CONSECRATION OF THE

Minot's Ledge Lighthouse.

On the invitation of Captain B. S. Alexander, under whose direction the work is going on, a party consisting of the city government, a delegation from the grand lodge of Massachusetts Free Masons, and invited guests, numbering in all about four hundred went down the harbor on Saturday in the steamer Nantasket, for the purpose of laying the corner-stone of the lighthouse to be erected on Minot's Ledge.

It was intended that the company should go upon the structure, which is already several feet above low water mark, but the sea was so rough that it was found impossible. The Nantasket accordingly put about, and although Captain Alexander soon came alongside in the government steamer, and urged the party to turn about and go back, she continued on her way to Hull, (where a telegraphic despatch was sent to the city for a special train of cars,) and thence to Hingham. Being obliged to wait here for some time before the train arived, the party paid visits to the old church, built in 1681, where Old Hundred and Coronation were sung, and to the old Lincoln family mansion. Embarking in the cars at half-past three o'clock the party were soon conveyed to Cohasset, where a procession was formed, headed by the Brigade Band, which marched to the yard in which the construction of the lighthouse is carried on, and where the ceremonies of the consecration were immediately begun.

Captain B. S. Alexander of the U. S. corps of engineers was introduced by the Mayor and spoke as follows:—

Mr. Mayor:—It gives me great pleasure to welcome you, and all these gentlemen present, to the Rock which has been the scene of our labors. The history of this Rock is no common one; it tells o shipwreck and disaster, of hairbreadth escapes, suffering and woe. Standing like a watchful foe at the entrance to the harbor of Boston, to many of her sailors has it given the death blow. The advance of science has taught man to convert such foe into a watch-tower, that may ever stand pointing upward to its own glorious light, sending far into the dim Ocean's distance its rays of hope and warning to the mariner. A lighthouse of iron was erected here some years ago, whose fearful fate all may remember. Now again we are erecting a lighthouse here, but this time of granite, granite piled on granite, granite to build upon, the earth's sub-structure; granite engrafted and dovetailed into the foundation, and granite the whole. To give even more stability to this structure, each stone is riveted with galvanized iron bolts, cemented into their sockets. So may it stand, that "they that go down to the sea in ships" may see this signal-fire burning brightly to warn them from the countless rocks that echo with the rage that oft swells the bosom of old ocean.

At the commencement of this work we had nothing but money: no workmen, no shore establishment, no workshop, no tools, no machinery, no boats, no organization. In one year these all started into life. Tuesday morning, the first day of July, 1856, just as the sun tipped the wings of the morning sea-gull as it took its swift flight over the wave, we struck our first blow on the Minot. The first year, 1855, we worked on it 130 hours; 1856, 157 hours; 1857, 180 hours and 21 minutes; 1858, to Sept. 30th, 208 hours—making in all 625 hours 21 minutes. At first the men were nervous with the natural fear incident to their seemingly dangerous situation, but no accident ever befalling any of their number, and seeing every precaution taken for their safety, this fear was soon dispelled, and they worked as cheerily as on land; and you now see before you, gentlemen, the result of the labors of as fine a body of workmen as it has ever been my fortune to meet with.

Many reflections arise in our minds as we stand on this structure. Boston lights her streets with gas; the United States government, with protective care, lights our ocean highways not only for the benefit of the commerce of the Union, but for the commerce of the world; and it is a reflection worthy of this occasion to remember that it is our common government that has dotted our harbors with fortifications, bristling with cannon; that has built our navy yards and ships of war; that can furnish you 300,000 stand of arms in Massachusetts alone, giving you strength to bid defiance to the world; and lastly, it is our glorious Union that erects this structure.

