of their Brandy was shipped to New York, where it met with favor and realized, for a first consignment, a high figure. From the grape crop this year it is estimated 50,000 gallons will be made or 300,000 cases, more than last year. At this ratio of increase we do not hesitate to say that three years hence fine Brandy will be one of our exportable products."

For two years past various classes of Wine made from the native grape of Los Angeles, have been growing upon popular notice and favor. The Alta Californian (in an article on the "Methods of making California Wines") says it is estimated that 150,000 gallons of wine were made in the State last year, and from the grape crop this year it is expected 350,000 gallons will be manufactured. We see no reason to question the accuracy of these figures. It is notorious that a great number of new vineyards have been planted in the vicinity of Los Angeles since 1853, and the annual grape crop since then must have increased enormously; that the bulk of the grapes have been used for making Wine, and that the business has proved profitable we have evidence in the fact that both last year and the present year fewer grapes have been sent for sale than in 1855.

The Alta says: "That the grape chiefly grown in California for making Wine is of Spanish stock and was introduced by the priest when they established their mission between the years 1769 and 1780. The vine is hardy and healthy, and the berry juicy and strong.—An acre of vines is calculated to yield 1000 gallons of Wine, and never less than 800, although 400 is considered an average yield in Ohio and Europe." Almost every variety of grape known in lower California is cultivated at various points throughout the State and among them many will doubtless be found to which our soil and climate are admirably adapted.

Wine-making in California is but in its infancy yet, although astonishing progress has already been achieved. In the South of Europe the culture of the vine has for centuries been the leading occupation of the people and its produce had contributed largely to the national wealth. There however, the soil is worn out by long continued culture, and successive failures of the crop have caused the prices for Wines to advance beyond all precedent. The crude beginnings of California Winemakers have thus from the outset the stimulus of high values to urge them on to greater excellence and increased production.

### Our Geococopia.

The harvest is nearly over in the grain-growing sections of the country and from all accounts the yield of the cereal crops is above the average of former years.—It is true in some sections of the country wheat has suffered from the rust weevil, &c., but the increased breadth of ground cultivated insures a large crop beyond peradventure. Besides it is admitted by our Western friends that there is a very large surplus of last year's crop left over and still in first hands. Especially is this the case in Illinois, where the receipts at and shipment from Chicago plainly indicate a great excess. Farmers have had for some time past has enabled the farmers to secure their wheat in a dry condition so that it will be ready to grind as soon as thrashed. Rye and Oats are abundant, and corn all through the West, is described as late and its yield will depend much upon a late or early frost. Potatoes promise to be unusually large and cheap while hay crop was never so plenty as this season. On the whole taking the different sections together there will be an abundance of produce of all kinds and thus, with "peace and plenty" it will be strange, indeed, if we do not witness brisk times in the world of trade and commerce ere the laps of many months. Certainly, we ought to be a grateful as well happy people.—N. Y. Shipping & Com. List.

RELIEF OF NEURALGIA.—As this dreadful disease is becoming more prevalent than formerly and as the Doctors have not discovered any method or medicine that will permanently cure it, we will simply state that for some time past a member of our family has suffered most intensely from it and could find no sure relief from any remedy applied, until we saw an article, which we republished recommending the application of bruised horse radish to the wrist, for the cure of toothache. As Neuralgia and Toothache are both nervous diseases, we thought the remedy for the one would be likely to give relief to the other so we made the application and we were truly gratified that the simple application of horse radish, bruised and applied to the wrist, on the side of the body where the disease was seated gave almost instant relief to a severe attack of neuralgia. Since then we have applied it several times, and with the same gratifying results. The remedy is simple, cheap, and may be within the reach of every one.

### Lawrenceville Herald.

CHIVALRY.—Sir Walter Raleigh is out-done in Stanford Conn. Miss H., a belle of that village wears paper-soled shoes, and was caught out by a heavy rain. To go home in the mud was impossible. The gallant Henry M. saw her in trouble, stepped up, pulled off his boots, insisted on the fair one's wearing them, and prevailed. She put on the boots and went home. Henry, light of heart and foot, pursued his bootless way to the astonishment of the bystanders.

How TO FIND THE BONES OF DROWNED PERSONS.—The following extract of a letter from a friend in Herkimer county, New York, to a gentleman in Chicago, says the Tribune, may be worth publishing for practical purposes. One of Mr. Cain's little boys was drowned last week in our canal. They raked the canal bed with cannons over the water, all to no purpose. They did not succeed in finding the body till a young lady on a boat recommended them to take a loaf of bread make a hole in it, put in some quicksilver and water, and then put the bread on the fair one's wearing them, and prevailed. She put on the boots and went home. Henry, light of heart and foot, pursued his bootless way to the astonishment of the bystanders.

