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Printing, in its various branches, executed with neatness and expedition, on very moderate terms.
☞ All Letters must come post paid.

Monthly Almanack.

November—1836.	Sun Rises.	Sun Sets.	Moon Rises.	Full Sea.
2 Wednesday - -	6 40	5 20	morn.	5 13
3 Thursday - -	6 42	5 18	9 12	6 25
4 Friday - -	6 43	5 17	1 20	7 32
5 Saturday - -	6 44	5 16	2 29	8 30
6 Sunday - -	6 45	5 14	3 39	9 16
7 Monday - -	6 47	5 13	4 52	9 57
8 Tuesday - -	6 48	5 12	sets.	10 37

New Moon, 8th day, 8h. 32m. evening.

BANK OF NEW-BRUNSWICK.
Thomas Nicholson, Esq., President.
Director this week, ... John Boyd, Esq.
Discount Days .. .. *Tuesdays* and *Fridays*.
Hours of Business, from 10 to 3.
Bills or Notes for Discount, must be left at the Bank before three o'clock on the days immediately preceding the Discount Days.

COMMERCIAL BANK OF NEW-BRUNSWICK.
Charles Ward, Esq., President.
Director this week, ... H. Gilbert, Esq.
Discount Days .. .. *Tuesdays* and *Fridays*.
Hours of Business, from 10 to 3.
Bills or Notes for Discount, must be lodged at the Bank before three o'clock on the days immediately preceding the Discount Days.

CITY BANK.
John V. Thurgar, Esq., President.
Director this week, ... J. Hendricks, Esq.
Discount Days .. .. *Mondays* and *Thursdays*.
Hours of Business, from 10 to 3.
Bills or Notes for Discount, must be lodged at the Bank on Saturdays and Wednesdays, before three o'clock.

PROTECTION.
NEW-BRUNSWICK
FIRE INSURANCE COMPANY.
Office open every day, (Sundays excepted,) from 11 to 1 o'clock.
JOHN R. WRIGHT, ESQUIRE, PRESIDENT.
Committee for October:
R. M. JARVIS, C. F. RAY, MARK DOLE.
☞ All Communications, by Mail must be post paid.

Phœnix Fire Assurance Office,
LONDON.
THE Subscriber hereby begs leave to inform the Public, that he is duly appointed, by Power of Attorney, Agent for the above Office, and that he is prepared to issue Policies of Assurance on all insurable property in this Province and in Nova-Scotia, viz.—on Dwelling Houses, Furniture, Ships on the Stocks and in Port, Stores, Mills, Goods, &c.
Against Loss or Damage by Fire,
not exceeding £2000 on any one Risk, and upon terms as moderate as other similar institutions.—He is also empowered to adjust and pay claims which may arise in certain cases.
The Phœnix Fire Office has been extensively known in this country for many years past; and as its means are ample, which together with the high reputation it has long sustained for liberality and promptness in adjusting and paying losses, leaves little doubt of the security of parties covered by its Policies.
Written applications from any part of this Province or Nova-Scotia, describing the Properties to be insured, with the particulars of situation, materials of which buildings are composed, &c. &c., will be promptly attended to.
JAMES KIRK,
Agent and Attorney.
St. John, 23d January, 1836.

ÆTNA INSURANCE COMPANY,
Of Hartford, Connecticut.
THE Subscriber having been appointed Agent for the above Insurance Company, will issue Policies and Renewal Receipts (on Policies issued by the former Agent, B. D. W. Ratchford, Esq.) for Insurance on Dwelling Houses, Stores, Mills, Factories, Barns, Vessels and Cargoes while in port, Vessels on the stocks, Household Furniture, Merchandize, and every other species of Insurable Personal Property,—against
Loss or Damage by Fire,
at as low rates of premium as any similar institution in good standing.—Will give personal attendance to the survey of premises, &c. in the City and vicinity, on which Insurance is desired, free of charge to the assured,—Applications in writing (post paid) from all other parts of the Province, describing the situation and the Property to be Insured, will receive prompt attention; the correctness of which description shall on all occasions be binding on the part of the applicant.
The Ætna Insurance Company was Incorporated in 1819,—Capital $300,000, with liberty to increase the same to half a million of dollars. The Capital has been all paid in, and invested in the best securities, independently of which a *Surplus Fund* of more than $175,000 has been set apart to meet the occasional claims for Losses, and the Stock bears a high premium. The reputation the Office has acquired for promptness and liberality in the adjustment and payment of Losses, requires no additional pledge to entitle it to a liberal share of public patronage.
A. BALLOCH, *Agent.*
St. John, N. B., 1st July, 1836.

