

A critical moment for when this mighty animal feels himself struck, he often throws himself into violent convulsive movements, vibrating in the air his tremendous tail, one dash of which is sufficient to dash a boat in pieces. More commonly, however, he plunges with rapid flight into the depths of the sea, or beneath the thickest fields and mountains of ice. While he is thus moving at the rate usually of eight or ten miles an hour, the utmost diligence must be used that the line to which the harpoon is attached may run off smoothly and readily along with him. Should it be entangled for a moment, the strength of the whale is such that he would draw the boat and crew after him under the waves. The first boat ought to be quickly followed up by a second, to supply more line. The first is run out, which often takes one or two minutes. When the place in which the crew of the boat see the line in danger of being all run off, they hold up one, two, or three whips to intimate their pressing need of supplies. At the same time they turn the rope once or twice round a knot, or post called the bollard, by which the motion of the line and the career of the animal are sometimes retarded. This, however, is a delicate operation, which brings the side of the boat down to the very edge of the water, and if the rope is drawn at all too tight, may sink it altogether. While the line is whirling round the bollard, the friction is so violent, that the harpoon is enveloped in smoke, and water must be constantly poured on to prevent it from catching fire. When, after all, no aid arrives, and the crew find that the line must be run out, they have only one resource—they cut it, losing thereby not only the whale, but the harpoon and all the rope of the boat. When the whale is first struck and plunges into the waves the boat's crew elevate a flag as a signal to the watch on deck, who give the alarm to those asleep below, by stamping violently on the deck, and crying out a fall a fall! (Dutch, val), expressing the precipitate haste with which the sailors throw themselves into the boats. On this notice, they do not allow themselves time to dress, but rush out in their sleeping shirts or drawers into an atmosphere, the temperature of which is often below zero, carrying along with them their clothing in a bundle, and trusting to make their toilette in the interval of manning and pushing off the boats. Such is the tumult at this moment, that young mariners have been known to raise cries of fear thinking the ship was going down. The period during which a wounded whale remains under water is various, but it is averaged by Mr Scoresby at about half an hour. Then pressed by the necessity of respiration, it appears above, often considerably distant from the place where he was harpooned, and in a state of great exhaustion, which the same ingenious writer ascribes to the severe pressure which he has endured when placed beneath a column of water 700 or 800 fathoms deep. All the boats have, in the meantime, been spreading themselves in various directions, that one, at least, may be within a start, as it is called, or about two hundred yards of the point of his rising, at which distance they can easily reach and pierce him with one or two more harpoons before he descends again, as he usually does for a few minutes. On his reappearance, a general attack is made with lances, which are struck as deep as possible, to reach and penetrate the vital parts. Blood mixed with oil streams copiously from his wounds and from the blow holes, dyeing the sea at a great distance, and sprinkling and sometimes drenching the boats and crews. The animal now becomes more and more exhausted; but at the approach of his dissolution, he often makes a convulsive and energetic struggle, raising his tail high in the air, and whirling it with a noise which is heard at a distance of several miles. At length quite overpowered and exhausted, he lays himself on his side or back, and expires. The flag is then taken down and three loud huzzas raised from the surrounding boats.

#### SHARK FIGHT.

The following curious account of a shark fight, by an eye witness, appears in the *Calcutta Oriental Herald*, of the 24th of May:—"An instance of intrepidity and dexterity on the part of an up-country native, well worthy of being recorded, occurred lately in this neighbourhood. I was walking on the bank of the river at the time when some up-country boats were delivering their cargoes. A considerable number of coolies were employed on shore in the work, all of whom I observed running away in apparent trepidation from the edge of the water—retiring as before. I found, on enquiry, that the cause of all this perturbation was the appearance of a large and strange looking fish, swimming close to the bank, and almost in the midst of the boats. I hastened to the spot to ascertain the matter, when I perceived a huge monster of a shark sailing leisurely along—now near the surface of the water, and now sinking down apparently in pursuit of prey. At this moment a native on the Choppah roof of one of the boats, with a rope in his hand, which he was slowly coiling up, surveyed the shark's motions with a look that evidently indicated he had a serious intention of encountering him on his own element. Holding the rope, on which he had made a sort of running knot in one hand, and stretching out the other arm, as if already in the act of swimming, he stood in an attitude truly picturesque, waiting the re-appearance of the shark. At about six or eight yards from the boat, the animal rose near the surface, when the native instantly plunged in, the shark immediately turned round and swam slowly towards the man, who, in his turn, nothing daunted, struck out the arm that was at liberty, and approached his foe when within a foot or two of the shark, the native dived beneath him, the animal going down almost at the same instant. The bold assailant in this most frightful contest soon re-ap-

