The Weekly Observer.

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SAINT JOHN, N. B., TUESDAY, SEPTEMBER 23, 1845.

VOL. XVIII.—NO. 13.

THE OBSERVER,

Published on Tuesday, by Donald A. Cameron, at his Office in Water Street, South West corner of the Market Square.—Terms: 15s. per annum, half in advance.

☞ The postage on all Letters (except those containing money, or from Agents.) must be pre-paid, or they will not be attended to.

ATLANTIC
Mutual Insurance Company of Boston.

Marine Agency at Saint John.

THE Subscriber is authorised by the Atlantic Mutual Insurance Company of Boston, to take Risks on Vessels, Cargoes, and Freights, to an extent not exceeding Ten Thousand Dollars on any one risk.

August 13. A. W. WHIPPLE.

CO-PARTNERSHIP NOTICE.

THE Subscribers having this day entered into Co-Partnership, the Business heretofore carried on by WILLIAM HAMMOND, in his own name, will in future be conducted under the Firm of WILLIAM HAMMOND & CO.

WILLIAM HAMMOND,
WILLIAM E. MOORE.

St. John, 5th July, 1845.

☞ I hereby request all parties indebted to me by Note, Bond, or Book Account, to pay the amount to William Hammond & Co.; and all those to whom I am indebted, will please render their Accounts to the new Firm for payment. WILLIAM HAMMOND.

St. John, 3th July, 1845.

☞ NOTICE.

ALL Persons having any legal demands against the Estate of DANIEL CAMPBELL, late of the Parish of Sussex, King's County, Farmer, deceased, are requested to present the same, duly attested, to the subscribers, within Nine Months from the date hereof; and all those indebted to said Estate, are required to make immediate payment to

JOHN B. CAMPBELL, } *Executors.*
DUNCAN B. CAMPBELL, }

Parish of Sussex, (K. C.) July 28, 1845.

☞ NOTICE.

ALL Persons having any legal demands against the Estate of Charles Robertson, late of the Parish of Lancaster, County of Saint John, Lime Burner, deceased, are desired to present the same, duly attested, within Three Months from the date hereof; and all those indebted to the said Estate are required to make immediate payment to

ROBERT ROBERTSON.
Sole Administrator.

Indian Town, June 14, 1845.

PUBLIC NOTICE.

ALL persons having any demands against the firm of THOMAS NISBET & SON, *Cabinet Makers and Upholsterers*, or against the Estate of the late THOMAS NISBET, Junior, are requested to render the same forthwith; and all persons indebted to the said firm are requested to make immediate payment to the Subscriber, who continues the business under the same firm, and has now on hand an extensive assortment of superior NEW FURNITURE, of their own manufacture.

THOMAS NISBET.

St. John, N. B. 1st March, 1845.

☞ NOTICE.

ALL Persons having any demands against the Firm of "Robertson & Co." or Robert Robertson, as Lime Burners, are requested to present the same for payment; and those indebted to said Firm, or to Robert Robertson, for LIME, are desired to make immediate payment to either of the Subscribers.

JOSEPH ARMSTRONG,
ROBERT ROBERTSON.

Indian Town, June 17, 1845.

REMOVAL.

THE subscriber has removed his Business to the Store lately occupied by E. W. Greenwood, *(No. 19, South Market Wharf.)* and has now on hand—Superfine, Fine, and Middlings FLOUR, manufactured from prime Alexandria Wheat; RYE FLOUR; CORN MEAL; HORSE FEED, BRAN, &c. &c.

☞ He will also continue to attend to the sale of COUNTRY PRODUCE.

May 6, 1845.—2m. JOHN W. McLEOD.

New BOOKS and STATIONERY.

V. H. NELSON

OFFERS for sale at the VICTORIA BOOK-STORE, an extensive and well selected assortment of Books and Stationery, including—
SUPERFINE, fine, and common Post, Foolscap, Demy, Pot, and Note PAPERS;
500 reams Wrapping do.; Quills, Steel Pens;
Sealing Wax, Drawing Pencils, Artists' Materials;
Tissue, Fancy, and Coloured Papers,
Ledgers, Journals, Day Books, Copying Books, and Copying Presses;
Blank, Memorandum and Copy BOOKS;
Blue, Black, Red, and Copying INK;
Primers, Spelling Books, Dictionaries, Geographies, Arithmetics, Catechisms, and School Books of every description;
Slates and Slate Pencils; Bibles, Testaments;
Prayer Books, Psalm Books, Methodist and Baptist HYMN BOOKS, together with a large assortment of miscellaneous works in Divinity, History, Arts, Sciences, &c.
Sunday School Books, Prizes and Presents, Juvenile Books, &c. &c.