WEST OF SCOTLAND
INSURANCE OFFICE.
THE Subscriber begs leave to inform the Public, that he has lately received instructions to take Risks at lower rates than heretofore; and also, to issue Long Policies at the reduced rates for all Insurances now effected, at the termination of the Present Policies, instead of Renewal Receipts.
JOHN ROBERTSON,
St. John, March 8, 1832. *Agent and Attorney.*

☞ NOTICE.
ALL Persons having any demands against the Estate of the late Stephen R. Thorne, Esquire, Barrister at Law, of this City, are requested to present the same, duly attested, within six months from the date hereof; and all those indebted to said Estate are desired to make immediate payment to
MARIA C. THORNE, *Administratrix,*
A. B. THORNE, *Administrator.*
St. John, July 5th, 1836.

☞ To Let,—An Office in Mr. W. T. Peters' brick building, opposite the *Commercial Bank.*—Apply as above. July 5.

☞ NOTICE.
ALL Persons having demands against the Estate of the late Lt. Baron Hazen, Esquire, will present them to the Subscriber—to whom all those indebted to his Estate will make payment.
R. L. HAZEN,
St. John, August 5, 1836. *Administrator.*

☞ NOTICE.
ALL Persons having any legal demands against the Estate of JOHN MCINNIS, late of this City, deceased, are requested to present their Accounts duly attested within Four Months from this date, and all those indebted to the same are requested to make immediate payment to P. DUFF,
25th August, 1836. *Administrator.*

MUSTARD.—30 Kegs best Mustard, just received from Sunderland,—for sale by
Oct. 4. RATCHFORD & LUGRIN.

The Garland.

FOR THE OBSERVER.

LINES TO MARY.

I saw thee, and the red rose-leaf
Glow'd on thy cheek of early bloom,
Yet mellow'd by a touch of grief
That never wore a sullen gloom.
A life so beautiful, so brief,
No gloomy aspect could assume;
Thy gentle heart was sad, yet thou
Would'st gather smiles from every brow.

I look'd upon thee, and thine eye
So softly bright, so eloquent,
Impos'd a bliss in every sigh
That gave my nameless passion vent.
Beneath thy smiles so fondly shy,
Oh many a hallowed hour I spent;
And when you deepen'd on my soul,
Full many a side-long glance I stole.

My love, I look not on thee now:—
O would the dream were but forgot,
That glooms across my sadden'd brow,
Embittering more my bitter lot.
Oh, could this heart but tell thee how
My lips belied it, well I wot
Another tale it now would tell
Than that which doomed our dark farewell.

I stand upon a stranger's shore,
And gaze upon the rapid tide,
And dream of joys that charm'd before
When thou wert happy by my side,—
And feel too surely I no more
Shall hear thy voice at eventide,
Sing the sweet strain that used to bless
Our tender hours of happiness.

Even when the scowling tempest came,
And threatened death to all around,
There was a spell even in thy name
That kept my yearning spirit bound.
Ay, every pulse still burn'd the same,
For in that fearful hour I found,—
Though sinking 'mid a stormy sea,—
My thoughts were turn'd to heaven and thee.

My griefs have thrown a wide, wide sea
Between our lonely hearts in vain,
For distance never can set free
The soul that's bound with such a chain;—
I know that thou wilt dream of me,
And weep, and wish to meet again,
But when you trace rude memory o'er,
Remember we can meet no more.

