

# THE CHELSEA HERALD.

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NO. 18.

## THE WOODEN WEDDING.

BY W. A. GRIFFITH.

When earth was filled with fair ones,  
And every path was wrought in fable,  
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During the voyage across the Atlantic several amusing incidents occurred, but we have room only for the two following, obtained directly from the officers in command:

When the ship was approaching Cape Clear under steam, she was discovered by the officers of the telegraph station, and was reported to the Admiral in command at Cork as a ship on fire. The Admiral at once dispatched a fast cutter, well manned, to her relief; but great was their wonder at their total inability, under all sail and with a good breeze, to come up with the ship under bare poles. After several shots had been fired from the cutter, the engine of the ship was stopped, and the cutter permitted to approach, when her officers were invited on board to examine and admire the new invention.

Soon after dropping her anchor in the harbor of Liverpool, a boat, manned with sailors in naval uniform, commanded by a lieutenant, came alongside, and the officer, in a tone more authoritative than pleasing, demanded of the first man he saw:

"Where's your master?"  
"I have no master," replied the American.

"Where's your captain, then, sir?"  
"He is below, sir," was the reply.

On reaching the deck, Capt. Rogers asked the Englishman what he wanted. The officer replied:

"My commander wants to know by what authority you wear that pendant, sir?" pointing with his sword to a coach-pendant pendant flying at the main-mast head.

To this the captain replied:

"By the authority of my Government, which is republican, and permits me to do so."

The officer then remarked that his commander considered it as an insult to him, and, commanding the American to haul down the pendant, intimated that if it was not quickly done, he would be supplied with little.

This was a little too much for Yankee spirit to endure, and Rogers instantly gave the order to haul down the coach-pendant, and supply its place with a broad blue pennant, such as were worn by the commanders of squadrons in our own navy, and ranking with the highest grade in that of the British, and then, in a loud tone of voice, so that he might be heard by the English, he directed the engineer to get the hot-water pipes ready.

This had the desired effect, although there was no such apparatus on board, and the gallant lieutenant and his crew pulled for dear life. The hot-water pipes, which were subsequently leveled at the British officers, caused them to start upon an early cruise.

The Savannah attracted great attention at Liverpool, and was visited by the authorities, and, as her fame spread to London, the crown-officers, noblemen, and many leading merchants visited her. The officers were very anxious to ascertain her speed, her errand, and her destination. It was suspected by some that her design was to rescue Napoleon Bonaparte, then a prisoner at St. Helena, his brother Jerome having offered for that purpose a large sum. She was carefully watched by the British Government, and ships-of-war were stationed at certain points for that purpose, which, for a time, prevented her departure from Liverpool.

She finally proceeded to Copenhagen, where she excited great manifestations of wonder and curiosity. Thence she proceeded to Stockholm, where she was visited by the royal family, ministers of state, and naval officers, who by invitation, dined on board, and took an excursion among the neighboring islands, with which all were delighted. She then proceeded to St. Petersburg, having on board, as passenger, one Lord Lyndoch, who was so much pleased with the performance of the steamship, that he presented to each of her officers some token of his esteem. To her sailing-master was presented an elegant snuff-box of pure and massive gold, on the cover of which, inlaid with platinum, was a representation of Peter the Great asleep upon his horse, standing on the rock from which he viewed the Swedish army with the serpent biting the heel of the horse, which awoke him in time to successfully attack the Swedes. At the bottom of the box was this inscription: "Presented by Sir Thomas Graham, Lord Lyndoch, to Stevens Rogers, sailing-master of the steamship Savannah, at St. Petersburg, October 10, 1819." Lord Lyndoch had taken passage on the steamer by invitation of Christopher Hughes, then American Minister to Sweden. Upon her arrival at St. Petersburg, the vessel was visited by the entire court, who tested her qualities by a trip to Cronstadt; and so well pleased was the Emperor, that he caused the officers to be treated with marked attention. They were invited to be present at a review of eighty thousand troops by the Emperor in person; and a frigate of the largest class was launched on the "Camels," and taken down to Cronstadt as an exhibition of the progress of the arts in Russia. The Emperor solicited Capt. Stevens Rogers to remain in the Russian seas with his steamer, offering him the protection of the Government and the exclusive navigation of the Black and Baltic Seas for a number of years; and to Capt. Moses Rogers the Emperor presented a handsome silver tea-kettle. From St. Petersburg the Savannah sailed for Areval, in Norway, and thence to Savannah, making the passage in twenty-five days. Thus ended the first voyage ever made across the Atlantic by a steamship. That was about fifty years ago, and the history of ocean steam-navigation during that eventful period will form one of the most important and interesting chapters in our annals of prosperity. With regard to Capt. Moses Rogers, he died many years ago.