☞ Agent for the Publications of Messrs. Chambers, and for the sale of Morrison's Universal Medicine. June 17, 1845.

CORDAGE.

Just arrived per "Severn," from Liverpool;

107 COILS "Jackson's" CORDAGE, consisting of Rope from 6 inch to 1 1-4 ich; Spunyarn, Marline, Amberline and Houseline—suitable for Rigging for a Vessel of 200 tons. For sale low while landing.

July 5. C & W. H. ADAMS.

OLD PORT WINE.

PER Cannore—15 Cases Old Port WINE, of superior quality, landing from the above vessel and for sale by *ALLISON & SPURR.*

August 5.

Geneva, Wine, Brandy, &c.

Per Brig *Ariel*, Stewart, Master, from Glasgow

15 HHDS. superior quality Pale Holland GIN;
10 Hhds. Old Cognac BRANDY;
2 Hhds. and 52 casks superior Old PORT WINE.

For sale low, by JOHN V. THURGAR.

St. John, 24th June, 1845.

The Subscribers have just received;

25 BARRELS Pale SEAL OIL;
15 tons first quality GUANO—in lots to suit purchasers;
50 brls. and half brls. Genessee S'fine FLOUR;
71 bags Round Yellow CORN;
2 tons *REDWWOD*,
25 jars and 50 bladders "Lorillards" *SNUFF*,
15 casks Cider VINEGAR.—For sale by

August 5. *JARDINE & CO.*

IRON, TIN,
Copper, Anchors, Chains, &c.

The Subscriber is now landing ex "Nancy:"

200 TONS of well assorted English IRON;
Ex "Caroline":—
50 tons of do. do.;
50 tons PIG IRON;
"Ex "Thomas":—
10 tons Spike Nails—4½ to 10 inches;
20 boxes DC TIN;
"Ex "New-Zealand":—
200 tons Banks' best refined IRON, assorted;
150 do. English IRON, assorted;
100 dozen Farmer's SPADES;
9 casks Miner's SHOVELS, steeled;
100 bags Patent NAILS, from 4d'y to 24d'y;
15 tons SPIKE NAILS, from 4½ to 10 inch;
220 bolts best Navy CANVAS, No. 1 to 6;
8 casks Iron WIRE, well assorted;
7 tons Cast STEEL, *Naylor & Co.*, assorted,
2 do. COACH SPRINGS, Steel, assorted,
100 boxes TIN PLATES, well assorted,
6 tons Bolt COPPER, assorted, ⅝ to 1½ inch,
50 chests best CONGOU TEA;
20 bags Horse and Ox Nails, assorted,
20 dozen FRYING PANS, assorted,
1 cask VICES, assorted;
12 best (warranted) ANVILS, assorted;
40 cwt. best Short Link ⅝ inch CHAIN;
20 " " " 7-16 " "
40 " " " ½ " "
40 " " " ⅜ " "
40 " " " ⅜ " "
20 " " " ⅜ " "
20 " " " 1 " "
30 CHAIN CABLES, best proved, assorted, ⅝ to 1⅛ inch;
60 ANCHORS, assorted, 1 cwt. to 30 cwt.;

—ON HAND—

10,000 best Fire *BRICKS*,
100 boxes *TIN PLATES*,
25 tons *SHEET IRON*, assorted,
500 boxes Liverpool *SOAP*,
4 tons Sock Plates, single and double,
4 tons Blister *STEEL*,
200 TEA KETTLES, assorted numbers,
25 dozen Ballast *SHOVELS*, assorted sizes;
20 dozen Garden *SPADES*, do.;
20 Register *GRATES*, assorted;
50 Half Register do. do.;
10 tons Plough Plates, 2 to 5 inches,
5 do. *HOOP IRON*, from 1 to inches,
200 do. assorted English Iron;
100 do. best Refined do.;
20 do. Swedish do., best brand, assorted,
10 bars best low Moor Iron, ½ & 5 inch square,
20 dozen Kiln Tiles.

Daily expected ex "Wakefield":—
10 tons Swedish Iron, assorted,
10 tons Refined Round Iron, from ¼ to ½ inch,
2 tons Blister *STEEL*,
4 tons *SHEET IRON*, No. 16 to 24,
12 pairs Forge *BELLOWS*, 24 to 36 inch,
10 tons *OAKUM*,
50 tons Slates—Queen, Ladies & Countess;
100 tons *COAL*.

All of which will be sold on moderate terms for good payments.

July 1. WILLIAM CARVILL.

Powder, Shot, Blacking, &c.

