

These are, however, occasionally many hours, when you have obtained a passport to play, by punctually performing your tasks, in which several kinds of relaxation will be agreeable to an ingenious youth, which cannot be collectively pursued. That pastime in which numbers are concerned, and which may be decomposed into a series of intervals, give way to intellectual pleasures, and these are not only to be found in solitary study, or in select society.

"Had weather will give a charm to reading books of entertainment and instruction. This taste, indeed, ought to be early cultivated, as it forms the principal enjoyment of the lonely hour through life, and is the only solace of decrepitude. A turn for drawing, painting, or music, is likewise deserving encouragement in youth. It often keeps them from idle or vicious pursuits; and fills up the blanks of life with elegant entertainment. Let me, therefore, recommend some attention to those studies, not as tasks prescribed, but as pleasing amusements.

"In very early youth, active pleasures, and those which are wholly corporeal are not to be blamed; they strengthen the constitution, and fit it for the discharge of manly employments. But when the judgement makes some advances to maturity, the mind and the body should divide the leisure hour; and pleasure and improvement go hand in hand."

The pupils listened to their master with becoming attention, and ever after were extremely orderly in their pastimes. They shunned danger—they avoid excess: and not a few of them, from this benevolent and judicious recommendation, preferred mental improvement to deaultory play, even when the choice was free."

The Weekly Mirror.

FRIDAY, FEBRUARY 19, 1836.

We have given a few extracts from American Papers (brought by the Mail Boat,) on the subject of the difficulties existing between the United States and France, by which it appears that there is some probability of the controversy being amicably adjusted.

ENGLAND

The English army is distributed as follows:—In Great Britain 25,635; in Ireland 20,415; in the Colonies 30,537. This is the effective force. The non-effective is about 3000.

We see by the English Papers that a project is on foot to form a canal between Liverpool and Manchester, to run parallel with the railway.—Iron boats, drawn by 2 horses and carrying 150 passengers, can proceed, say the advocates of the proposed scheme, at the rate of 10 miles an hour, at one third of the price charged by the railways. The cost of the canal will be about £6000 per mile.—The work done by machinery in England is stated to be equal to the labour of four hundred millions of men.

MONUMENT TO SIR WALTER SCOTT.—The Sub-Committee appointed to consider and report upon the designs for a monument to be erected in Edinburgh, in honour of the late Sir Walter Scott, Bart., have selected two, and by a majority of 10 to 5, have preferred that furnished by Mr. Rickman, architect, of Birmingham, to that of Mr. Playfair, of Edinburgh. Mr. Rickman's design is a Norman cross, 15 feet or 100 feet high as may be preferred, supporting a colossal statue of Sir Walter, and Mr. Playfair's an obelisk of 200 feet in height.

CAPTAIN BACK.—At a meeting of the Royal Geographical Society, held on Monday last, the pre-

sident, Sir John Barrow, announced that the Council had decided that his Majesty's annual premium should be awarded to Captain Back, on account of his recent discoveries, and particularly of a large river running beyond the Slave Lake, a distance of 500 miles. He felt convinced that the south land seen by Captain Back was the coast of North America, and this convinced him of the possibility of a North western passage. The Council had decided in Captain Back's favour on no other authority than that of his simple and affecting narrative. So closely had he been within starvation, that he had been compelled on one occasion, to eat his own shoes.

FRANCE AND THE U. STATES.

His Britannic Majesty's despatch brig Pantaloon, Capt. Corry, arrived at this port on Saturday morning, in twenty-nine days from Falmouth, with despatches for the Charge d'Affaires of the British Government at Washington. We are not permitted of course, to know the nature of them, but Rumor, always busy on such occasions, has decided that they relate to a proffer of the mediation of Great Britain to adjust the unfortunate difficulty between France and the U. States. [Norfolk Herald.]

NEW YORK, JAN. 30.

The French question has assumed a renewed interest in consequence of the arrival of His Majesty's brig of war Pantaloon at Norfolk, a few days since, when her commander proceeded with all speed to Washington. The gallant officer arrived at the seat of Government on the 26th, and immediately presented his despatches to Mr. Bankhead His Majesty's Charge d'Affaires. There can be no doubt that these despatches have reference to the mediation proffered by England; indeed, Letters have been received in town, placing the fact beyond question. This circumstance gives new hopes to the friends of peace, for it can hardly be supposed that a special messenger would have been sent out, if France had not already signified her readiness to accept the offer of friendly mediation. [Albion.]