The chart used by Capt. Rogers during his voyage, and the log-book of the Savannah, were solicited by the Navy Department about the year 1818, and it is believed that they are now in the safe keeping of the department in Washington. Having been unfortunate in losing many of their property by fire, the owners of the Savannah sent her to New York, where she was sold. Her engine was purchased and taken out by the proprietors of the Allaire Works, and, on the opening of the Crystal Palace in

New York, her cylinder was presented by them for exhibition, and it remained until the place was consumed by fire, although a fac-simile of the cylinder and an engraving of the ship are in existence, which remained in the hands of the captain of the Savannah until his death.

Capt. Stevens Rogers was born in 1788, and resided, during the latter part of his life, in New London, Conn. He was a fine specimen of the old-fashioned type of ship-masters—some six feet in height, and of stalwart proportions; a most exemplary and excellent man, and universally respected and esteemed. When quite young, he was impressed by a British man-of-war, and, on being released, he determined afterward to have his credentials of citizenship always with him, so he had his name imprinted on his arm, the date and place of his birth, and the figure of a hand pointing to the American flag. These credentials were indecipherable, and remained until his strong arm was overcome by death in 1868. He died in New London, leaving behind him an unblemished reputation.

—Appleton's Journal.

## Foreign.

STREET railroads are being rapidly constructed at Calcutta.

Osx is obliged to secure rooms at Nice a month in advance of his arrival.

The new swinging bell in the Cologne Cathedral weighs twenty-five tons.

The King of Siam has received a gold spittoon from England's royal widow.

WHENEVER an American is seen in Berlin hackmen fight to see who shall secure him.

Tax Parliament of Great Britain has 180 applications for railroad charters to consider.

It is rumored that Louis Napoleon and Eugenie will visit the United States next spring.

STUMP is the very appropriate name of the principal manufacturer of wooden legs in London.

The fourth-rate cars in Germany have no seats, and passengers are huddled together like cattle.

Provisions are so scarce in Corea that the natives willingly pay two young women for a bushel of grain.

THERE are in Rome 126 monasteries and ninety-two nunneries, whose united net revenue is £2,978,408 per year.

ENGLAND has built a steel steamboat ninety feet long, and drawing only twelve inches of water, for one of the rivers of Brazil.

JAPAN is running a straight race for the leadership in morals. Improper burlesques on the stage have been prohibited.

ACCIDENTS OF DEATHS, who lately recommended the horse-pound as a remedy for discontent among English laborers, has been served by his parishioners with a pelting of stale eggs.

The peat deposits of Italy cover an area of about 100,000 acres. She pays \$8,000,000 annually to other nations for fuel, and is now endeavoring to economize by using compressed peat.

The Paris Figaro attributes to M. Thiers the following mot: "The efforts of the Rights against the Republic resemble those of an infant who attempts to upset a railway train with a pin."

An English joint stock company, which proposes practically to realize Bessemer's antidote against sea-sickness by the construction of two steamers for the channel trade, has been organized in London.

The Khedive of Egypt has ordered the wedding outfit of his daughter to be made in Paris. One of the items of the outfit is flounces point d'Alencon at \$800 a yard, and \$30,000 worth of other laces are to be added.

At the Morgue in Paris there is always a detective in plain clothes, whose business it is to observe the impression which the sight of the bodies makes upon the spectators. Many murderers have thus been discovered.

A Paris publishing house having announced that it will speedily issue "The Letters of Eugenie de Montijo Prior to Her Marriage to Louis Napoleon," the Prefect of Police has prohibited the publication of the work.

M. LE BEMON, a French dressmaker, tired of oppression, plunged into the Seine, with the words: "We are no liberties." When she was promptly pulled out she finished the idea: "They don't even allow us to drown ourselves."

The British Parliament, which meets next month at London, is four years old, having been summoned on the 10th of December, 1868. Since it assembled at Westminster, eighty-four peers and forty members of the House have died.

Melting of Gold.