### Horrible Adventure.

At the period when Murat was about to invade Sicily, the Chevaliers R——, paymaster general of the Neapolitan forces, was traveling through Calabria for the purpose of joining the army, having been to Naples to make arrangements for the transmission of a quantity of specie. He had sent his servant on before him, to prepare his quarters at the town of——, expecting to arrive there himself at nightfall; but the day being very sultry he had loitered on the road, and at 9 o'clock in the evening, found he was a considerable distance from the proposed end of his journey. He was so much harassed and fatigued that he was determined to put up for the night at first convenient house. He at length entered an old ramant c building on the roadside, inhabited by a man and his wife, the former a stout muscular figure, with a swarthy countenance almost wholly shrouded in a mask of bushy whiskers and mustaches. The traveler was received with civility, and after partaking of a hearty supper was conducted up an old crazy staircase to his apartment for the night. Not much fancying the appearance of the place, and finding no lock on the door, he fixed a chair against it, and after priming his pistols, put them carefully under his pillow. He had not been long in bed when he heard a noise below as of persons entering the house, and some time afterward was alarmed by the sound of a man's footstep on the staircase. He then perceived a light under the crevice of the door, against which the host gently pressed for admittance, but finding some resistance, he thrust it open sufficiently to admit his hand; with extreme caution he removed the chair and entered. With a lamp in one hand and a huge knife in the other he approached the bed on tiptoe. The cavalier cocked his pistols beneath the bed clothes, that the noise of the spring might not be heard.

When the man reached the side of the bed he held the light to the cavalier's face, who pretended to be in a profound sleep, but contrived, nevertheless, to steal an occasional glance at his fearful host. He man soon turned upon him, and after hanging the lamp on the bed-post, went to the other end of the room and brought to the bedside a chair, on which he immediately mounted, with the tremendous knife still in his hands. At the very moment that the cavalier was about to start up from the bed and shoot him, the man in a hurried manner, cut several enormous slices from a piece of bacon that was hanging over his bedstead, and placed it had been wholly unnoticed before by the agitated traveler.—The host then passed the light before his eyes again and left the room in the same cautious way in which he had entered it and unconscious of the danger he had escaped, returned to a crowd of new and hungry guests below stairs who were, of course not very sorry to see that he had saved his bacon!

THE BRITISH COTTON MANUFACTURE.—The British cotton manufacture is immense. According to the Paris Constitutional, it gives occupation to between one and two millions of inhabitants. It feeds entire provinces. During the late crisis, thousands of operatives were supported by public charity. What then continues the Parisian editor, would be the consequence if these cotton manufacturers who work five days out of six to clothe foreigners should lose that market? Who can tell what might happen? It is then that England might see a terrible revolution break out at home. The cotton question would be converted into a social question. It is the sentiment on that point on which re-nders England so prudent and so moderate with regard to the United States, and which on the other hand, inspires the United States with an assurance which in case of necessity, she might carry to a degree of temerity.

THE QUAKER AND BANKER.—Bringing a Banker to Terms.—The Buffalo Express tells us the following good story:

"A correspondent sends us the following good thing for hot weather.—K., the Quaker president of a Pennsylvania Railroad, during the confusion and panic last fall, called upon the W—— Bank, with which the road had kept a large, regular account, and asked for an extension of a part of its paper falling due in a few days. The Bank President declined rather abruptly, saying:

"Mr. K., your paper must be paid at maturity. We cannot renew it.

"Very well," our Quaker replied, and left the Bank. But he did not let the matter drop here. On leaving the Bank he walked quietly over to the depot, and telegraphed to all the agents and conductors on the road, to reject the bills on the W—— Bank. In a few hours the trains began to arrive, full of the panic, and bringing the news of distrust of the W—— Bank all along the line of the road. Stockholders and depositors flocked into the Bank, marking the panic, inquiring, "what's the matter?" "Is the Bank broke?" A little inquiry by the officers showed that the trouble originated in the rejection of the bills by the Railroad. The President seized his hat and rushed down to the Quaker's office, and came bustling in with the inquiry:

"Mr. K——, have you directed the refusal of our currency by your agents?"

"Yes," was the quiet reply.

"Why is this? it will ruin us."

"Well, friend L., I supposed thy Bank was about to fail, as they could not renew a little paper for us this morning."

It is needless to say Mr. L., renewed all the Quaker's paper and enlarged his line of discount while the magic wires carried all along the road, the W—— Bank is all right. They may take its currency."

The Editor of the Paducah (Ky.) Herald had a hard time of it last week.

He says—

"We are compelled to issue this morning's Herald unprinted on the outside. Our pressman was drunk yesterday and would not work. We regret that we are able to give our usual quantity of reading matter to-day—one of our workmen being absent on a visit to his family, and two others being drunk."

A Frenchman repeatedly bearing the word press used to imply persuaded, one evening when in company exclaimed: "I say squeeze that lady to a sing."