WASHINGTON, Jan. 30.—Conjectures are still busy upon the subject of the recent offer of mediation tendered by England. It is understood that no definitive terms of settlement have been proposed, but that the English Government has simply signified their willingness to be the medium through which the controversy may be amicably adjusted. The anxiety of England on this subject is natural and well grounded. Her own internal condition is unsettled. Russia is aiming to extend her mighty empire.—A war between the United States and France, if protracted any length of time, would almost inevitably lead to a continental war, in which the principal Powers of Europe would be involved.

BOSTON, FEB. 3.—We have just seen a letter from our Senator at Washington, dated 30th Jan. which states that the British Mediation had been accepted, and despatches were sent off yesterday.

LEGISLATIVE SUMMARY.

FEBRUARY 2.—The House was engaged in passing the ordinary expiring Law Bills to the number of 44.

FEB. 3.—An Act to vacate the seats of Members in certain cases—An Act relating to the exaction of Judges' fees—An Act to regulate the Lehave Common were read a third time and passed.

FEB. 4.—An Act to incorporate the Petite Plaster and Mill Company passed the Committee.—A Message from the Governor was read, relating to the Road Service, with reports of surveys in the Eastern Section of the Province, recommending improvements in the roads to Canso; in Cape Breton, and Annapolis.

FEB. 6. Mr. STEWART moved that a Committee be appointed to wait on His Excellency the Lieutenant Governor, to request the appointment of a Commission, to co-operate with Commissioners for New Brunswick, for the purpose of determining the boundary between the two Provinces.

His EXCELLENCY'S message to the House, with the dispatch of the Colonial Secretary, relative to erecting Light Houses on the Islands of St. Pierre and St. Paul's, on the coast of Cape Breton, were read, the document specified that His Majesty's government would erect Light Houses on those Islands, if the province would undertake to keep them in repair, referred to a select committee to report thereon; as also the petition of the inhabitants of Yarmouth, for a light house in that harbour.

FEB. 9. Mr. MORTON chairman of committee for considering a petition for the erection of a Woolen Manufactory, reported and recommended, a grant, of one fourth of the expense of such a manufactory, when it should be completed, and put in operation, report laid on the table.

FEB. 10.—Mr. CROFTON presented a Petition from the Baptist Society of Chester, praying an Act to enable them to assess the holders of Pews in their Church.

Mr. BELL chairman of the Committee for reporting on the petition of the Halifax Steam Boat Company, praying aid to enable them to run another Boat between Halifax and Dartmouth, recommended that a sum of money be granted so soon as such Boat be in active operation.

Mr. LAWSON presented a petition numerously signed by his constituents in Colchester on the subject of Roads, and on the mode of employing Commissioners not residing in the county, who invariably brought their own workmen with them, whereby the industrious inhabitants were deprived of the employment they had a right to expect; and praying that Mr. Logan who resided amongst them be appointed a road Commissioner.

A Petition from the Directors of the Bank of Nova Scotia, praying to be allowed to issue Notes below £5, was, after a considerable debate, rejected.

FREE PORTS.—On Friday the House was engaged on the subject of the foreign Trade of the Province, when it was resolved that Addresses be forwarded to His Majesty, and the Houses of Lords and Commons, complaining of the application of the Crown Duties towards the payment of the Custom House Establishment of this Province; and praying that the Ports of Digby, Lunenburg, Arichat, Windsor and Cumberland be granted the privilege of Free Warehousing Ports.

CURRENCY.—This Question still remains unsettled by the Legislature. Mr Stewart's Sterling Bill, which passed the House, was disagreed to by the Council, and the Bill from the Council, raising American and Spanish Coins was rejected by the House.—Mr. Johnston then introduced a Bill, rating the Doubloon at £4, and the British Coins at 2s—restricting the tender of silver to £5; which, on a subsequent day, was briefly debated, and passed by a large majority.

FIRE.—About 2 o'clock on Tuesday morning, a fire broke out in the house occupied by Mr. O Neil, in Lockman Street, which was entirely consumed, with all the furniture.

Extract from the Exchange Reading Room Book

"The schr. Neptune of Shelburne, has arrived at Liverpool from St. Thomas.—She reports that the schr. Myrtle, Saadden, of and for this port, from Gibraltar, which sailed Nov. 7, had arrived at Antigua. Also, the Ostrich, from Grenada, for Halifax, which had been blown off our Coast—the Elizabeth from hence for Island of Sable—and Sydney, from Newfoundland for this port, which had been out 80 days, and a large number of American Vessels, in a state of distress.

Bills of Lading for sale at this Office.