St. John, 1836. J. B.

Literary & Miscellaneous.

[From the Penny Cyclopædia.]

Progress of English political power in Bengal.—The commencement of the power of the English in Bengal dates from the year 1652, when through the influence of a medical gentleman who had been sent to the court of the Mogul, where he had successfully applied his professional skill, a license was given permitting the English East India Company to trade to an unlimited extent free from all payment of customs' duties; this privilege was granted upon payment of the merely nominal sum of 3000 rupees. The first settlement made by our countrymen in the province appears to have been at the town of Hoogly, twenty-three miles higher up the river than the city of Calcutta. The station here formed was considered subordinate to the presidency of Surat.

It was not until 1698 that the English factory was removed from Hoogly to Calcutta, and that Fort William was built. This station was obtained by Aurungzebe, and Calcutta was made a separate presidency. In 1717 the Company obtained a license from the Mogul, permitting the purchase of lands contiguous to the factory, and confirming the exemption of their trade from duties. In 1756 the English authorities in Calcutta having been induced by the dread of hostile proceedings on the part of the French, then at war with England, to strengthen their fortifications, the Soubahdar of Bengal, Suraja Dowla, who had never been friendly to the English, made this a pretext for attacking the city. The outposts were attacked on the 18th of June, 1756, and were badly defended. The fort held out only two days, during which time it was deserted by the women and children, as well as by the principal people of the factory, and at the expiration of the time mentioned the place was carried by storm. On the first day of the following year Calcutta was retaken by the English; on the 23d of June following the nabob was defeated at Plassey by Lord Clive; and early in July was assassinated by order of the son of his successor.

From this time may be dated the beginning of the absolute government of the English in Bengal, although the Dewannee, or authority to collect the revenue, was not formally given by the Mogul Shah Allum until the 12th of August, 1765. Previously to this cession the possessions of the East India Company in Bengal were the factories of Cossimbazar, Dacca, and Calcutta, with a district in the vicinity of the last-named city denominated the 24 Pergunnahs, situated principally to the south of Calcutta, on the east side of the Hoogly river. The grant of this district was made in the first instance (1759) as the personal Jaghire, or leasehold estate, of Lord Clive, by whom it was enjoyed until 1775, when it came into the full possession of the East India Company.

The grant of the Dewannee already mentioned was contrary to the wishes of Nujeem ad Dowla, then soubahdar or nabob of Bengal. Such, however, was the power of the English that he was obliged to submit, and made over the management of the Province, with all its advantages, to the Company, upon the assignment of an annual pension equal to nearly half a million sterling. At the same time an annual payment of twenty-six lacs of rupees, at that time equal to £300,000, was promised on the part of the Company to the Mogul Shah Allum, but this annuity was considered to be forfeited, when in 1771 that prince placed himself voluntarily in the hands of the Mahrattas. The payment for which the nabob had stipulated was 'Rupees 17,78,854 for his house, servants, and other expenses indispensably necessary, and rupees 24,07,277 for the support of such sepahis, peons, and berkundasses as might be thought proper for his answarry only.' The sums were reduced by a treaty with his successor Mobarek-al-Dowlah in 1770 to rupees 15,81,991 in the former, and rupees 16,00,000 in the latter account. The whole stipend of this family was afterwards fixed at rupees 16,00,000, at which rate it has remained ever since.