Ex ship "Severn," from Liverpool:—

50 KEGS D.S.F. GUNPOWDER,
50 Cannisters best extra strong Diamond Grain Sporting Gunpowder;
2 Casks SHOT, from BB to No. 9,
12 Sides PUMP LEATHER,
60,000 Pump TACKS,
12 Casks Day & Martin's Liquid BLACKING, in half pints, pints, and quarts;
4 Do. PASTE do. in Tins,
6 Boxes SUGAR CANDY.

IN STORE.

A large assortment of BRANDY,—"*Martell's*" and "*Hennessey's*."; HOLLANDS; WINES; TEAS; DRY GOODS, and GROCERIES.

—ALSO—

4 Tons SHIP BREAD; Tobacco PIPES, &c.

Which will be sold low for satisfactory payments at his Stores, North Market Wharf and Reed's Point.

July 15, 1845. JOHN KIRK.

Ship Chandlery, &c.

The subscriber has received per ship Themis, *a general assortment of GOODS, among which are the following:—*

120 COILS CORDAGE, ass'd from 9 thread Ratline, to 7 inch Hawser;
500 fathoms short link CHAIN, from 3-8 to 5-8 inches,
60 bags SPIKES, from 4½ to 9 inches,
10 casks Wrought NAILS, assorted,
Boiled and Raw Linseed OIL; Sheet Lead,
OAKUM, Log Lines and Log Glasses,
Pump Tacks of all sizes, Paint Brushes,
Tar Brushes, Ballast Shovels,
BUNTING and Ships' COLORS,
Brass and Wood COMPASSES, &c.

All of which will be sold at his usual moderate prices. JAMES ROBERTSON,

June 10. (6f) *Nelson Street.*

J. SMELLIE

Has received per *Canmore*, *Mary Prime*, and *Ariel*, from the Clyde; *Emigrant*, and *Themis*, from Liverpool, a general assortment of the undermentioned GOODS which he offers for sale upon the most reasonable terms

CACHMERE, DeLaine, Barege, Organdy, and Persian DRESSES;
Orleans, Coburgh and Alpaca CLOTHS,
Earlstoun and Glasgow GINGHAMS,
Printed COTTONS, Handkerchiefs, &c.
Gro de Naps, Pure Satins, Sarsnets, &c.
SHAWLS and Handkerchiefs, in Crape, Silk, Satin, Indiana, and Wool Net,
Sewed Collars, Habits, Chemizettes, Cuffs, Trimmings and Edgings,
Ladies' and Children's Sewed ROBES,
LINENS, Lawns, Diapers and Damasks,
9-8, 10-4, and 12-4 LINEN SHEETINGS,
Cotton and Linen Cambric Handkerchiefs,
MUSLINS of all kinds,
HOSIERY and GLOVES,
BROAD CLOTHS, Tweeds and Doeskins,
Gents' Gossamer and Beaver HATS, &c. &c.

Prince Wm. Street, 17th June, 1845.

☞ A large supply of Damask TABLE CLOTHS and Napkins, daily expected from Belfast. J. S.

S. K. FOSTER'S SHOE STORES,
Corner of King and Germain Streets.

MORE BOOTS AND SHOES.

Just received, per "Kate," from London:

LADIES' FANCY SLIPPERS, of the newest and most Fashionable patterns,
Misses', Children's and Babes' Fancy Prunella and Valentia BOOTS, in great variety,
Gentlemen's Wellington, Clarence, Albert, Coburg and other BOOTS,
DRESS SHOES, PUMPS, and SLIPPERS, of every style,—Together with a great variety of Cheap BOOTS and Shoes, of every sort and quality that can be named—for sale Wholesale and Retail, by

June 24. S. K. FOSTER.

PATENT HEMP CORDAGE.

THE Subscribers offer for sale a well-assorted Stock of Patent Hemp Cordage.

June 17. ALLISON & SPURR.

THE GARLAND.

THE THUNDER STORM.

BY JAMES MONTGOMREY.

O for evening's brownest shade,
Where the breezes play by stealth,
In the forest cinctured glade,
Round the hermitage of Health,
While the noon-bright mountains blaze
In the sun's tormenting rays.

O'er the sick and sultry plains,
Through the dim delirious air,
Agonizing silence reigns,
And the warmness of despair;
Nature faints with fervent heat,
Ah! her pulse hath ceased to beat!

Now in deep and dreadful gloom,
Clouds on clouds portentous spread,
Black as if the day of doom
Hung o'er Nature's shrinking head:
Lo! the lightning breaks from high,
God is coming!—God is nigh!