A few days since the United States Mint began melting the first installment (1,000,000) of the twenty million one dollar gold pieces, which during the ensuing month are to be received into larger denominations. These pieces were of inconvenient size, and the Government has experienced trouble in issuing them in large quantities. This induced them to take them from the sub-treasury in New York, where they have been idle the past few years, and place the metal in a more desirable shape. From 1849, when the first one dollar gold pieces were coined at the mint in Philadelphia, to 1867, when the coinage was stopped, there has been \$17,709,442 made in Philadelphia mint alone. It is presumed that the whole issue of one dollar gold pieces will amount to over thirty millions. One million of gold dollars, when first issued by the mint, will weigh 3,688 pounds avoirdupois, or a fraction over one ton (twenty eight) and four-fifths. In twenty million of dollars we have nearly thirty-three tons. The loss by abrasion in one million dollars is \$6,408.37. In other words \$20,000,000, used ten years, loses \$64,083.70. If the twenty million pieces to be melted were piled in a perpendicular line, they would reach eleven and five-sixths miles. Were the pieces laid flat on a level plain, they would extend one hundred and fifty-eight miles.

## Railway Building in 1872.

Notwithstanding the financial embarrassment of the past two years, the increased ratio of railway progress shown in 1870 over the average of the previous years has been more than maintained. The number of miles added during 1872, and each of preceding five years, has been:

Year	Miles added
1867	3,227
1868	3,003
1869	3,229
1870	3,229
1871	3,229
1872	3,229

The number of miles of road actually under construction (in addition to that of bed on which track was laid) is given as 6,742. This figure falls materially below the actual amount. In the table below is given the results of construction in thirty-five States and Territories, and the Canadian Provinces. Progress was made on 353 roads, 7,925 miles of road were fully completed, and on 6,742 the preparation for the track was in advanced progress; in fine, work was done on 14,667 miles of road. The aggregates for each State are herewith given:

State	Miles completed	Miles in advanced progress	Total
Alabama	6	297	303
Arkansas	5	172	177
California	5	269	274
Chile	7	447	454
Colorado			

Correspondents will please write on one side of the paper only. No communication will be published unless accompanied with the real name and address of the author, which we require not for publication, but as an evidence of good faith.

All communications should be addressed to "THE HERALD," Chelsea, Washtenaw Co., Mich.

CHELSEA HERALD.

CHELSEA, JAN. 23, 1873.

On Killing Time.

For who, to dumb forgetfulness a prey, This pleasing anxious being e'er resigned, Left the warm precincts of the genial day, Nor cast our longing fingers look behind? GRAY'S Epitaph.

If we imagine ourselves standing on the verge of time, and that in another moment we shall be transported into eternity—that the organs of thought, speech, and motion, will be arrested in their operations, and make an eternal pause—that we will hear, see and feel no more—in fine, that we will be separated, by an impenetrable veil of darkness, from all that this diversified world of matter, life, and intelligence, contains—we shall have a more vivid impression of what it is to resign this "pleasing anxious being," than any strength of language can convey. At that moment, how paltry will be the vexations which we supposed to counterbalance its enjoyments, and how great and inestimable will its blessings appear.

It is a lamentable thing, that man-kind so generally underrate the value of life—that they seldom learn to estimate it as they ought, until its last breath is about to be drawn. When no more of it remains to be expended—when reflections on the past can cause no reformation in the future—we are forcibly impressed with a conviction of its importance, and also with a painful sense of the lavish use we have made of it.

How frequently do we hear men, when some desirable event is anticipated, express a wish that the hour was at hand. If it is to occur in the evening, at the close of the week, a month or a year hence, it is all the same; they wish that portion of time which intervenes between them and the object on which they have placed their affections, were annihilated. Can such men reflect? Do they consider, that though their years may be few or many, every hour that is tolled strikes one from the number that denotes the duration of their lives?

A Word to Young Men.

My friend, did you ever know, can you call to mind a single instance, of a person who, having his own way to make in the world, spends his time in the streets, in billiard saloons, around hotels, or in any of the forms of dissipation, to succeed in a great degree in any enterprise? Look over your list of friends and acquaintances, and note their course. Do you not find on examination that those who to-day are men of influence and honor were the youth who made the most of valuable time, turning it to good account; and, on the other hand, don't you find that those who stood at the corner with a cigar or pipe in their mouth, went from bad to worse, and finally to ruin? Sadly must the answer be made—oh, that it were not so—they have failed! Will you not profit by the experience of others? Go not that way. Never be idle. Every moment of your time is a golden one; use it as such. Fix your mind upon some noble subject. Be men. The call is for men. Will you not be one of that number who can say, "I am a man?"

A western journal offers this inducement: "All subscribers paying in advance will be entitled to a first-class obituary notice in case of death."