peared on the opposite side of the shark, swimming fearlessly with the hand he had at liberty, and holding the rope behind his back with the other. The shark, which had by this time made his appearance again, immediately swam towards him; and while the animal was apparently in the act of lifting himself over the lower part of the native's body that he might seize upon his prey, the man making an effort, threw himself up perpendicularly, and went down with his feet foremost, the shark following him so simultaneously, that I was fully impressed with the idea that they had gone down grappling together. As far as I could judge, they remained nearly twenty seconds out of sight, while I stood in breathless anxiety, and I may add, horror, waiting the result of this fearful encounter. Suddenly the native made his appearance, holding up both hands over his head, and calling out with a voice that proclaimed the victory he had won while under the waves. "Tan, tan." The people in the boat were all prepared; the rope was instantly drawn tight, and the struggling victim, lashing the water in his wrath, was dragged to the shore and dispatched. When measured, his length was found to be six feet nine inches, his girth at the greatest three feet seven inches. The native who achieved this intrepid and dexterous exploit bore no other marks of his fiery enemy than a cut on the left arm, evidently received from coming in contact with the tail or some one of the fins of the animal.

#### SELECTIONS FROM FOREIGN JOURNALS.

Received at the office of the *New York Mercantile Advertiser*.

The largest iron bridge in the world is in China, near Kingtung, where it forms a perfect road from the top of one immense mountain to the other. It is formed of chains 21 in number, and bound together by other cross chains. This bridge is more than 150 years old.

**Antiquities.**—Last week a labourer, in removing the soil from the surface of a quarry in the parish of Cambuslang, struck upon, and broke with his spade, two urns containing ashes a third was found unbroken; and immediately adjoining he discovered a flat stone upon removing which he found one below it, inscribed with several copper coins. The inscriptions have become illegible, but they are apparently English and, from the form of the letters, may be referred to the fifteenth century. On one side they are impressed with the figure of a ship, and on the reverse a lozenge shield, with four fleurs-de-lis.

A few days ago, while a man was ploughing in a field at Downsway, on the Blackadder estate, Berwickshire, the plough came in contact with a large stone, which on being displaced proved to be the lid or covering of a well constructed stone coffin, containing a quantity of earth and human bones. On removing the contents with a spade, the fragments of a Roman urn were turned up; to prevent the possibility of joining the parts, or forming an idea of what had been its original shape, and in colour resembles the fire brick; and that of the inner, and for the greater part of its substance (half an inch) is of a dark blue or slate colour.

#### DRAM DRINKING.

At a late meeting at Manchester the practice of dram-drinking was reprobated in very forcible terms, and among other proof of its bad consequences, it was stated that, according to authentic records, about 20 deaths were caused by it annually in that town alone. Two dram-shops in Manchester, it was mentioned sold £120 worth of ardent spirits in one day, another took on the average £150 per day; and at another, in one day of June last, customers entered at the rate of 500 per hour, of which number six tenths were men—three tenths respectable looking females, and one tenth girls!

The following curious article appears in *Le Voleur*: "Europe contains about 245 millions of inhabitants who are civilized, spread out among fifty-eight states, large and small. The revenue of these states, taken together, amount to nearly 3,800,000,000 francs. Placing on one side of France and England, uniting under their banners Belgium, Rhineland, Prussia, Sweden, Italy, Greece, and nearly all the German Confederation, (excepting Austria and Prussia) on the other, Austria, Russia, Spain, Portugal, and at present, Prussia, with some few states of the German Confederation, the progressive army is found to amount to 93,000,000 of men and the retrograde army to 102,000,000. The former at a revenue of 2,700,000,000 francs, the latter only 900,000,000. The navy civilization amounts to 4,660 ships of war, and that of absolutism to 540. The surplus of European forces, in population, money and vessels, belong to the neutral army. After this statement, the result of the struggle cannot appear doubtful.