Hear ye not his chariot wheels,
As the mighty thunder rolls?
Nature, startled Nature reels,
From the centre to the poles:
Tremble!—Ocean, Earth, and Sky!
Tremble!—God is passing by!

Darkness, wild with horror, forms
His mysterious hiding place;
Should he, from his ark of storms,
Rend the veil and show his face;
At the judgment of his eye,
All the universe would die.

Brighter, broader lightnings flash,
Hail and rain tempestuous fall;
Louder, deeper thunders crash,
Desolation threatens all;
Struggling Nature gasps for breath,
In the agony of death.

God of vengeance, from above
While these awful bolts are hurled,
O remember Thou art Love!
Spare!—O spare a guilty world!
Stay thy flaming wrath a while;
See thy bow of promise smile!

Welcome, in the eastern cloud,
Messenger of mercy still,
Now, ye winds, proclaim aloud
"Peace on Earth, to Man good will!"
Nature! God's repenting Child,
See thy parent reconciled!

Hark! the nightingale, afar,
Sweetly sings the sun to rest,
And awakes the evening star
In the rosy tinted west:
While the moon's enchanting eye
Opens Paradise on high!

Cool and tranquil is the night,
Nature's sore afflictions cease,
For the storm, that spent its might
Was a covenant of peace:
Vengeance drops her harmless rod;
Mercy is the power of God!

MISCELLANEOUS.

Sketch of Quebec.—A correspondent of the Newark (N. J.) Daily Advertiser, has furnished that paper with a sketch of the city of Quebec, its suburbs, fortifications, &c., from which we have extracted the subjoined paragraphs:—

"Our friend conducted us to the lower barracks, the commencement of the fortified portion of the outer wall of the city over-looking the Lower Town, whose hundred surly black cannon look frowning on all below. And here a melancholy scene broke upon us. Two thirds of the burnt district was to be seen from this point of observation, and at every view the vastness of this burning desolation becomes greater still.

Quebec has in fact little to support it, except the lumber trade, which is immense. This is undoubtedly one of the greatest lumber markets in the world.—The city must be contented to remain a fortified town and a place of lumber exportation, and bear the process of wasting while her rival sister Montreal, is springing forward with the freshness and energy of Western American enterprise. Indeed, the Yankees with their elastic energy must be busy at work in Montreal, while we did not find one in Quebec.

We passed through immense fortifications, till we reached the spot where Mr. Graves, pausing, said, here was buried your brave and beloved General Montgomery. Often and most delicately would our friend speak of our unfortunate military officers. I could but wish our fourth of July orators, and indeed all Americans, were as generous and polite in allusions to our Anglo-Saxon Combatants.

Our English friend led us to the country seat of Mr. Atkinson on the St. Lawrence, about three miles above the city; one of the comliest spots I ever saw. I know of nothing comparable with it or so much resembling it as the seat of Chancellor Livingston at Redhook on the Hudson. We first passed to a promontory in the river from which the entire St. Lawrence for miles, in both directions, opened before us. But the magnificent scenery all around could not detain us yet; we were searching for the ravine where Wolfe ascended and bayoneted the French out-posts and made his way to the plains of Abraham This exploit was obviously more daring than difficult—for what messenger could whisper in his ear the bristling thousands that were to greet him in the next hour? He soon learned, fatally for himself and for France, but for the glory of England. The French General Montcalm was killed in this engagement and Canada for ever secured to England.

From our point of observation we had a view of the lumber trade of Quebec. A perfect sea of floating lumber lay beneath us. Thousands and thousands of acres covered and crowded by it waiting for shipment abroad.

One semi-circular cove nearest to us, we were informed, in 1778 sold for forty pounds, and now it yields an annual rent of four thousand pounds as a beach on which lumber is floated.

We next repaired to the mansion of Mr. Atkinson, and so many fine specimens of painting we never saw before. They were gathered from the finest specimens of European genius and are more like life than any thing we supposed art could do. And here were specimens of ancient typography and chirography, richer than any we had ever seen before. Every thing was in taste and order for the gentleman or the scholar, or both. A garden of exquisite beauty lay behind—blowing with flowers, and filled with fruits, (not like ours, but rich for this region,) which were trying to ripen but despairing, as the autumn winds and frowning clouds leave no hope of more softening suns this year. Raspberries were in bearing, and very fine. How is it the red and yellow Antwerp bear this severe climate without burying, and with us they always die if left exposed in winter?