At the conclusion of Capt. Alexander's remarks, His Honor, Mayor Lincoln, responded:—

Mr. Engineer:—In accordance with your courteous invitation, the city of Boston, represented by its official authorities, is present with you today to participate in these formal ceremonies with which, in conformity with a time-honored custom, you propose to inaugurate this great work. We rejoice in the opportunity thus afforded to express in behalf of the citizens of Boston their interest in this enterprise, masonic ceremonies according to the prescribed formula. He also gave a catalogue of the number of occasions on which the fraternity had been called upon to officiate in the same manner, in the United States and Great Britain. He concluded his remarks with the following words:—

I congratulate you, Mr. Mayor, that the enlightened city over which you so happily preside, will enjoy so largely the economical and humane advantages to be derived from the establishment of a lighthouse on this, one of the most perilous localities upon these shores. Though the light here to be dispensed shall shine upon the flag of every nation that may visit these waters, yet no maritime port will reap its benefits to the same extent as that of Boston. Its navigation interests, which contribute so extensively to the welfare of our country, and minister so much to the intercourse and civilization of the world, justly merit the protection and fostering care of the Federal Government by all the means it can legally exercise.

Dr. Winslow Lewis was then introduced by Mr. Heard, as "the worthy son of one who was for a long time, and most honorably, connected with the lighthouse service of the United States, and who was universally respected and esteemed by his fellow citizens."

Dr. Lewis replied:—

The allusion to the memory of my father in the address of the Grand Master, will, I trust, serve as an apology for a very few remarks, not wholly inappropriate on this interesting occasion. His connection with the Order of Free Masonry for nearly 60 years, his official relation to the Grand Lodge of this State, is known to the whole Fraternity. But *here*, on this spot, where we are called on as speculative masons to inaugurate the commencement of a magnificent Pharos, some few statements of his long continued activity and devotion to the Lighthouse Department of the United States cannot be deemed wholly irrelevant.

For nearly half a century, he was connected in a greater or less degree with this establishment, extending along our whole Atlantic coast and on the shores of our mighty lakes. In the course of this long period, he was the contractor and builder of more than 200 lighthouses, and ever obtained the confidence of the U. S government. He suggested, many years since, as the only feasible plan, that an edifice of stone should be erected, similar to this, which we now trust with confidence will be successfully completed, and he offered to contract for the same, for the sum of $250,000. He established the use of the lenses and parabolic reflectors which were in operation for so many years, until the brilliant discoveries of Fresnel again changed the mode of light, and the dioptric system was adopted in 1852. "The name of Leonore Fresnel," says a late work, "is classed with the greatest of those inventive minds which extend the boundaries of human knowledge, and it will at the same time, receive a place amongst those benefactors of the species who have converted their genius to the common good of mankind, and wherever maritime intercourse prevails, the solid advantages which his labors have procured will be felt and acknowledged." I therefore claim some humble tribute to the memory of a Boston merchant, for the services he has rendered the government and our mercantile interest, which will cause his name to be held in respect and veneration by all who have business on the great deep, and trust his name will long be remembered and associated with whatever is true and excellent in man, long after all the almost countless beacons, which he has erected to warn the approaching mariner of his danger, shall have crumbled into dust.

The commencement of a great work like this should have the befitting accompaniments for public ceremonial. It is proper that the city fathers of Boston should give their presence and utter their congratulations, that a grand monument of science and general utility is to be placed near the commercial metropolis of New England long we trust to direct a prosperous marine to a flourishing and happy city. That perfected science shall from this spot enable the anxious mariner to behold this warning beacon at a distance of thirty miles lit up by an apparatus than which, says the Encyclopedia Britannica, there is no work of art more beautiful or more creditable to the boldness, intelligence and zeal of the artist—while all that decorated the noble structure of the Eddystone at its completion was a feeble light from tallow candles. I congratulate my friend the supervisor and director on the success thus far attendant on his zeal, activity and scientific judgment, so long and so well displayed in his laborious task. Being for two years a resident on the shore nearest this scene of his labor, and after having the privilege of standing on this rock and sharing with him and his fellow laborers, at least their unwished for ablutions, I can render my testimony to the dangers encountered and perseverance manifested in the incipiency of this peculiar task.