Talk not of comfort—'tis for lighter ill; I will indulge my sorrow, and give way To all the pangs and fury of despair.

Don't be discouraged, if in the outset of life things do not go on smoothly. It seldom happens that the hopes we cherish for the future are realized. The path of life appears smooth and level; but when we come to travel it, we find it all up hill, and generally rough enough. The journey is a laborious one; and whether poor or wealthy, high or low, we shall find it to our disappointment, if we have built on any other calculation. To endure it with as much cheerfulness as possible and to elbow our way through the great crowd, "hoping for little, yet striving for much," is perhaps the best plan. Don't be discouraged, if occasionally, you slip down by the way; your neighbor treads over you a little; or, in other words, don't let a failure or two dishearten you. Accidents will happen, miscalculations will sometimes be made; things will turn out differently from our expectations, and we may be the sufferers. It is worth while to remember, that fortune is like the skies in April, sometimes clear and bright, and as it would be folly to despair of again seeing the sun, because the day is cloudy, so it is unwise to sink into despondency when fortune frowns, since, in the common course of things, she may surely be expected to smile and smile again. Don't be discouraged, if you are deceived in the people of the world; they are rotten at the core. From such sources as these you may be most unexpectedly deceived, and you will naturally feel sore under such deceptions; but to these you may become used; if you fare as other people do, they will lose their novelty before you grow gray, and you will learn to trust more cautiously, and examine their character closely, before you allow great opportunities to injure you. Don't be discouraged under any circumstances. Go steadily forward. Rather consult your own conscience than the opinion of men, though the latter is not to be disregarded. Be industrious, be sober, be honest; dealing with perfect kindness with all who come in your way, exercising a neighborly and obliging spirit in your whole intercourse; and if you do not prosper as rapidly now as some of your neighbors, depend upon it you will be at least as happy.

One of the passengers on board the ill-fated Metis at the time of the disaster was an exceedingly nervous man, who, while floating in the water, imagined what his friends would do to acquit his wife with his fate. Saved at last, he rushed to the telegraph office and sent this message: "Dear P—, I am saved. Break it gently to my wife."

Mistress—"Bridget, you're very late to-night." Servant—"Oh, m'm, I'm sure it's only half-past nine by my kitchen clock." Mistress—"Yes, but you mustn't go by your kitchen clock." Servant—"Well, m'm, I know that's right m'm, for I always keep it exact an hour too slow on purpose!"

Doing "a Stroke of Business."—During a theatrical excitement in Boston, the coachman who drove the prima donna from the steamboat to the Revere House thus ridiculed the insane admiration which his "fellow citizens" were exhibiting. Mounting the steps of the hotel he cried, "Here's the hand that once lifted Jenny Lind out of the coach. Gentlemen, you can any of you have the privilege of kissing it for five dollars—children half-price."

"What do you call that?" indignantly asked a customer at a cheap restaurant, pointing to an object that he discovered in his plate of hash. "Wristband with sleeve-button attached, sir," said the waiter briskly. "Well, do you consider that a proper thing for a man to find in his hash?" asked the customer, in wrath. "Good Heavens, sir!" cried the waiter, "would you expect to find a ten dollar silk umbrella in a fifteen cent plate of hash!"

At one of the theatres the other evening any one within half a dozen seats might have heard the following: "Yes, she calls herself a lady because she has got in with the M—s; but, laws! she used to live in a little one-story house, and was borrowing my flat-irons every week of her life. Now, bless you! she don't know me." "There's plenty of them kind here to-night," said her companion. "And curious! Why, she was up my kitchen windows, and then she'd get on a table to look over the paper. As for the knot-hole in the fence, I was obliged to nail oil-cloths over them to keep her from prying!"

If there is anybody under the canopy of Heaven, that I have in utter execration, says Mrs. Partington, it is the slanderer going about like a boy contractor, circulating his calumny upon honest folks.

An Ohio lady was requested by the dear departed's aristocratic relatives to give a false name when she went out washing, so as not to disgrace the family. Such thoughtfulness is touching.

A man who committed suicide in Pittsburgh the other day will be easily recognized by his friends, if, as advertised by the coroner, "Deceased, had a moustache five feet, seven inches long."

A carpet-bagger came home from a Southern city the other day, and told a friend "There was a motion to run me for mayor but the majority of the citizens wanted to run me out of town and—I came away."

An individual who was puzzled to know where all the Smiths came from, has at last solved the mystery. At Waterbury, Conn., on the door of a factory, appears a sign inscribed "Smith Manufacturing Company."