Mr. Atkinson was not at home, but our friend was familiar with every thing about his premises. And he took the liberty to acquaint us with one piece of his history which we were truly sorry to learn. He is a *bachelor!* This miserable fact robbed his princely domain of half its value. The very beauty of his flowers half died away. What! no wife to share these beauties? Why Eden would not bloom and waft its heavenly fragrance for man alone. Flowers are almost out of place, strangers, away from home till their beauty and their sweets are enjoyed aright. And no children to trip with elastic step these verdant lawns and carol with the birds. This won't do: it is all wrong, unnatural, and in bad taste. Solitude may be sweet, but sweet as it is I never like it alone! May this good man be better off before long.

On our return we visited the citadel. Our friend introduced us to the officers, and every attention was shown us. Such windings, such walls, such gates, such cannon, such heights, such precipices, such every thing that war can ask for. It would seem that no human skill nor power could ever dislodge an enemy from such entrenchments. Can it be that human nature is so fallen, so depraved, so capable of ambition, cupidity, hate and revenge, as to require such munitions of rocks, such terror of arms, such array of defence and implements of death? All this, that the brotherhood of man may defend itself from a brother's butchery. The English are obviously proud of this Anglo-Canadian Gibraltar."

RAIL ROADS.

[*From the N. Y. Courier & Enquirer.*]

From Chicago to Detroit, a distance by water of 992 miles, Lakes Michigan, Huron, and St. Clair, with their connecting straits, furnish a circuitous but highly feasible mode of communication. To this will, in course of time, be added a railroad across the lower portion of the peninsula, from St. Josephs, opposite Chicago and 69 miles from it, to Detroit, a distance of 196 miles, already completed from the latter place to Marshall, a distance of 110 miles. From Detroit to Buffalo, Lake Erie offers, by a route of 327 miles, what hitherto has been deemed an unrivalled channel of transportation. But the increasing prosperity of the western part of Canada has demanded a more direct and expeditious method of communication; and steps have been taken to construct a railroad from Port Sarnia, about 50 miles above Detroit, and directly opposite Port Gratiot, considerably below the middle of Michigan, across Canada to Toronto, near the head of Lake Ontario. The length of this road will not be far from 160 miles, and its cost is estimated at about $2,500,000. I was informed at Toronto that nearly twice as much as is needed to construct it had already been subscribed, mainly by the "Canada Company" in England, which owns an immense tract of land through which the road will pass, and which it will thus at once bring into requisition. The directors of this road, on the 1st of September, will call for ten per cent. of the stock subscribed, and enter immediately upon the construction of the work. Within two years, therefore, we may reasonably anticipate that cars will run from Port Sarnia to Toronto in ten hours, laden not only with passengers, seeking thus a more expeditious transit across Canada, to or from the western world, but with a vast amount of western produce, which will thus escape the tolls of the Welland and the Erie canals. But this is not the only work by which a more perfect connection of the Western States with the country bordering on Lake Ontario is sought to be effected. This road, if undisturbed, it is with reason apprehended, will divert a large amount of freight and travel from Lake Erie, Buffalo and the New-York canals. A charter has therefore been obtained for a railroad from Bertie, opposite Buffalo, to a point opposite Detroit, running nearly parallel to the former road, and at a distance from it of but fifty or sixty miles; and I learn from the Buffalo Advertiser of a recent date that, strange as it may seem, the stock is likely to be promptly taken, and that operations will be at once commenced. And still another railroad is projected, from Buffalo, along the south shore of Lake Erie, to Toledo, and thence to Chicago; the enterprise, which was some time since prosecuted with considerable vigor, was, for a time suspended, but has recently been revived. Lake Erie is thus likely to be environed by a *triple iron chain*—two links of which will terminate at Buffalo, and the other at Toronto.

From Toronto to Ogdensburgh there is an uninterrupted lake navigation; and the construction of the enlarged Welland canal, has in effect smoothed the passage over the Falls of Niagara, and transferred the terminus of lake navigation from Buffalo, the foot of lake Erie, to Ogdensburgh, at the foot of lake Ontario—a point at least 200 miles nearer to Boston and almost 100 miles nearer New York. This fact alone, it is thought, must inevitably effect a great change in the trade of the lakes, carrying to Ogdensburgh an immense amount of produce and travel which hitherto has stopped at Buffalo.

The completion of the road from Port Sarnia to Ogdensburgh, notwithstanding the rival road from Detroit to Buffalo, will doubtless greatly aid this transfer of the point of transhipment. It is accordingly proposed to build a railroad from Ogdensburgh, the future foot of lake navigation, across the northern part of New York, to Plattsburgh on lake Champlain, a distance of about 120 miles. The expense of the road will probably reach $2,000,000, of which it is believed, *three-fourths* may be raised in Boston, provided the remaining $500,000 can be raised along the route.