The Eddystone Rock, on the coast of Cornwall, is 29 feet high from low water mark. Bell Rock, in Scotland, has a large stony base. The lighthouse on the Skerryvore Rocks, in Argyleshire, has a base of 42 feet. But here the space is exceedingly limited, the edges of the ledge very irregular, and could only be cut at very low tides and with a smooth sea. Robert Stevenson had the great advantage in the erection of Bell Rock Light, of placing near it a Union's duration and solidity. Owing [illegible] our prosperity to it, let us warmly cherish and support it. Let us remember that in the event of rupture,—which Heaven and its mercy avert—the protecting power which now spreads its aegis over us, East and West, North and South, will be gone!—and as you have told us, sir, that the foundations of the structure you are rearing are linked and bolted together with dove-tailed blocks of granite and bars of galvanized iron, so as not to be moved, so may the Sister States of the Union be forever bound together, by the stronger ties of common language, kindred blood, and mutual affection.

Addresses were also made by Hon. Linus Comins, member of Congress from the fourth district, Col. C. R. Train of the executive council, Hon. B. C. Clark.

The exercises were concluded by a benediction pronounced by Rev. E. M. P. Wells.

Among the distinguished gentlemen present besides those mentioned above, were Ex-President Comonfort of Mexico, Hon. Messrs. A. H. and J. V. C. Smith, of Boston, and many others.

At half-past six, the company took the cars for home, where they arrived at nine o'clock, after a hour's detention at Hingham.

For TELEGRAPHIC and other intelligence see FIRST PAGE.

AMUSEMENTS THIS DAY AND EVENING

MONDAY, Oct. 4.

BOSTON THEATRE — 7½ o'clock — Mr and Mrs. Davenport and the Star Company in two new Play Loyes and a Lif —Mr and Mrs Caudle.

HOWARD ATHENÆUM — 7½ o'clock — Return of Company—Miss Davenport in Adrienne the Actress Laura Honey in Pas de Fascination.

BOSTON ATHENÆUM, Beacon street — Rare Exhibition Paintings and Statuary.

SPECIAL NOTICES.

The Annual Meeting of the Proprietors of the SOCIAL LIBRARY will be held at their Room on the twentieth October current, at 12 o'clock, M.

W. G. RUSSELL, Clerk.

Boston, October 1st, 1858. 1st 2 4 5

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The Annual Meeting of this Corporation will be held at the Institution, on 8th street, between M and N streets, Boston, on THURSDAY, the 7th of October next, at 4 P. M., for the election of officers and the transaction of other business as may be presented.

sept 30—4stw EDWARD JARVIS, Secr'y

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800,000 stand of arms in Massachusetts alone, giving you strength to bid defiance to the world; and lastly, it is our glorious Union that erects this structure.

At the conclusion of Capt. Alexander's remarks, His Honor, Mayor Lincoln, responded:—

Mr. Engineer:—In accordance with your courteous invitation, the city of Boston, represented by its official authorities, is present with you today to participate in these formal ceremonies with which, in conformity with a time-honored custom, you propose to inaugurate this great work. We rejoice in the opportunity thus afforded to express in behalf of the citizens of Boston their interest in this enterprise, and their feelings of obligation to the national government, which, as the guardian of the commercial interests of the country, has taken cognizance of the perils awaiting the mariner in these waters and has resolved to alleviate them at whatever cost. We would also bear our testimony to the zeal and energy, the consummate skill and unwearied patience which you and your associates have so far exhibited in the prosecution of the work. If it is your ambition to excel, no more honored triumph awaits any member of your profession than the successful consummation of the enterprise which now engages your thoughts and demands your best services. We trust that you will succeed; it will be an honor to yourself, to that class of practical men whose works testify to their worth, and to that department of government under whose orders you act.

Gentlemen of the City Council and Fellow-Citizens:—We have met today under peculiar circumstances. The occasion which has called us together and the place where we have assembled, have a novelty unparalleled in our municipal history. On a rock in the ocean, which has been a terror to many an anxious soul, we are quietly standing and engaged in the consecration of a superstructure which shall render this spot a signal of hope and safety rather than gloom and despair. The sighs which have mingled with the gales that have swept upon many a winter's night over those rocks tell a mournful story of the past; we rejoice now in the hope that the future has a brighter prospect, and though the storm may rage, and the elements lash themselves with fury on these breakers, yet the good ship with its gallant crew shall pass harmlessly on to its destined haven.