Commerce.—The trade of Bengal with England comprehends an immense variety of objects. The principal articles of import are various metals, foreign wine and spirits, beer, woollen and cotton cloths, cotton yarn, glass, and hardware; in return for which the exports are silk and silk manufactures, indigo, sugar, saltpetre, and lac-dye. Of these articles indigo is by far the most important, its value being equal to nearly one-half the total exports to Europe from the province. It is principally cultivated in Moorshedabad, Nuddea, and Jessore in Bengal, and Tirhoot in Bahar, where there are altogether from 300 to 400 factories in operation. But little indigo was exported from India before the beginning of the present century. Cotton can hardly be said to form part of the export trade of Bengal, which province does not produce more of that article than is required for the use of the inhabitants. During the period when all the fine muslins consumed in Europe were exported from India, the quantity of cotton grown in Bengal did not equal one-eighth of the quantity worked up there into piece goods. The necessary supply was imported from the Deccan, the Doab, and various parts of the Maharratta country. In one particular year, the value of cotton which passed through the frontier custom-house of Manjee at the confluence of the Gogra and Ganges, amounted in value to a crore of rupees (one million sterling), but this was an extraordinary importation, and a considerable part of it was shipped from Calcutta to this country. One of the most extraordinary revolutions in trade that was ever witnessed has been brought about by the cotton-spinning and weaving machinery in this country, previous to which the cotton piece-goods brought from India formed the bulk of what was used in Great Britain. Now, the comparatively small importations are all, or nearly all, re-exported, and we in our turn have become manufacturers for a great part of the population of India. The quantity of cotton goods exported to that quarter in 1833 was sixty millions of yards, besides five million pounds of cotton twist, for the use of the Bengalese weavers.—This trade has grown up since the opening of the intercourse with India on the part of private adventurers in 1813.

With the exception of the districts on the eastern frontier, silk is grown in every part of the province of Bengal, and forms a considerable part of its exports; nearly the whole quantity of raw silk that is shipped is sent to England, which likewise receives more than half of the silk fabrics exported from the Province.

Sugar, which has for a long time been largely produced in this province, does not form a great proportion of its exports, a fact which may be attributed to the imposition of discriminating duties in favour of sugar of other possessions.

The United States of America take from Bengal silk, piece-goods, and indigo, with some other articles of Indian produce to a small amount. North America has little to offer of its own produce in exchange, and consequently the imports thence consist mostly of specie, or of metals and manufactured goods procured from Europe. Of late years, some common cotton fabrics of America, under the name of 'domestics,' have found a market in Bengal.

THE BALTIC.

Perhaps in no inhabited country on the globe such a quantity of snow falls as in the countries round the Baltic. This phenomenon may be accounted for by the atmosphere of the Baltic being alternately filled with warm moisture, and subjected to a dry piercing cold; and by the frequent and rapid transition from one to the other. The warm moisture is brought by the south-western and western winds from the Atlantic Ocean, over the low peninsula of Jutland, and the equally low plains of northern Germany, as far as Petersburgh, and the forest of Wolkhonsk, where the Volga rises. Upon a sudden change of the wind to the north-east, east, or south-east, the cold dry air from the frozen shores of the Icy Sea, the elevated countries along the Ural Mountains, or the cold steppes extending to the north of the Caspian Sea, is brought into contact with the moisture, which being suddenly condensed, covers, in the form of snow, the countries round the Baltic. In summer the same causes produce an alternation of rainy and fair weather. To this peculiar character of their climate these countries owe their wealth. Though not endowed with great fertility, the soil being, with very few exceptions, sandy and light, they abound in timber of the best quality; support in their green pastures innumerable herds of cattle; and produce abundant crops of grain, which have made these districts the richest granary of the globe. No other portion of the earth approaching so near the Polar Circle can be compared with them in natural wealth.