On the first November, 1827, the population of the kingdom of Wirtemberg amounted to 1,517,770 persons; of whom 1,055,132 professed the Evangelical, and 462,857 the Catholic religion; 9,100 were Jews, and 463 Menonists and Hērnhuters. The receipts of the corporation of London amounted in 1827, to 133,176. On 10th. The Bridge Estates produced an addition of 36,543. From the year 1780 to 1828, a period of forty-eight years, this Corporation expended 60,261 5s. for charitable purposes; 28,662 3s. 7d. for public purposes, (including the expense of thirty-five swords, and thirty-one gold snuff boxes bestowed on distinguished characters); and the sum of 55,536 18s. 9d. for improvements. The annual rental of the county of Middle-

sex is 5,368,408; the produce therefore, of a three farthing rate is 16,771 5s. 6d. and not 28,000, as has been stated.

#### INTELLECTUAL STATE OF RUSSIA.

At the present moment the following information may interest many.—The number of journals, which at the present issue of the Russian press is seventy-three, and of these the "Northern Bee," "The Patriot," and "The Invalid," enjoy the most extensive circulation: they are written in no less than twelve different languages. The number of elementary schools is 1411; they are frequented by 700,000 pupils; so that on a comparison of the total number of children capable of instruction in the Russian dominions, with those who are actually educated, there does not appear to be more than one in 567 whose mind is even superficially cultivated. There are seven universities in Russia, at which 3100 youths are educating under the care of 300 professors. The ecclesiastical university is well attended to, inasmuch as the four academies of theology at St. Peterburgh, Moscow, and Kazan, together with the seven and thirty upper, and eighteen lower seminaries, appertaining to the Greek church, contain 26,000 pupils, in the charge of 427 professors. The Roman Catholic church, possesses fourteen seminaries, of which one is of a superior class, in which above two hundred and fifty youths are educated for the priesthood.

#### RUSSIAN COMMERCE.

It appears, from official returns, that in the years 1827, 1828, and 1829, the total value of the importations into Russia was 533,500,000 roubles; that of the exportations 647,000,000; and that the commercial shipping engaged in trade amounted to 24,947 vessels, of which 2445 sailed under Russian colours.

#### A NEW SECT.

A new religious society has been formed at Paris, under the title of "The Society of St. Simon"; the professed object of which appears to be the extermination of bigotry and superstition, and the establishment of "peace on earth and good-will towards men." The meetings of the society are held at the Hall d'Oratoire, and are attended by crowded and brilliant audiences. It having been stated that Madame Malbran was one of the preachers of the Society, that lady has addressed a letter to several of the Parisian journals, denying the truth of the assertion.

#### PARLIAMENTARY REFORM.

Parliament sits on the 3rd of February, and the most important subject that will engage its attention is reform in the representation. A New York paper gives some extracts on this subject from the *Times* (a government paper), the *London*, and the *Liverpool Courier*. The latter says that the plan generally supposed to be adopted, is to abstract one member from each close and corrupt borough under a certain number of inhabitants, and give the suffrage to the unrepresented towns. Perhaps a hundred members would thus be returned by commercial and manufacturing places.

The *Times* distinctly declares that a reform in parliament is the only security against a revolutionary overthrow of the Church and State of England, and deprecates in this account any opposition to it. The middle classes, the country, it says, are pledged not less than the ministry to carry through some plan of reform. Should a Tory ministry come in, pledged to oppose reform, either the king would be forced by the country to dismiss it, or England would be repeated in her own case, "a lesson which Providence seems to have inflicted on other states, expressly that their neighbours may have the wisdom to profit by it." The *London Courier* says, an Anti-reform opposition would have the effect, in a few years, to raise the lower orders *en masse*; the *Liverpool Courier* remarks that a stormy and divided parliament would tend to give power to a party which aims at revolution, not improvement. In regard to the present state of England we may quote the apt remark of Goethe; "simplicity, as in architecture, ruin is most fatal when it begins from the bottom."

