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The following account of the AERIAL VOYAGE, is taken from Mr. SADLER'S MEMOIR, and corrected by himself.

"At half past four o'clock, I was abreast of the Great Ormshead, and by the aid of my glass could distinctly see the Bideston Light House, an object which as it marked the place to which my wishes tended, so did it seem to indicate their speedy and fortunate accomplishment; in this I was however disappointed, for as the evening closed, the wind shifted more to the Southward, and I found myself again not only driven in a contrary direction to that which I wished to proceed in, but also in a short time lost the sight of land—in this situation I hovered about for a considerable time, in vain endeavouring to find a current of air running in the direction towards the termination of my journey, and as the Evening was fast closing in, it being now about half past five o'clock, I determined at once to descend, a resolution in which I was confirmed by observing five vessels bearing down the Channel, and entertaining the confident hope that I should meet with that prompt assistance which my circumstances would require, I opened the Valve and in a few minutes was precipitated into the sea, about a mile astern of them, but to my great mortification I found that the vessels continued their course without paying the least attention to my situation, although from the time of the evening, the magnitude of the object, and their contiguity, there can be little doubt of my having been observed—thus deserted, I was constrained to re-ascend, and throwing out some ballast, the Balloon sprung upwards, and I again attained an elevated station to look out for some more friendly aid."

"At the time I descended, the Sun was near setting, already the shades of evening had cast a dusky hue over the face of the ocean, and a crimson glow pursued the tops of the waves, as heaving in the evening breeze, they died away in distance or broke in foam against the sides of the vessels, and before I rose from the sea, the orb had sunk below the Horizon, leaving only the twilight glimmer to light the vast expanse around me, how great therefore was my astonishment, and how incapable is expression to convey an adequate idea of my feelings, when rising to the upper Region of the Air, the Sun whose parting beams I had already witnessed, again burst on my view, and encompassed me with the full blaze of day, beneath me hung the shadows of evening, while the clear beams of the Sun glittered on the floating vehicle, which bore me along with a rapid motion before the wind—a similar circumstance has been noticed by Mr. CHARLES in the account of his Aerial Voyage, but notwithstanding the frequency of my ascending, never before came under my own immediate observation; I feel happy therefore in being able to add my personal testimony to the fact, and almost feel a sentiment of thankfulness to the captain

of those vessels who by their cold unfriendly conduct compelled me to be a witness of this splendid object."

"It was some considerable time before I again observed any prospect of assistance, and as the temporary day which I then enjoyed was fast declining, and beneath me the evening thickening into shade would soon obscure the view; I descended lower, and it was with much pleasure I discovered a vessel which by signals, gave me to understand she intended on my descending to afford me aid; I at the same time observed two others to leeward; one of which tacked, and hoisted the Manx colours—I at once formed my resolution to come down without delay, it being then near six o'clock, and accordingly permitting a part of the Gas to escape, I fell between the two vessels last mentioned, the first that had attracted my attention, being too distant to afford me any assistance."

"As the Car touched the sea, the wind which had risen with the evening acting on the Balloon swept it along with so much velocity, that the vessel astern, notwithstanding every exertion, was unable to come up with it, my sole dependence was now therefore placed on the vessel which still remained a head, and in order to impede as much as possible the progress of the Balloon, I cast out the grappling-iron, and at length taking off the greater part of my cloaths I tied them to it and sunk them in the hopes that the increased resistance in the water might tend to retard the rapid motion with which I was dragged along through the sea, now agitated by the increasing breeze which swelled almost into a gale—this however had but little effect, and I found myself reluctantly compelled to weaken the buoyancy of the Balloon by reducing the quantity of Gas, I accordingly opened the Valve and the Car immediately sunk, being left to its own power, and incapable of floating with the quantity of Ballast, the greater part of which remained unexpended; in this perilous situation I supported myself for a short time by hanging to the cane hoop, but as the Balloon resting partly on the water still presented a considerable object on which the wind acted with full force, impelling it forward with great rapidity I was under the necessity of clinging to the Netting as a last resource, and in this situation was frequently plunged under water by the rolling of the Balloon, being able with difficulty to keep my head at intervals so long above the surface as to prevent suffocating, but even thus circumstanced I did not lose the recollection that however dangerous the clinging to the Balloon, it was still on it my ultimate safety must depend, and that to preserve the power of the Gas was an object of the first importance, I therefore passed the Valve-Cord, (which I still firmly held) around my arms, so as to prevent the possibility of losing it, should weakness compel me to relax my hold of the Netting, an event which was now fast approaching, as my strength was completely exhausted, and under the apprehension of which I took the precaution of passing the Meshes of the Nett once round my head, and in this state encountered the danger of drowning from the rolling of the Balloon."