The countries surrounding the Baltic supply timber, grain of different kinds, hides, tallow, &c., in the greatest abundance and of the first quality. If we except the seas within the Chinese empire, no portion of the ocean so much frequented by ships as the Baltic. To support this assertion we shall only state, that in 1829, 13,486 vessels passed through the Sound, and several hundred more through the canal of Kiel; and all this in spite of the difficulties and disadvantages to which the navigation of this sea is subject. These difficulties arise partly from the narrowness of the sea, and partly from its numerous sandbanks along the southern and eastern shores, where shipwrecks are more frequent than in any other part. It is thought that two per cent. of the vessels which visit the Baltic are annually lost, while the commerce between Great Britain and America is carried on with the loss of one per cent. Besides this, the harbours of the Baltic are shut up for three or four months by the ice, and the navigation is interrupted for nearly one-third of the year. Another disadvantage is the shallowness of the harbours on the southern coast, and the complete want of tides. No vessel drawing twenty feet of water can enter any harbour as far as the Gulf of Finland, and most of them admit only such as draw fifteen or sixteen feet. Consequently the vessels which visit these ports average only between 200 and 300 tons. This circumstance places these countries under great disadvantages in carrying on a commerce with remote parts. In long voyages the profit arising from the employment of large vessels is much greater than when small ships are used; and countries which are limited to the employment of the latter cannot enter into competition with those which use larger vessels. The navigation of the countries about the Baltic consequently extends only to their own sea and the neighbouring ports of the Atlantic. This shows the great advantages which Britain derives from its geographical situation, which makes it the natural depository of the commodities exported from the Baltic, which from the ports of Britain are afterwards carried in other vessels to the remote countries where they are consumed. The harbours to the north of the Gulf of Finland are much deeper, and admits vessels of 600 tons and upwards; but as these countries are less productive, their trade is in consequence comparatively inconsiderable.

The Swedes who inhabit the coasts long since observed that some places formerly covered by the sea had become dry land in the course of time. This induced some Swedish naturalists to suppose that the surface of the Baltic was lowering. But as that opinion could not be adopted without supposing that the surface of the whole ocean underwent a similar change, others thought that the whole of the Scandinavian peninsula was slowly rising. Celsius even calculated, about eighty years ago, from some traditional data, that this rise amounted to about forty-five inches in a century; but other investigations were not favourable to this opinion. He as well as Linnæus put marks on a few rocks, that this matter might be decided on safer evidence; but a difference of opinion on this subject still prevails. It is certain that, especially along the Gulf of Bothnia and still more to the north of the Quarken, several tracts are now dry land which were formerly covered by the sea; as for instance near Torneo, some places which were passed over in boats by the French astronomers when they measured a degree, are now changed into meadows. As, however, this portion of the gulf receives very numerous, large and rapid rivers, which bring down great quantities of stones and earthy matter, it seems not improbable that these changes have been produced by the action of the rivers.

The Baltic is called by the Germans, Danes, and Swedes the Eastern Sea. It is uncertain whence the name of Baltic is derived. It was first used by Adam of Bremen, a monk of the twelfth century, in his description of the Baltic and the countries about it.

LORD NELSON.

The annexed thrilling description of the amputation of Lord Nelson's right arm is from Capt. Chaumier's "Ben Brace, the last of the Agamemnons." The deportment of the hero while undergoing this most painful operation, and the mental energy displayed in the dictation of a lengthy dispatch, when scarcely out of the hands of the surgeon, the less extraordinary in themselves, are only characteristic of the general bearing of "Britannia's God of War."

"No sooner had Nelson been examined by the surgeon than immediate amputation was recommended. I undressed him myself, and laid him down on the cabin table, making him as comfortable as possible; but the wound was one which must have been dreadfully painful, for the bone was shattered to pieces, and I never remember to have seen such a fracture before.—"I'm ready," said Nelson; "so doctor despatch. You know business too well for me to fear, or you to cause useless pain." I thought I should have dropped when I saw the first cut. Nelson's face never moved. His lips, it is true, were closely pressed together; but that I have been told is a strong sign of determination. His cheeks were pale from the loss of blood; and he appeared faint from the exertion of rescuing some of the men whom he saved from the Fox. Oh! how I felt when I saw the long knife, bright as the binnacle-lamp, dazzling all around. Nelson looked at it, and in a moment it was down to the bone, right round and round the arm. He did not flinch from this; but just before, when the surgeon drew the skin back, he looked up. Then came the saw; and I'm blessed if the carpenter sawing off the heel of a studding-sail boom could have set to work with more coolness than the doctor. Off fell the limb—Nelson's good right arm; one that in the attack, not a month previous with the Spanish gun-boats, had defended its owner, and saved his life, as well perhaps as John Sykes's skull. No sooner was the limb dressed—the knives removed—the assistant surgeon despatched to look for others, than up gets the admiral; and, 'Brace,' says he 'get some pen and ink.' I did so, and he dictated every word, and held the paper and read it himself, to see that it was all correct, although it was eleven o'clock at night before it was finished."