#### NAPOLEON AT THE BATTLE OF WATERLOO.

He has ruined us—he has destroyed France and himself;—yet I love him still. It is impossible to be near him and not love him; he has so much greatness of soul—such majesty of manner. Bewildered all minds; approach him with a thousand prejudices, and you quit him filled with admiration; but then, his mad ambition his ruinous infatuation! his obstinacy without bounds! Besides he was wont to set every thing upon a cast; his game was all or nothing! Even the battle of Waterloo might have been retrieved, had he not charged with his army. This was the reserve of the army; his retreat instead of attacking, but, with him, he never matters looked desperate, he resembled a mad dog. He harangues the Guard—proudly—it rushes upon the enemy. We are backs—and the route is complete. A general reorganization of the army ensues, and stones. The last time I saw him was in my thigh had been broken by a musket shot tending on the ground. Napoleon passed close to me; his nose was buried in his snuff-box, and his bridle fell loosely on the neck of his Scotch regiment was advancing at the charge alone. Lallemande only was with him. The latter still exclaimed, "All is not lost, sire; Emperor replied not a word. Lallemande recognized me in passing.—"What ails you, ket ball." "Poor devil, how I pity you! how I pity you! Adieu—Adieu!" The Emperor uttered not a word.—*Journal of an Officer.*

#### From the Baltimore Gazette.

We have so much interesting matter on hand, original and selected, relating to Rail Roads, that if we were to publish the whole at once, we might incur the risk of having our paper styled the *Rail Road Gazette*—we shall therefore, with our accustomed moderation on this subject, confine ourselves to-day to those prominent matters which our duty as an editor will not permit us to omit or postpone.—We will premise, solely for the information of our distant subscribers, that the Baltimore and Ohio Rail Road for about ten months past has been in use for general travel from the city to Ellicott's Mills, a distance of thirteen miles, but only for a part of the time and partially for transportation of produce and other articles—the regular course established for travel and transportation has been, that the cars for both purposes, drawn by horses, start at stated periods daily from the Depot at Pratt street in the city, and proceed half the distance to a Relay station, where a change of horses is made; so that each horse travels only six and a half miles at one time, although during the day they generally each travel that distance four times, or twenty six miles each day.

It was only a few days since that we noticed the fact, as a matter of some bustle, that 75 barrels of flour had been brought by one horse on the Rail Road from Ellicott's Mills.—On Saturday afternoon however, we saw a single horse, and that not either a very strong, large or ill one, draw two hundred barrels of flour which had been brought by him from the relay house where he had received the load from the horse which had conveyed it from the Mills.—The first 6 miles and a half to the relay house were travelled in 46 minutes. The distance between the Relay house and the Depot or Pratt street, was travelled in 1 hour and 19 minutes. The last 2 miles of this latter line was passed in 16 minutes, or at the rate of 7 1/2 miles an hour, showing that the horse was by no means distressed by his previous labour.—When the train of wagons passed us, there were upwards of 30 persons who had jumped in in the last mile. The whole weight drawn, estimating only 10 barrels to a ton, and each car at a ton was 28 tons. There were 8 wagons on the Winton's plan, containing 25 barrels each. The horse was followed by a crowd when he was taken to the stable, who seemed anxious to ascertain whether he was still alive, & were the better pleased to find that he did not appear more fatigued than if he had been trotted over a turnpike road in a gig at the rate of 6 or 8 miles an hour. Yesterday morning he again performed his usual trips not at all affected by the labour of Saturday.

We may truly say that we never beheld a more imposing sight than was presented by the moving train lined as it was. The rapid, steady, and apparently unresisting advance of the cars seemed to ally inexplicable, when the moving power was considered, but as the actual truth of the fact was obvious to the senses, it became eminently illustrative of one of the most useful applications and productions of human ingenuity. Such we believe was estimated by the crowd of citizens assembled to witness the experiment.

It was a bold undertaking on the part of the Company to make the experiment whose success we have just related, not because reason and calculation, on fixed principles, did not guarantee success under fit circumstances. But a tumble of the horse, the momentary sinking of his strength, an obstruction on the rails, a many other conceivable chances, might have prevented the draft from being effected, which it was well and generally known, would be attempted; and there would not have been wanting those, who would have attributed the accidental failure in this Herculean feat, to causes inherent in the Rail Road system, and the cry raised by the ill-intentioned would have been widely echoed. This was it, that made the undertaking a bold one. Its success however has fully justified the confidence which prompted it.

We do not think that Rail Roads need further evidence in their favour to prove their superiority to Canals, than the performance here described; and we recommend, once more, the consideration of the comparative merits of the two systems to the people of those sections of our country who are already embarked or who contemplate embarking in the construction of works of internal improvement.