There is no structure of human skill more deserving of commendation than a lighthouse. Every one of them is a monument dedicated to the best feelings of our nature. They are the warning beacons to save the mariner from destruction. They are the significant indices planted along the coast of the common brotherhood of man. These benefits are not enjoyed alone by the people on whose shores they stand, but every one whose business is on the great waters, of whatever clime or nation, is gladdened by their cheerful light and guarded in a safe path in seasons of peril and doubt. The maritime nations of antiquity erected on their shores temples to the gods, from the roofs of which sacrifices of fire were offered to appease the genius of the storm. We construct no temples dedicated to a heathen deity, but place along our borders sightly edifices tipped in the dark night with fire which shall give the lost voyager a knowledge of his true situation, and thus enable him by the skill of modern seamanship to ride in safety superior to the elements, for he is warned of the danger that awaits him. These works have called forth some of the most marvellous achievements of human skill and industry. The natural obstacles to their construction have often almost baffled the ingenuity and wisdom of the most distinguished of scientific men. No prouder trophies of man's victory over nature can be found than some works of this kind in the European world. The Eddystone Light House on the coast of Cornwall, is the most remarkable structure of modern times. Notwithstanding the difficulty of its construction it has been found so secure that it is said its keepers feel themselves more safe within its walls in a gale of wind, than if they were on the neighboring coast. The Bell Rock Light, on the coast of Scotland, built by Robert Stephenson, is a work of equal magnitude, but it seems to be the destiny of our country to furnish the grandest achievement in this department of art. The very spot upon which we stand, we trust, is to be immortalized by the greatest work of this character in the world. The national government is pledged to its success, and we have sufficient faith in the resources of the nation, and in the skill and indomitable energy of our engineer, to be assured that it will certainly be accomplished. Its importance to the navigation interests of Boston cannot be over estimated. We have a harbor unsurpassed on the continent for its capacity and safety. Any measure which renders its approach less dangerous invites the mariner into its waters for shelter and business. The dreadful disasters and shipwrecks which have happened on this ledge have awakened the fears of the stoutest hearts. Happy is the omen of today, that such forebodings will disappear.

The erection of this edifice is a part of that great system of light-house illumination, organized a few years since, having for its object a complete and perfect cordon of lights all along the shores of our extended coast. Their benefits are not confined to the Atlantic States, but the whole country reaps their advantages. By the system of internal improvements, our railroads bring the interior into close proximity to the ocean. The revenues for the support of government are derived in a great measure from commerce. Self interest, if not humanity, would justify the most liberal appropriation from Congress in its behalf. The occasion which has called us together is an evidence of the fact that the necessities of the case have been appreciated by the National Government and they have generally taken the measures to afford relief. Something

his labor, and after having the privilege of standing on this rock and sharing with him and his fellow laborers, at least their unwished for ablutions, I can render my testimony to the dangers encountered and perseverance manifested in the incipiency of this peculiar task.

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For all that he has so ably done, Capt. Alexander will deserve and receive the approbation of all. May its completion be as successful as its commencement. Though the storms may come, the tempests blow, may it prove that its foundation is not only on a rock, but on the firm basis which science and art have unitedly combined to produce. Long may it stand, a proud monument of the perseverance, liberality, philanthropy and artistic skill of the United States, and the sagacity of an enlightened and judicious government.

Hon Edward Everett was then called upon by the Mayor, and responded nearly as follows:—

Mr. Mayor, Capt. Alexander, Fellow Citizens:—I am greatly indebted to you for this kind reception, and I esteem it a piece of good fortune, to have been permitted, by His Honor the Mayor, to be present on an occasion so interesting and important. The Mayor, however, is fully aware, that I have not come with any formal speech, fit to follow the gentlemen whose carefully prepared and eloquent addresses have furnished so much pleasure and instruction to the company. I can only offer you the unstudied assurance of my cordial sympathy; and that in a few words. The hour is speeding; the great eclipsing light of the heaven, after illuminating this hemisphere, has already sunk behind those western hills. His parting smile lingers upon them, but he has gone to kindle another portion of his circuit into life and light, while the dusky shadows of evening steal over us.