Anecdote of Admiral Cornwallis.—I remember a curious anecdote of this very remarkable and gallant officer, Admiral Cornwallis. He was a man of very few words, but they were very weighty and forcible when they fell. When he commanded either the Canada or the Lion in the West Indies, I forget which, the seamen were dissatisfied with him for some cause or other, and, when the ship was going before the wind, they threw a letter over the stern, which they contrived should be blown into the stern gallery.

In this document they expressed a determination not to fight, should they come in the presence of the enemy. Cornwallis read the letter, went on deck, turned his hands up and thus addressed them: "So my lads, I find you don't intend to fight if we meet the French; well, never mind, I'll take care you shall be shot at, for I will lay you near enough." They gave him three hearty cheers, and in the subsequent battle no ship could have behaved better.—*Captain Brenton's Naval History of Great Britain.*

Saint Swithin.—Swithin, or Swithun, was a bishop of Winchester who died in 868. He was, if the tradition connected with his memory is to be believed, a man of sense; for he was above observing one of the vain distinctions which exist even in our own day. He desired that he might be buried in the open church-yard, instead of the chancel of the minster, where the great reposed; and Bishop Hall adds, that he wished his body to be laid "where the drops of rain might wet his grave; thinking that no vault was so good to cover his grave as that of heaven." This was a wise and a Christian wish; for assuredly the desire that the worthless body shall be entombed beneath the sacred aisles where the living come to elevate their thoughts with the hope of immortality, is a poor clinging of the soul to the perishable garment with which it is clothed. The wish of Swithin that his ashes should speedily mingle with the elements, and that the rains of heaven should water his grave, showed an humble and a truly religious mind. His monk, says the tradition, thought more highly of worldly distinctions; and therefore, upon the good bishop being canonized resolved to remove his body from the common cemetery into the choir of their church. This was to have been done on the 15th of July; but it rained so violently for forty days that the design was abandoned. Mr. Howard, in his interesting work on the Climate of London, says, "The tradition is so far valuable as it proves that the summers in this southern part of our island were subject a thousand years ago to occasional heavy rains, in the same way as at present. The popular superstition connected with St. Swithin's day is expressed in a Scotch proverb:—

"St. Swithin's day, gif ye do rain,
For forty days it will remain;
St. Swithin's day, gif ye be fair,
For forty days 'twill rain na mair."

Mr. Howard has taken some pains to ascertain how far the popular notion is borne out by the fact. In 1807, according to him, it rained with us on the day in question, and a dry time followed; and the same in 1808. In 1818 and 1819 it was dry on the 15th, and a very dry time in each case followed. The other summers occurring between 1807 and 1819, appear to have come under the general proposition, "that in a majority of our summers, a showery period, which, with some latitude as to time and local circumstances, may be admitted to constitute daily rain for forty days, does come on about the time indicated by the tradition of St. Swithin."

New Application of Electricity.—We noticed not long since, in a foreign journal, a wager between a London scientific gardener and a celebrated cook, that the former would produce a handsome salad and cress *from the seed*, before the latter could cook, in good style, a leg of mutton to be eaten with the salad. The wager was won by the gardener. The process was to immerse the seed for a time in oxymuriatic acid, then sow it in a light soil, letting it be covered with a metallic cover, and bringing in contact with the whole an electrical machine. By the same agent hen's eggs, which require twenty or twenty-one days to hatch by animal heat, have been hatched in a few hours. Water, apparently free from any animalculæ, in an hour can be rendered full of living insects. It has long been suspected that which is called electro-magnetism performed a prominent part in the formation and growth of animal and vegetable matter, and these experiments would seem to place the matter beyond a doubt. Should these results be confirmed by further experiments, a new era in physiology, both vegetable and animal, may be considered as commenced, and another step taken in drawing the veil which shrouds the mysterious operations in the inner courts of the temple of Nature.—*Genesee Farmer.*