"I cannot imagine," said an alderman, "why my whiskers turn gray so much sooner than the hair of my head." "Because," observed a bystander, "you have worked so much harder with your jaws than with your brains."

An Ohio youth, who was courting a reciprocal maiden, had an interview with her paternal ancestor. When questioned regarding his condition financially, he stated that he had no money to speak of, but was chock full of hard day's work. He got the girl.

A Dutchman in Decatur, Ill., married a second wife in about a week after the loss of wife No. 1. The Sabbath following, the bride asked her lord to take her riding, and was duly "cut up" with the following response: "You think I ride out with another woman in so soon after the death of mine frau? Nein, nein!"

A man in Schenectady threw a kiss to his little daughter in the street, but another man's wife who stood in range thought the kiss was meant for her, and returned the compliment. Her husband just then unluckily came upon the scene, and in his indignation thrashed the father of the afore-mentioned little daughter. The result is an assault and battery case.

A little girl was sent to the pasture to drive home the cow. While thus engaged she treated herself to climbing an unnecessary fence, from which she fell, and was severely scratched and bruised. On returning home she was asked if she cried when she fell. "Why, no," she replied, "what would have been the use? There was nobody to hear me!"

Mr. P. C. Ayres, formerly of Bay City, but lately of Lansing, while superintending the construction of the new opera house in the latter city on Wednesday, fell from the gallery to the floor below, a distance of some 16 feet, striking astride a joist, and injuring himself severely, both internally and externally.

Hon. A. D. Crane, the newly appointed Judge of the Fourth Judicial Circuit, is a native of the town of Mentz, Cayuga county, N. Y., is 63 years of age, and has resided in Michigan 45 years, 42 years of which time he has lived in Dexter. He was a blacksmith by trade, but gave that up in 1833. He commenced the study of law in 1840, and was admitted to the bar in 1844.

Later reports from a boiler explosion which occurred in the saw-mill two miles west of North Adams, Hillsdale county, by which four men were killed, give the names of the victims as Davis Barker, Samuel Stevens, Gilbert Waters, and the engineer, a young man, named Mr. Tinney. Libbens Bateholder, who was in a distant part of the mill, was also injured. Mr. Waters leaves a wife and two children. But a few days before he had effected an insurance on his life of \$2,000. Mr. Barker leaves a wife and two children, and Mr. Stevens a wife and one child. Mr. Tinney was married about four weeks previous.

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Bears are reported unusually thick in Shiawassee county.

A muskallonge 52 inches long and weighing 44 pounds, was captured in Houghton Lake recently.

There are about 100 lumber camps on the Cass river and its tributaries this winter. They average about 40 men each.

The Northwestern Transportation Company is getting out timber to rebuild the dock at Glen Haven. The company is also getting out a large amount of wood in the vicinity for the next season's business.

Lumbering in the northern and western parts of Sanilac and Huron counties is now being briskly pursued. Farmers in the neighborhood of Mendon have mostly left their farms and gone to the woods with their teams to haul logs.

Miss Portia Walter, an interesting young lady of Pontiac, aged 18 years, was so terribly burned by the explosion of a kerosene lamp which she dropped, on Saturday evening, that she died at seven o'clock the next morning.

Passenger cars began running on Monday on the Lansing branch of the Lake Shore and Michigan Southern Railroad, formerly known as the Northern Central Michigan. The road is ballasted and the trains make good time.

The formal opening of the extensive hemlock extract works at Parwell, Clare county, which have been in process of erection during the past three months, took place on the 9th inst. The works are turning out about seven thousand pounds of extract per day.

Prof. Harrington, of the University, has returned to Ann Arbor from Alaska, and brought with him a young Alaskan aged 16 years, to be educated. The boy was with Prof. Harrington during the whole stay of the latter in Alaska, and has learned the English language.

The people of Memphis are eagerly looking for a railroad, as the surveys are now surveying the line for the Saginaw and St. Clair Railroad. Memphis being on an air line from Saginaw to St. Clair, its citizens are expecting railroad accommodations within the year.

Official information received by the Secretary of the State Pomological Society avers that the peach buds and young wood in the fruit regions of the State were uninjured by the late severe weather; and with no worse weather there will be plenty of peaches the coming season.

A subscription of \$365 has been donated at Marquette to Mrs. Bridges, the wife of Capt. Isaac P. Bridges, who was drowned off Granite Rock, while keeper of the light, last fall. Of this sum \$18 was contributed by vessel captains, and the balance by citizens of Marquette.

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