The construction of this road, wherever it may terminate, will complete another very important link of the great chain which will connect Canada and the western States with Boston; and this chain is to be made perfect by the construction of a road from Burlington to Boston. Two routes are proposed; one, known as the central route, leading from Burlington, by the way of Montpelier, across the Green Mountains to the Connecticut, at the mouth of White river, and thence to Concord, where it would connect with the road already constructed to Boston; the other, known as the Rutland route, running from Burlington southward to Bellows' Falls, and connecting with the Boston road at Fitchburgh. It is also proposed to connect the central road with Fitchburgh by a branch from the latter place to the mouth of White river. The distance from Burlington to the Connecticut, by the central route, is 102 miles; thence to Boston *via* Concord, is 137, making the entire distance 239 miles. The cost of the road is estimated at $2,500,000. Of this sum all but about $200,000 has been taken up. Surveyors to fix upon the precise route are soon to commence operations. The highest grade is 40 feet to the mile. Ten per cent. of the stock subscribed is to be called for soon, and the work will be commenced at once, and probably be completed within two years from the present time. The Rutland route is 232 miles in length; the maximum grade is 60 feet per mile. Its cost is estimated at $3,500,000, and of this sum $833,000 have been subscribed. It is confidently expected that this route, as well as the other, will be carried through, and thus, by two lines of railroad, will lake Champlain be connected with Boston, and thus directly through Michigan, Canada West, northern New York and northern New England, will run a continuous line of railroads, pouring the accumulated wealth of all these sections into the New England metropolis.

When this great chain shall have been completed, it is easy to see that important changes must take place in the direction of the commerce between the East and the West. Hitherto the surplus produce of the West has sought a market in New York, because the Erie canal and the Hudson River have offered the best channels for its transportation. The Falls of Niagara have barred the passage from lake Erie to lake Ontario, and had it been otherwise, no direct channel existing from the latter to lake Champlain, the route by the St. Lawrence and Montreal would have been too circuitous to attract any great proportion of the Western trade. But by the Welland Canal, thro' which by next spring vessels of 500 tons will readily pass, the Falls of Niagara have been "broken down"; the foot of lake navigation has been transferred from Buffalo to Ogdensburgh: and lake vessels and steam propellers of the largest class will make the passage from Chicago thither without transhipment or the least delay.

Cincinnati, Aug. 11th.—Growth of our City.—Strangers who come here seem surprised at the size and steady and rapid growth of our city, and wonder what it is that occasions it. The matter is not difficult of explanation.

In the first place, we are backed up by one of the most fertile valleys in the world, to which this is the natural outlet. Ours is the great pork and produce market for a wide region of rich country. This is the great grocery market for that same region, and we are informed that country merchants are now ordering from here *all* their supplies—dry goods, groceries, hardware, and all, and find it for their advantage to do so, instead of going to the East.

We have a canal into the heart of Indiana, which opens trade with the valley of the White Water river and the country. Adjacent is the Miami canal, which connects the Ohio river with lake Erie.—The Mad River railroad, now constructing, also from here to lake Erie, and good McAdamized turnpikes from the city into the country, in every direction.

We are informed, by business men, that the opening of the Miami canal to the lakes, has already given a start to business in the neighborhood of the canal.

A gentleman at the canal told us that groceries for Lafayette, Indiana, which were intended to go up the Wabash, owing to the low water in that river, have been sent here and shipped by the canal to the junction, and thence down the Wabash country to Lafayette. Merchandize is sent even from Maysville, to be shipped east, by this route. The opening of the canal will tend to make Cincinnati still more of a centre, and though it may change the current of some produce above, it will add double from other sources.

People will a ways seek *the great market*, no matter how much out of their way, for there, if they wish either to buy or to sell, they have the greatest choice and the best opportunities.

Our city is all dotted over with mechanical and manufacturing establishments, employing from five to one hundred hands each. A large mill is just completed, for the manufacture of cotton cloth, which promises to be the commencement of a new and immense business. Almost every thing that man needs, for his comfort or enjoyment, is produced or sold here.

These are some of the causes of the growth of the city, and they will continue to make it increase, so long as we continue to have industry and enterprise among us.

A Good Thing from Punch.

TO SIR E. BULWER LYTTON, BART.

Sir:—You dedicate the last edition of your "Zanoni" to Gibson, the sculptor, in these words:

"I, artist in words, dedicate to you, artist whose ideas speak in marble, this well loved work of my matured manhood. I love it not the less because it has been little understood, and superficially judged by the common herd. It was not meant for them."