Great Mechanical Contrivance.—The rail roads and canals that have been constructed in the United States surpass those of all the world beside, in extent or magnitude; but it is to England that the most daring and seemingly impracticable contrivances have been not only devised, but carried into execution, for the surmounting of local obstacles, or to remedy natural deficiencies. One of the most remarkable of these is the junction canal at Halifax, near Manchester, by which communication is effected between that town and the Rochdale canal, and by that canal with Manchester, Leeds, and the rivers Mersey and Humber.

The town of Halifax is seated in a deep valley, surrounded by hills of considerable elevation. Owing to the abrupt declivity of these hills, it has been found impracticable to form reservoirs, so as to retain and economize a sufficient and constant supply of water, very extraordinary means have been resorted to. These means are the erection of a steam engine on an eminence, a little more than half way between the two extreme points. A shaft is here sunk, one hundred and nine feet deep, to the bottom of which a tunnel brings the water from the Rochdale canal: it is thence raised by the engine to the upper level, whence another aqueduct carries it to the canal basin in the town; so that the said canal basin is actually supplied by water raised one hundred and nine feet, and conveyed by artificial means one mile and a half under ground.—*N. Y. Com. Advertiser.*

The Power of Women.—Whatever may be the customs and laws of a country, the women of it decide the morals. Free or subjugated, they reign, because they hold possession of our passions. But their influence is more or less salutary, according to the degree of esteem which is granted to them. Whether they are our idols or companions, courtezans, slaves, or beasts of burden, the reaction is complete, and they make us such as they are themselves. It seems as if nature connected our intelligence with their dignity, as we connect our happiness with their virtue. This, therefore, is a law of eternal justice—man cannot degrade women, without himself falling into degradation; he cannot raise them without becoming better. Let us cast our eyes over the globe, and observe those two great divisions of the human race, the East and the West. One-half of the ancient world remains without progress, without thought, and under the load of a barbarous civilization; women there are slaves. The other half advances towards freedom and light; the women there are loved and honoured.—*Martin.*

"Education," says Burke, "is the *cheap defence of nations.*" "The maxim," says Dr. Chalmers, "is one of the weightiest oracular sayings which has ever fallen from any of the seers or sages of our land." As to its author, he says: "His was the wisdom of intuition; so that, without formal developement or the aid of logical process, he often, by a single glance" (as in the case before us,) "made the discovery of a great principle, and by a single word, memorably and felicitously expressed it."

The Past and the Present.—Those who have never experienced the want of the luxuries and conveniences of every description which London and other great cities and towns of England now afford, will not readily conceive how our ancestors contrived to pass their lives in any degree of comfort with their unpaved, unlighted, undrained streets—without water conveyed to their doors by pipes or aqueducts—without hackney-coaches, or other light vehicles for travelling—without a general or two-penny post—and a thousand other petty conveniences, the privation of any one of which would gravely disturb the temper and affect the comforts of the present generation.—*Quarterly Review.*

The following cordial entry occurs in John Evelyn's diary:—"1703, June 19. This day I paid all my debts to a farthing. Oh! blessed day!"

From the London Courier, of Sept. 10.