### Will the Ocean Telegraph Pay?

The question is now being discussed whether or not the Atlantic telegraph will pay. After the first failure to lay the cable, experiments made by Mr. Whitehouse, the electrician of the company, who, it is stated, demonstrated that a word could be transmitted each minute. On this the New York Herald remarks: "If the average rate of transmission by the English instruments should not exceed one word per minute, then it could not, at the tariff proposed, be a very profitable concern. Assuming that the line was kept constantly operated, for the whole twenty-four hours of a day, and that the tariff of prices was a dollar per word, charging for address, date, &c., the gross receipts would only amount to \$1,440 per day, or a little over half a million a year. But as it would not likely to do more than half that amount of business, the receipts would probably reach no higher than a quarter of a million a year, which would leave only some \$70,000 above the interest of the capital invested to go toward salaries, expenses, wear and tear, &c. So that at the rate of transmission, and that tariff, the line would be very far from proving remunerative to its stockholders."

If, however, the rate of transmission should be as high as five words per minute, the gross annual receipts, at full work, would be two millions and a half a year; and at half work a million and quarter; or, not charging for address or date, say a million of dollars a year. The same paper further says:

"It is needless to say how immense the profits to the stockholders would be, even at the lower of these two computations, when it is recollected that there are but two officers to be pekt up, and that there will be no expense arising out of repairs. The maximum rate of transmission over the sub-marine line between Europe and Africa is only four words per minute; and that rate can be obtained but by one operator. With the rest, the rate is from two and a half to three words per minute."

"Should it turn out that the immense pressure on the cable, or from the use of indiarubber instruments, but one word per minute be transmitted over the Atlantic telegraph, then the company might see itself compelled to fix the tariff at four or five dollars a word—no definite arrangement having yet been made on that point. Let messages be transmitted, however, at the rate of five words per minute, and the receipts of one year will be equal to thirty-three per cent, of the capital of the company."

LUCKLESS SENSIBILITY.—Flowers have their spells and their perils. A young French lady, endowed with most delicate nerves, mentioned one evening, to a few friends assembled in her drawing room, that she had a horror of the rose. "The perfume of this flower," said she, "gives me the vertigo." This conversation was interrupted by the visit of a fair friend who was going to a ball, and wore a rose-bud in her head-dress. Our fair heroine turned pale directly, tossed her arms, and fell gracefully into a syncope upon the ottoman. "What a strange nervous susceptibility! What a delicate and impressive organization!" cried the spectators. "For Heaven's sake, madam, go away! Don't you see that you have caused this spasm?" "I?" "Yes, of course; it is the perfume of the rose-bud in your hair." "Really, if it is so, I will sacrifice the guilty flower! But judge before you sentence." The flower, detached from the headress, was passed from hand to hand among the spectators, but their solicitude soon gave way to a different emotion. The fatal rose bud was an artificial one!

### The "Dead Head" Passenger.

As the steamer *Leinster* was coming up the Mississippi, not long since, several passengers were seen to gaze at a middle aged Kentuckian, who soon became the subject of curiosity, wonder and general remark.—After traveling a short distance, the passengers, except the Kentuckian, made their way to the captain's office, and paid their fare to the place of destination. The next day the clerk made a call on the delinquent passenger, who had taken no berth, but had passed the greater part of his time in sleeping in his chair, and of his usual urbanity of manner asked the Kentuckian to give his destination, as it would aid him in making up his book, intending his question also as a gentle hint to pay his fare. The gaunt, routed from his lethargy, replied:

"I'm going up the river a piece. It's all right, Mr. Clerk."

The Clerk not being much the wiser for this answer, politely asked the stranger:

"At what point do you expect to land, sir?"

"Don't land at no point, Mr. Clerk. It's all right, though."

The clerk left, and went to consult the captain, who at once lost all his wonted good humor as the clerk related the result of the interview with the delinquent customer. The captain proceeded forthwith bring the matter to a focus, and accosted the Kentuckian, saying:

"How far are you going with us, my friend?"

"Oh, I'm going a piece up with ye; but it's all right, captain."

"But sir," said the captain, "you have neither paid your fare nor given the clerk your place of destination, and you are old enough to know the custom of steamboat men, that when a man refuses to pay his fare, or to give a good reason for not paying, we put him ashore immediately."

"W-a-l-l captain, spose 'tis your custom, but it's all right."

Here the captain lost all patience, and resolved to put him ashore forthwith, and accordingly ordered the pilot to land, and him to make ready to go ashore, to which he replied:

"It's all right, Captain."

The boat landed, and the plank put out, the gaunt was told to walk, to which he readily assented, saying:

"It's all right."

After getting on terra firma, the captain gave him a short blessing for giving him the trouble to land, and threatening him a top-dressing if he ever saw him again.

To which the old man responded again with an air of triumph, pointing to a fine looking cottage just above him on the river bank:

"It's all right, captain; that's my house, captain; it's all right."

### CHEER UP YOUR WIFE.—What animal but man did you ever see maltreat a female of his species?

The claims to pity and uncommon consideration, every woman builds up during a few years of marriage! Her inestimable value in the house! How true she is, unless her husband corrupts her, or drives her to despair! Often she is good in spite of her example! How rarely she is evilly disposed but by her example! God made her weaker, that man might have the honest satisfaction and superior joy of protecting and supporting her. To torture her with the strength so intrusted him for her good, is to rebel against Heaven's design—it is to be a monster, a coward, a fool.