Now, Sir Edward, this is not fair to the circulating libraries. It's all very well to talk of the "common herd," and say it "was not meant for them," with a curl of your fine lip; but you know it was meant for everybody who could pay threepence for a perusal of the volumes—and very popular it has been, especially with ladies' maids and milliners.

You call yourself "artist in words;" this is not original. There is a man in Oxford street who calls himself "artist in hair," and you ought, in justice, to dedicate your next novel to him. There is analogy between your work and his, which I can't discover between your's and Gibson's.

His material is as flimsy, his workmanship as dexterous, as your own. He will spin you a landscape or a cypher, a *memento mori* or a motto, with equal facility—and it shall be but hair, after all. So you, Sir Edward, have spun for us a sentimental highwayman, a high souled felon, a speculative seducer, a philosophic dandy, and yet the stuff of all was one and the same—"self," Sir Edward, "self."

Why you are always complaining? The public read your novels; the publishers pay for them; you are a lion at dinners, a thing to point at in the streets. What would man have more? It is all very well to put off a clever mechback imitation for gold—we grant the skill of the workmanship and the workman—but it is too bad to insist on our acknowledging it to be genuine gold, and to call us "common herd," when we give you a sturdy "no."

Forgive your friendly monitor for the tone he has taken towards you. We have no objections to your considering yourself ill-used; but you become a bore when you are always dinning it in our ears. A play of your's is successful—we are a "discriminating public." Your next play is condemned—we are a "common herd." Your *Pilgrims of the Rhine* makes a hit in Germany; you dedicate one edition to the German public, as philosophical critics, or something of the sort.

You must not be allowed to fancy you hold the scales quite so firmly and uncontestedly; that your works are the gauge and test of artistic judgment and taste in this way; and it is to remind you of this, that we have taken up our pen, with which, nevertheless, we subscribe ourselves,

Your admirer (within limits),
PUNCH.

Mortality.—Out of every thousand men, twenty die annually. The number of inhabitants in a city or country is renewed every thirty years. The number of old men who die in cold weather is, to the number of those who die in warm weather, seven to four. The men able to bear arms forms a fourth of the inhabitants of a country. The proportion between the deaths of women and that of men, is one hundred to one hundred and eight. The probable duration of female lives is sixty; but after that period the calculation is more favorable to them than to men. One half of those that are born die before they attain the age of seventeen. Among 2,425 who die, it appears by the register that there is only one person of one hundred years of age. More old men are found in elevated situations than in valleys and plains.

Peter Jones, the well known Indian chief, has been some time in Great Britain for the purpose of collecting money to aid the Canadian Indians in the formation of manual labor schools. The gentleman was recently in Edinburgh, where he held a public meeting and addressed a large audience. He said that the sum required to build two schools was £2,000; that his Indian friends had subscribed $3,200, and had promised an annual sum of $1,000. He believed he should be enabled to obtain $5,000 in Canada.—The friends of the cause in England had already given £500, and he hoped to increase it to £1,000 before he returned home. After Mr. Jones had closed his address, a liberal subscription was made, and a committee appointed to receive subscriptions and donations.

Directions for Managing Dairies.—Cows should be frequently salted, or salt should be kept where they can have access to it; they should be milked regularly and the milk fully drawn—carefully repeated experiments have shown that the first drawn milk contains five, the second eight, and the fifth seventeen per cent. cream, thus showing the importance of having the milk fully drawn. It should be put in shallow vessels containing about eight quarts each, and placed in a room containing pure air, the temperature of which should be from 60 to 62 degrees, which you can ascertain by letting a thermometer stand in the room, the rising being completed in about 36 hours. A greater degree of warmth shortens the process and lessens the quantity of butter, a lower temperature preserves the milk 48 or 60 hours, and will impart an unpleasant flavor to the butter. The temperature of the cream when churned should be about 62 degress or luke warm.

To make first quality butter, the milk should be skimmed before it is the least sour; the commencement of souring in milk is marked by a slight wrinkling of the cream, and a slightly acid taste; when this appears, whether it has stood a longer or a shorter time, it should be skimmed. The cream should be put in a vessel and frequently stirred till it becomes sufficiently sour, which, in summer, takes 24 hours, and in winter 36 or 48 hours. It should be churned at a temperature of 62 degrees; particular care should be taken during the process of churning, that it should be kept the right degree of heat, as the butter can be easily spoiled or much injured by being churned too warm or too cool.