We have had a pleasant though somewhat "promiscuous" day, and I for one, Mr. Mayor, am not sorry to stand again on *terra firma*. I thought for a while, when you had us down in the outer harbor, that you had been learning a lesson from the sinking of the Atlantic telegraph; that as they had laid that at the bottom of the sea, you were for laying the corner-stone of your lighthouse below low-water mark. However greatly approving the enterprise, I must own myself too much of a landsman, to have cooperated very efficiently in the undertaking; and I rather inferred from the grave looks and long faces of several of our friends, that I was not alone in that disability. But we are once more on good firm land, and I think the most of us feel the better for the change of element.

We have come, sir, to express our interest in a great public work. Well do I remember that dreadful night, the 16th of April, 1851, when a furious storm swept along the coast of New England, by which houses were unroofed, steeples toppled down and vessels driven on shore. In the course of that tremendous night, the lighthouse on Minot's Ledge disappeared; it was last seen at 8½ o'clock in the afternoon, and between that hour and daylight the following morning, the ocean, driven in by the furious tempest, had heaved the lighthouse from the nine iron pillars on which it rested, and which it twisted like osiers, had dashed it in fragments on the rocks, and with it the two brave men who, in that awful hour, stood bravely at their posts. We have come now, sir, to repair the desolations of that hour, and to lay the corner-stone of a structure destined by that divine blessing which has been so fervently invoked by the reverend Chaplain, to resist the utmost violence of the winds and the waves.

It is a point second to no other on our coast, both for the amount of the commerce which passes it, North and South, to its destined markets, and for the perils which here await the mariner. If Minot's Ledge could keep a Minot's ledger, in which the value of every cargo that passes it, in either direction, could be entered, and in which—on another page—could be recorded the fearful apprehensions and heart-broken lamentations of anxious and bereaved mothers, wives, sisters and daughters, sorrowing for the delay of the loved ones, destined many of them never to return, it would furnish an illustration of the importance of a lighthouse on these mournfully notorious rocks, which would need no comment of mine.

It is a work of interest for other reasons, to which you, sir, (Capt. Alexander) have so pertinently alluded. We are assembled here today, not as citizens of Massachusetts, but as citizens of the United States. The lighthouse is for the more immediate benefit of the commerce of Massachusetts, but the expense is borne by the general government. The appropriations for its construction have been passed by the concurrent votes of representatives from the remotest parts of the Union. As the lighthouses off Cape Hatteras, on the Florida reef, and at the mouths of the Mississippi, have been erected by the

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Boston, Oct 4, 1858. 1stN20 of the Fiscal

a winter's night over those rocks tell a mournful story of the past; we rejoice now in the hope that the future has a brighter prospect, and though the storm may rage, and the elements lash themselves with fury on these breakers, yet the good ship with its gallant crew shall pass harmlessly on to its destined haven.