"Immersed in the waves and entirely exhausted, it was but at in-

tervals I caught a glimpse of the vessel, and when this occurred, I was too faint to make my voice be heard, so as to direct the necessary operations for securing my safety, I however observed that the sailors seemed fearful of coming too near, lest the Balloon should get entangled with their rigging, and availing myself of the first moment of temporary strength, I called out to them as loud as my feeble state admitted of, to run the bowsprit of the vessel through the Balloon; fortunately my directions were heard and instantly obeyed, the greater part of the Gas was immediately expelled, and the violent motion of the Balloon subdued, a rope was then thrown out from the vessel for me to seize on, which I was fortunate enough to do, while under water and rather instinctively than otherwise to coil round my arm at the moment, when every other hold giving way, I should under other circumstances most probably have sunk to rise no more—after being dragged through the waves for a length of way, I was at last got on board with much difficulty, after having been in the water for at least half an hour, being quite exhausted, nearly insensible, and almost lifeless; a state in which I remained for a considerable time—the Balloon and Car were next secured, the latter particularly with considerable labour, in consequence of the quantity of ballast that remained; a fact which added to the unexpended Gas, convinces me that I possessed sufficient power to have remained in the air for a very long period, with ease and safety, and to have accomplished at once the passage of the Channel, had not my ardent desire to reach Liverpool operated as a counteracting principle."

"At the time of my second descent, a circumstance took place, in itself of a trifling nature, but which for its singularity deserves to be mentioned—as the Car touched the water I was surrounded by a multitude of small sea birds who boldly approached the Balloon, and attended its rapid course as impelled by the wind it skimmed along the waves; I imagined they had been attracted to the Car, by the fragments of cake and bread which fell upon the water, and in this supposition I was speedily confirmed, for growing bolder by degrees, they at length rushed upon me in a crowd, and actually carried off the remnant of provisions, which remained floating on the water: on mentioning the circumstance to the sailors I was informed that the birds were of the species designated by nautical men "Mother Cary's Chickens."

"The vessel on board of which I was taken, I found to be the Victory, a Herring Fisher, from Douglas, in the Isle of Man, commanded by JOHN LEE, and bound for Liverpool, to which port our course was accordingly directed, and where we arrived in safety at a very early hour on the morning of the 2d of October. In this City I had ever experienced the most kind and flattering attention, nor did the same warm feeling fail to exhibit itself on the present occasion; already had the news of my arrival reached the inhabitants, and notwithstanding the early hour, a crowd of anxious spectators had assembled to greet my landing.—Wet and exhausted, I found myself unequal for the moment to meet their congratulations, and accordingly went on board the Princess, of 64 guns, where I was received by Lieutenant

ROCHE with the most polite attention, obtaining dry cloaths and every accommodation which my situation required."

"On the evening of the 3d of October, I arrived at Holyhead, and embarking on board the Packet for Dublin, was in the forenoon of the 4th, after a tempestuous and dangerous voyage driven into Sherris, 16 miles from that city, to which place I immediately set out, and on the evening of the same day, was again restored to my family and to those friends whose anxious and affectionate wishes had attended my Aerial Journey."

RELIGIOUS.

FROM GILPIN'S WORKS.

On the Belief of the Holy Ghost.

We believe in "the Holy Ghost," that is, we believe every thing which the Scripture tells us of the Holy Spirit of God. We inquire not into the nature of its union with the Godhead. We take it for granted, that the Father, the Son, and the Holy Ghost, have some kind of distinction; because both this union and this distinction are plainly pointed out in Scripture; but how they exist we inquire not; concluding here, as in other points of difficulty, that if a clearer information had been necessary, it would have been afforded.

With regard to the operations of the Holy Spirit of God (besides which, little more on this head is revealed) we believe, that it directed the Apostles, and enabled them to propagate the Gospel—and that it will assist all good men in the conscientious discharge of a pious life.

The Scripture doctrine, with regard to the assistance we receive from the Holy Spirit of God (which is the most essential part of the article) is briefly this:

Our best endeavours are insufficient. We are unprofitable servants after all; and cannot please God, unless sanctified and assisted by his Holy Spirit.—At the same time, we are assured of this assistance, if we strive to obtain it by fervent prayer and a pious life.—If we trust in ourselves, we shall surely fail.—If we pretend to trust in God, without doing all we can ourselves, we shall fail likewise.—And if we continue obstinate in our perverseness, we may at length totally incapacitate ourselves from being the temple of the Holy Ghost.—The Spirit of God co-operates then with the endeavours of man. Our endeavours are necessary to obtain God's assistance: and the more earnestly these endeavours are exerted, the measure of this grace will of course be greater.

Put on the other hand, if these endeavours languish, the assistance of Heaven will lessen in proportion, and if we behave with obstinate perverseness it will by degrees wholly fail. It will not always strive with man, but will leave him a melancholy prey to his own vicious inclinations.

As to the manner in which this spiritual assistance is conveyed, we make no inquiry.—We can as little comprehend it, as we can the action of our souls upon our bodies. We are sensible that our souls do act upon our bodies; and it is a belief equally consonant to reason, that the divine influence may act upon our souls. The advocate for natural religion need not be reminded, that among the Heathens a divine influence was a received opinion. The priests of every