It has been fully ascertained that water put in the milk or cream before churning, or during the process of churning, is injurious to the butter; the butter-milk should be thoroughly worked from the butter before salting. About 1 1-8 oz. of pure salt is allowed for a pound of butter. You will find by following the above directions for making butter, that it is well worthy your attention if you do not already practice it.—Those who keep but few cows, by taking a little pains in managing their dairies as above directed, will find a handsome saving from the ordinary manner in which it is most commonly managed, both in quantity and quality, bringing the highest price in market and having good pure butter for your own table.

Wheat Fly.—"I should do wrong to pass over the experience of several farmers in the town of Charlemont, cultivators of wheat, in relation to the grain insect. Lucius Ellis and Josiah Lyman have used lime on their wheat with perfect success against the fly. They applied finely powdered slacked lime on the crop just as it was coming into flower, and while it was wet with the dew or rain. Flies had appeared upon the wheat, but their operations were immediately suspended by the application of the lime. They consider the experiment as decisive. The experience of Samuel Potter in the immediate neighbourhood corresponds with this. Calvin B. Hawkes, likewise, in Buckland, separated from Charlemont by Deerfield river, details his success in a similar application.—He applied at the rate of three bushels to an acre; the lime was newly slacked and warm, and was applied when the dew was on. The field appeared quite white. The evening previous to the application he plucked a few heads of wheat and found twenty maggots or worms. The ravages ceased at once upon the application of the lime, and his wheat was saved. The flies, he says, left in a body. This remedy is a most important discovery, and is corroborated by other and strong testimony from different parts of the country."—*Colman's fourth Report.*

Terrific Hailstorm.—A most frightful storm of hail and rain, accompanied by thunder and lightning, passed over this village on Thursday of last week, doing immense damage to the crops, fruit, &c. It is estimated that in this village and vicinity, upwards of 20,000 panes of glass were broken by the hail. One of Judge Whitney's barns was unroofed; fowls and birds were pelted to death by the hail; carriages upset by the wind; horses broke their fastenings and ran furiously through the streets; corn was greatly damaged, fields of buckwheat wholly destroyed; and miles and miles of fences prostrated. In one field of beans, belonging to Capt. Thorp, 200 bushels it is supposed were shelled by the hail. Altogether, it was a most frightful scene, and our only wonder is that our citizens escaped without personal injury.—One instance of heroism on the part of a little deaf and dumb boy, some six or seven years old, a son of Mr. Gabriel Armstrong, is worthy of notice. He in company with a little girl were absent on an errand, some distance from any house when the storm came on. The girl fainted, from fright, and fell to the ground. The little fellow sat down by her side and with his bare neck and thinly clad body, endeavoured to screen his charge from the effects of the storm. In this situation he remained during the continuance of the storm, and until they were discovered and relieved by the neighbors. His neck was considerably cut by the hail stones, but happily he escaped serious injury.—[Broome (N. Y.) Republican.

Poland.—The Czar continues to press with an iron heel upon prostrate Poland. The history of that country is well calculated to excite indignation in every well regulated mind and heart. A Paris paper, noticing some of the recent rigorous measures of the Russian Government, gives the following as the latest ukase against desertion:

"Any family concealing a deserter, a member of such family, or the parish to which he belongs, shall furnish two recruits for the one concealed; the deserter shall suffer the punishment prescribed by military law, and afterwards be reinstated in the army. In case the family cannot furnish two members of it fit for service, the parish shall be subjected to the expense, for having neglected to deliver up the deserter. Should it ever happen that the parish cannot furnish two persons fit for service, the heads of the culpable families shall receive a certain number of lashes, and be sent into Siberia. Persons culpable, and to whom corporeal punishment cannot be administered (the nobles and honorary citizens) shall pay a fine of 1200 silver roubles for each deserter whose guilt shall have come to their knowledge; and 600 roubles, when in ignorance of the crime, which ignorance they must be able to prove. This ukase can but have for its end the depopulating the kingdom of Poland."

A Beautiful Idea.—At a public meeting in New York, Rev. J. Spaulding dwelt a few moments on the deathless nature and extent of moral influence. "Away among the Alleghanies," said he, "there is a spring so small that a *single ox on a summer's day could drain it dry.* It steals its unobtrusive way among the hills, till it spreads out into the beautiful Ohio. Thence it stretches away a thousand miles, leaving on its banks more than a hundred villages and cities, and many thousand cultivated farms and bearing on its bosom more than half a thousand steamboats. Then, joining the Mississippi it stretches away and away some twelve hundred miles more till it falls into the great emblem of eternity. It is one of the tributaries of that ocean, which, obedient only to God, shall roll and roar, till the angel, with one foot on the sea, and the other on the land, shall lift up his hand to heaven, and swear that time shall be no longer. So with *moral influence.* It is a rill, a rivulet, an ocean, boundless and fathomless as eternity."