During the whole of Saturday there blew a violent north-west wind. After leaving the hall way house, the draft of the horse was frequent in its very teeth, particularly for some time before reaching and after leaving the deep cut, in which distance he had to draw his load upon the shortest and consequently most difficult curves of the whole division, besides which the transportation of earth and sand from the cut, and the work going on, on the second track, made the rails unfit for a fair experiment.

There are upon the line between the relay-house and Pratt street, four summits, which were necessarily introduced at the several deep-cuttings to secure the drainage of the Hill, one of ten feet at Vinegar-one of six feet under the Washington Road, and one of four feet at Mount-Clear—making altogether an elevation overcome by the seventeen feet to the feet, or in the aggregate, near one and a half miles of ascending ground.

In passing the cut through the hill under the Washington Turnpike Road, the load encountered a curve of about six hundred feet and a very strong N. West raking the whole could not have opposed a resistance added to or sixty tons upon a straight level road in a calm day.

To all which it should be added that half the wagons were new and had not yet acquired any smoothness in their working gear by use. When all these circumstances are considered, no one will doubt but that one horse

upon a level rail-way with wagons on a proved construction now in use upon the road, would draw four hundred barrels of flour for a short distance—and that a locomotive engine of ten horse power would transport to Baltimore one thousand barrels of flour, or any other load equivalent to flour, from either Hagerstown in Maryland, or Winchester in Virginia, in ten hours. It would be unjust in speaking of this performance not to mention the friction of the cone of Knight, and the peculiar application and utility of the agents whose energy and efficiency contributed so essentially to effect it.

It required twenty-five drays, twenty-five men, and twenty-five men, to bring hundred barrels from the Depot, to the relay house in town—and we have heard from eye witnesses, that the dray horse with his barrels, seemed to work harder and more than the rail road horse with his load.

The usual load of flour for a wagon drawn by six horses from Ellicott's Mills to town is twenty to twenty five barrels, say twenty—the experiment of Saturday exhibiting a horse on the rail-road doing forty-eight barrels, as much as the utmost power of a horse can accomplish on one of our best turnpikes.

#### From the Chronicle.

**BALTIMORE AND OHIO RAIL ROAD.** Until this stupendous work was completed, little was known in Maryland of rail roads, and for want of correct information, were incredulous as to their practical utility. Indeed, the legislature which passed the act to incorporate this company, had little faith in its success, and viewed the undertaking as a doubtful experiment. The completion of the road to Ellicott's Mills, has, however, dispelled all doubts as to the practical utility of such works, but has inspired confidence in them amounting to enthusiasm. The ease, rapidity, and safety, of this rail road's supersede all other methods of internal communication. The Baltimore and Ohio Company deserve greater credit for having hazarded the experiment, and from the progress they are making westward upon the road, will no doubt in a short time, receive an ample remuneration for their expenses, great as they will have been. No one doubts this, who knows the immense quantity of produce now transported on the turnpike from the western counties of the State.

We think it probable that the road will be far extended during present year, so that the transportation of passengers and produce from Frederick Town. It may be that it will be effected earlier than we anticipated, and we judge by the progress made in the road to Frederick, we should believe that a whole line to that place would be completed by August or September. Like a copious stream, it will enrich and fertilize its progress, and will render useful and profitable that which was heretofore waste and unproductive. It has already had an animating effect on business, and caused an appreciation in the value of property, and it is destined to have still more extensive beneficial influence.

A few years will suffice to extend rail roads throughout the State, and the transportation of two hundred barrels of flour, or the number of passengers on a single Car, will then be a sight of no more novelty, than a plowing of a steamboat with a crowded deck. After the above was written, we had the pleasure of witnessing the following striking performance on the rail road. On Saturday afternoon two hundred barrels of flour were placed on eight Cars, and the wagons were drawn by a horse from Ellicott's Mills, being at the rate of near six miles an hour per hour. Besides the flour, about twenty persons were on the cars.

The following statement was furnished us by a gentleman who kept the time. From the Mills to the relay-house 45 m. From the relay-house to the depot, 69 m.

h. 1 55
The first mile was performed in 7m. 20
Second do. " " " 7 50
Third do. " " " 7 50
Fourth do. " " " 6 00
Fifth do. " " " 6 00
Sixth do. " " " 8 30
Seventh do. " " " 8 00
Eight do. " " " 9 00
Ninth do. " " " 10 00
Tenth do. " " " 12 00

No account was kept of the last three miles.