There is no structure of human skill more deserving of commendation than a lighthouse. Every one of them is a monument dedicated to the best feelings of our nature. They are the warning beacons to save the mariner from destruction. They are the significant indices planted along the coast of the common brotherhood of man. These benefits are not enjoyed alone by the people on whose shores they stand, but every one whose business is on the great waters, of whatever clime or nation, is gladdened by their cheerful light and guarded in a safe path in seasons of peril and doubt. The maritime nations of antiquity erected on their shores temples to the gods, from the roofs of which sacrifices of fire were offered to appease the genius of the storm. We construct no temples dedicated to a heathen deity, but place along our borders sightly edifices tipped in the dark night with fire which shall give the lost voyager a knowledge of his true situation, and thus enable him by the skill of modern seamanship to ride in safety superior to the elements, for he is warned of the danger that awaits him. These works have called forth some of the most marvellous achievements of human skill and industry. The natural obstacles to their construction have often almost baffled the ingenuity and wisdom of the most distinguished of scientific men. No prouder trophies of man's victory over nature can be found than some works of this kind in the European world. The Eddystone Light House on the coast of Cornwall, is the most remarkable structure of modern times. Notwithstanding the difficulty of its construction it has been found so secure that it is said its keepers feel themselves more safe within its walls in a gale of wind, than if they were on the neighboring coast. The Bell Rock Light, on the coast of Scotland, built by Robert Stephenson, is a work of equal magnitude, but it seems to be the destiny of our country to furnish the grandest achievement in this department of art. The very spot upon which we stand, we trust, is to be immortalized by the greatest work of this character in the world. The national government is pledged to its success, and we have sufficient faith in the resources of the nation, and in the skill and indomitable energy of our engineer, to be assured that it will certainly be accomplished. Its importance to the navigation interests of Boston cannot be over estimated. We have a harbor unsurpassed on the continent for its capacity and safety. Any measure which renders its approach less dangerous invites the mariner into its waters for shelter and business. The dreadful disasters and shipwrecks which have happened on this ledge have awakened the fears of the stoutest hearts. Happy is the omen of today, that such forebodings will disappear.

The erection of this edifice is a part of that great system of light-house illumination, organized a few years since, having for its object a complete and perfect cordon of lights all along the shores of our extended coast. Their benefits are not confined to the Atlantic States, but the whole country reaps their advantages. By the system of internal improvements, our railroads bring the interior into close proximity to the ocean. The revenues for the support of government are derived in a great measure from commerce. Self interest, if not humanity, would justify the most liberal appropriation from Congress in its behalf. The occasion which has called us together is an evidence of the fact that the necessities of the case have been appreciated by the National Government and they have generally taken the measures to afford relief. Something more remains to be done for the protection of our upper harbor. A bill has been reported and now awaits the action of Congress, and we cannot but hope that it will meet with that success which its merits deserve.

Let this work go on and prosper. May it stand for many generations a rich legacy from the present age to those who shall come after us. Long may it remain as a guide into a safe haven and cheer the homesick voyager as he approaches his native shore. The labors of those who are engaged in its erection shall receive the benedictions of many who were ready to perish, and the sincere thanksgiving of grateful hearts as long as its bright light shall loom over this vast horizon. Let us consecrate it with prayers to Almighty God, to Him "who ruleth the raging of the sea, and stilleth the waves thereof." "Whose dominion shall be from one sea to the other, and from the river unto the world's end" Without His blessing all our labors are in vain With that blessing may we not hope that this structure shall be like that house built by the wise man, "upon which the rain descended and the flood came and the wind blew and beat upon it, but it fell not for it was founded upon a rock."

Rev. "Father" Taylor then offered a fervent prayer, and at its close an appropriate ode, written for the occasion by W. W. Wheildon, Esq., editor of the Bunker Hill Aurora, was sung by a trio of male voices.

Hon. John T. Heard, Grand Master of the Massachusetts Grand Lodge of Free Masons, conducted the

[illegible] tion, and I esteem it a piece of good fortune, to have been permitted, by His Honor the Mayor, to be present on an occasion so interesting and important. The Mayor, however, is fully aware, that I have not come with any formal speech, fit to follow the gentlemen whose carefully prepared and eloquent addresses have furnished so much pleasure and instruction to the company I can only offer you the unstudied assurance of my cordial sympathy; and that in a few words. The hour is speeding; the great eclipsing light of the heaven, after illuminating this hemisphere, has already sunk behind those western hills His parting smile lingers upon them, but he has gone to kindle another portion of his circuit into life and light, while the dusky shadows of evening steal over us.

We have had a pleasant though somewhat "promiscuous" day, and I for one, Mr. Mayor, am not sorry to stand again on *terra firmâ*. I thought for a while, when you had us down in the outer harbor, that you had been learning a lesson from the sinking of the Atlantic telegraph; that as they had laid that at the bottom of the sea, you were for laying the corner-stone of your lighthouse below low-water mark. However greatly approving the enterprise, I must own myself too much of a landsman, to have cooperated very efficiently in the undertaking; and I rather inferred from the grave looks and long faces of several of our friends, that I was not alone in that disability. But we are once more on good firm land, and I think the most of us feel the better for the change of element.

We have come, sir, to express our interest in a great public work. Well do I remember that dreadful night, the 16th of April, 1851, when a furious storm swept along the coast of New England, by which houses were unroofed, steeples toppled down and vessels driven on shore. In the course of that tremendous night, the lighthouse on Minot's Ledge disappeared; it was last seen at 8½ o'clock in the afternoon, and between that hour and daylight the following morning, the ocean, driven in by the furious tempest, had heaved the lighthouse from the nine iron pillars on which it rested, and which it twisted like osiers, had dashed it in fragments on the rocks, and with it the two brave men who, in that awful hour, stood bravely at their posts. We have come now, sir, to repair the desolations of that hour, and to lay the corner-stone of a structure destined by that divine blessing which has been so fervently invoked by the reverend Chaplain, to resist the utmost violence of the winds and the waves.

It is a point second to no other on our coast, both for the amount of the commerce which passes it, North and South, to its destined markets, and for the perils, which here await the mariner. If Minot's Ledge could keep a Minot's ledger, in which the value of every cargo that passes it, in either direction, could be entered, and in which—on another page—could be recorded the fearful apprehensions and heart-broken lamentations of anxious and bereaved mothers, wives, sisters and daughters, sorrowing for the delay of the loved ones, destined many of them never to return, it would furnish an illustration of the importance of a lighthouse on these mournfully notorious rocks, which would need no comment of mine.

It is a work of interest for other reasons, to which you, sir, (Capt. Alexander) have so pertinently alluded. We are assembled here today, not as citizens of Massachusetts, but as citizens of the United States. The lighthouse is for the more immediate benefit of the commerce of Massachusetts, but the expense is borne by the general government. The appropriations for its construction have been passed by the concurrent votes of representatives from the remotest parts of the Union. As the lighthouses off Cape Hatteras, on the Florida reef, and at the mouths of the Mississippi, have been erected by the votes of your representatives, and proportionably by the resources which you have furnished to the common treasury, so the noble and expensive structure whose corner-stone is now laid, will be built with the concurrence and aid of your fellow-citizens who inhabit portions of the Union which the sun does not reach the same hour that he shines on you. In fact, it was primarily for the commerce of the country, and all the works and measures requisite for its growth and protection, that the Constitution of the United States was framed, and the present government established.

But you are not alone promoting the interests of our own vast country, in erecting this noble structure As has been well stated by the gentleman who has preceded me, it is for the common benefit of the nations. The light which you kindle you kindle not to guide your own vessels alone. The vessels of the friendly provinces on the North, from which we are happy to see a most respectable gentleman present on this occasion (Hon. Joseph Howe of Halifax,) and the vessels of the neighboring republic on the South whose late President (Gen. Comonfort) also honors us with his presence, will equally share the benefit. Nay, sir, it will extend to the remotest regions of the civilized world, from which a ship shall go forth to navigate our waters.

But I must not detain you, Mr. Mayor and gentlemen, at this late hour. Let me close by responding to the patriotic sentiment of Captain Alexander. As the costly and important structure whose erection he has so auspiciously commenced, has been founded and carried on under the auspices of the government of the Union, let it prove a symbol of that

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Boston, Oct 4, 1858. 1stM30 of the Hannibal

OFFICE OF THE HANNIBAL A[illegible] JOSEPH RAILROAD COMPANY

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THE Annual Meeting of the Stockholders of the [illegible] and St. Joseph Railroad Company, will be h[illegible] Office of the Company, in Hannibal on MONDAY, [illegible] day of November next, for the election of nine Di[illegible] the ensuing year, and for the transaction of such o[illegible] ness as may come before them.

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