#### COUNT RUMFORD'S DONATION.

This Donation was made in 1796, according to the purpose intended, and gratefully acknowledged. The gift was \$5000 in ten per cent stock. The interest was annually to be appropriated as premiums for discoveries in Light and Heat, and to be invested in a gold and silver medal, of two to cost \$300. The inscriptions to be on the Academy. There was a further provision that if no meritorious application was made for any two years, then the accumulation was to be given in money, beside the medals, to the next successful applicant. Candidates to be eligible from any part of North America, or the Islands.

"Sarah," said an innocent Abigail to her sister Gossip, who had, like herself and the crows, joined the Temperance Society—"Sarah—days—don't you think our Suz keeps a bottle?—I found it yesterday behind the flour barrel in the pantry, with bread in it." "Law soul!—you don't say so!"—"That beats all—Suz and I found you the day before, and had a good swig."—"Well—don't you tell any body."—"Law, no—we have a right to do as we please by ourselves, but it is wrong to set a bad example."



#### Maryland Gazette.

ANNAPOLIS: Friday, March 21, 1831.

#### ERRATA.

Extracts from Professor Humphrey's made before the Visitors and Governors of St. John's College, published in our paper, contain several errors, for which we offer our sincere apology. In the manner in which the copy was received, and in some few of the most prominent

Some few of the most prominent errors are:—1st paragraph, for "equities" &c. read—"Quis custodiet," &c. 2d line, 2d paragraph, for—"I had" &c. read—"I had almost said the despair on the" &c. 2d line, 2d column, for—"to provide" &c. read—"to provide" &c. 3d line, 2d column, for—"to provide" &c. read—"to provide" &c. 4th line, 2d column, for—"to provide" &c. read—"to provide" &c. 5th line, 2d column, for—"to provide" &c. read—"to provide" &c. 6th line, 2d column, for—"to provide" &c. read—"to provide" &c. 7th line, 2d column, for—"to provide" &c. read—"to provide" &c. 8th line, 2d column, for—"to provide" &c. read—"to provide" &c. 9th line, 2d column, for—"to provide" &c. read—"to provide" &c. 10th line, 2d column, for—"to provide" &c. read—"to provide" &c. 11th line, 2d column, for—"to provide" &c. read—"to provide" &c. 12th line, 2d column, for—"to provide" &c. read—"to provide" &c. 13th line, 2d column, for—"to provide" &c. read—"to provide" &c. 14th line, 2d column, for—"to provide" 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read—"to provide" &c. 61st line, 2d column, for—"to provide" &c. read—"to provide" &c. 62nd line, 2d column, for—"to provide" &c. read—"to provide" &c. 63rd line, 2d column, for—"to provide" &c. read—"to provide" &c. 64th line, 2d column, for—"to provide" &c. read—"to provide" &c. 65th line, 2d column, for—"to provide" &c. read—"to provide" &c. 66th line, 2d column, for—"to provide" &c. read—"to provide" &c. 67th line, 2d column, for—"to provide" &c. read—"to provide" &c. 68th line, 2d column, for—"to provide" &c. read—"to provide" &c. 69th line, 2d column, for—"to provide" &c. read—"to provide" &c. 70th line, 2d column, for—"to provide" &c. read—"to provide" &c. 71st line, 2d column, for—"to provide" &c. read—"to provide" &c. 72nd line, 2d column, for—"to provide" &c. read—"to provide" &c. 73rd line, 2d column, for—"to provide" &c. read—"to provide" &c. 74th line, 2d column, for—"to provide" &c. read—"to provide" &c. 75th line, 2d column, for—"to provide" &c. read—"to provide" &c. 76th line, 2d column, for—"to provide" &c. read—"to provide" &c. 77th line, 2d column, for—"to provide" &c. read—"to provide" &c. 78th line, 2d column, for—"to provide" &c. read—"to provide" &c. 79th line, 2d column, for—"to provide" &c. read—"to provide" &c. 80th line, 2d column, for—"to provide" &c. read—"to provide" &c. 81st line, 2d column, for—"to provide" &c. read—"to provide" &c. 82nd line, 2d column, for—"to provide" &c. read—"to provide" &c. 83rd line, 2d column, for—"to provide" &c. read—"to provide" &c. 84th line, 2d column, for—"to provide" &c. read—"to provide" &c. 85th line, 2d column, for—"to provide" &c. read—"to provide" &c. 86th line, 2d column, for—"to provide" &c. read—"to provide" &c. 87th line, 2d column, for—"to provide" &c. read—"to provide" &c. 88th line, 2d column, for—"to provide" &c. read—"to provide" &c. 89th line, 2d column, for—"to provide" &c. read—"to provide" &c. 90th line, 2d column, for—"to provide" &c. read—"to provide" &c. 91st line, 2d column, for—"to provide" &c. read—"to provide" &c. 92nd line, 2d column, for—"to provide" &c. read—"to provide" &c. 93rd line, 2d column, for—"to provide" &c. read—"to provide" &c. 94th line, 2d column, for—"to provide" &c. read—"to provide" &c. 95th line, 2d column, for—"to provide" &c. read—"to provide" &c. 96th line, 2d column, for—"to provide" &c. read—"to provide" &c. 97th line, 2d column, for—"to provide" &c. read—"to provide" &c. 98th line, 2d column, for—"to provide" &c. read—"to provide" &c. 99th line, 2d column, for—"to provide" &c. read—"to provide" &c. 100th line, 2d column, for—"to provide" &c. read—"to provide" &c. 101st line, 2d column, for—"to provide" &c. read—"to provide" &c. 102nd line, 2d column, for—"to provide" &c. read—"to provide" &c. 103rd line, 2d column, for—"to provide" &c. read—"to provide" &c. 104th line, 2d column, for—"to provide" &c. read—"to provide" &c. 105th line, 2d column, for—"to provide" &c. read—"to provide" &c. 106th line, 2d column, for—"to provide" &c. read—"to provide" &c. 107th line, 2d column, for—"to provide" &c. read—"to provide" &c. 108th line, 2d column, for—"to provide" &c. read—"to provide" &c. 109th line, 2d column, for—"to provide" &c. read—"to provide" &c. 110th line, 2d column, for—"to provide" &c. read—"to provide" &c. 111th line, 2d column, for—"to provide" &c. read—"to provide" &c. 112th line, 2d column, for—"to provide" &c. read—"to provide" &c. 113th line, 2d column, for—"to provide" &c. read—"to provide" &c. 114th line, 2d column, for—"to provide" &c. read—"to provide" &c. 115th line, 2d column, for—"to provide" &c. read—"to provide" &c. 116th line, 2d column, for—"to provide" &c. read—"to provide" &c. 117th line, 2d column, for—"to provide" &c. read—"to provide" &c. 118th line, 2d column, for—"to provide" &c. read—"to provide" &c. 119th line, 2d column, for—"to provide" &c. read—"to provide" &c. 120th line, 2d column, for—"to provide" &c. read—"to provide" &c. 121st line, 2d column, for—"to provide" &c. read—"to provide" &c. 122nd line, 2d column, for—"to provide" &c. read—"to provide" &c. 123rd line, 2d column, for—"to provide" &c. read—"to provide" &c. 124th line, 2d column, for—"to provide" &c. read—"to provide" &c. 125th line, 2d column, for—"to provide" &c. read—"to provide" &c. 126th line, 2d column, for—"to provide" &c. read—"to provide" &c. 127th line, 2d column, for—"to provide" &c. read—"to provide" &c. 128th line, 2d column, for—"to provide" &c. read—"to provide" &c. 129th line, 2d column, for—"to provide" &c. read—"to provide" &c. 130th line, 2d column, for—"to provide" &c. read—"to provide" &c. 131st line, 2d column, for—"to provide" &c. read—"to provide" &c. 132nd line, 2d column, for—"to provide" &c. read—"to provide" &c. 133rd line, 2d column, for—"to provide" &c. read—"to provide" &c. 134th line, 2d column, for—"to provide" &c. read—"to provide" &c. 135th line, 2d column, for—"to provide" &c. read—"to provide" &c. 136th line, 2d column, for—"to provide" &c. read—"to provide" &c. 137th line, 2d column, for—"to provide" &c. read—"to provide" &c. 138th line, 2d column, for—"to provide" &c. read—"to provide" &c. 139th line,