Ascent of the Great Balloon.—On no previous occasion in the annals of aerostation has public curiosity been so strongly excited as on that of the ascent of the stupendous "Royal Vauxhall Balloon," which took place yesterday from the above fashionable gardens. Although the price of admission had been increased to half a crown, long before the doors were opened, which was not until half past one o'clock, a large number of persons were in waiting for admission. On the doors being thrown open, the balloon was found to be already two thirds inflated, the process, from the extraordinary size of the machine, having commenced as early as ten o'clock. About two o'clock a sudden change took place in the weather, and from that hour until half past four o'clock it rained incessantly; but the ardour of the lovers of aerostatics appeared to be nothing daunted by the untoward occurrence, for they flocked into the Gardens regardless of the "pelting of the pitiless storm," many elegantly-dressed women not even opening their parasols to shield them from the rain, for fear of obscuring their view of the balloon. Shortly after four o'clock a favorable change appeared on the face of the heavens, at which time the balloon assumed the form of an immense pear. About half past four o'clock, the rain having subsided, preparations for the ascent were commenced; they, however, occupied nearly two hours, the power of the balloon several times raising a large party of the L. division of police, who had hold of the netting, from the ground, notwithstanding near thirty half hundred weights were also attached by ropes to the stupendous machine. At five o'clock a large party of the nobility were admitted by tickets within the arena, where the inflation took place. Among them were the Duke of Beaufort, Lord Pelverston, the Earl of Coventry, with a party of ladies, Lord and Lady Charleville, Count d'Osray, Sir William Abdy, Colonel and the Hon. L. Stanhope, Captain White, Ogle, Stopford, &c. Shortly afterwards the car, which, on account of the weather, had been stripped of its splendid purple velvet covering and gilded eagle's heads, was brought forward with only a covering of scarlet cloth, and attached to the ring to which the ropes of the netting had been fastened. Twenty four bags of ballast, each weighing fourteen pounds, were put within it, as were also six carrier pigeons and a number of other articles. At twenty minutes to six o'clock, every thing being then ready, the following persons entered the car:—Mr. and Mrs. Charles Green, Mr. James Green, Captain Currie, Mr. Edwin Gye, one of the proprietors of the Gardens, Mr. Hughes, another gentleman connected with the Gardens, and two other gentlemen of the names of Sheel and Holland, as we are informed.

Two strong ropes were then attached, one on each side of the car, which were each held by upwards of fifty persons, on which Mr. C. Green commenced trying the power of the balloon, when he soon discovered he had got too much gas. After letting a considerable quantity escape, he called his niece, Miss Mary Ann Green, daughter of the late Mr. Wm. Green, who immediately, and apparently very gladly, obeyed the summons, and jumped into the car, making the ninth adventurous spirit within its already crowded interior. The word was then given for the ropes to be loosened, but before that could be done, the rope across the hoop, by which the neck of the balloon is fastened, broke with a loud snap. The damage was however soon repaired, and after Mr. Green had allowed some of the gas to escape, the signal gun was fired, and exactly at a quarter past six the magnificent machine quitted terra firma, amidst the spontaneous cheers of the assembled company—which at this time was computed to consist of not less than 50,000 persons—the band playing "God save the King." [illegible] this [illegible] the [illegible] ness and presence of [illegible] displayed by Mr. [illegible] the direction is a manner that [illegible] comparatively few accidents have happened [illegible] ment, and, as it were, anticipated [illegible] from accidents and dangers. The ascent was most magnificent; directly the word was given to cast off the last rope by which the balloon was restrained, it [illegible] with velocity from the earth, and mounted high in mid air, in the direction of Tunbridge, shifting its course from east to south east. The shouts of the multitude, and the clang of the instruments of the military band which was stationed in the grounds, accompanied its flight. The aeronauts waved their hats and flags, and continued rapidly to rise. A grander sight can hardly be conceived.

This balloon is really and truly what it has been stated to be by the proprietors of the gardens—"a beautiful and stupendous balloon." The dimensions of it are enormous, it is 157 feet circumference; the height is 80 feet. It is composed of 2,000 yards of silk, crimson and white, which is exceedingly thick in the fabric, and wove in a peculiar manner. The gores are united by a cement invented by Mr. Green, of a nature so tenacious as to prevent all chance of separation. It contains 70,000 cubic feet of gas. The inflation was under the direction of Mr. Hutchinson. This alone is said to have cost £70. The peculiarly heavy state of the atmosphere produced a weight of condensed air upon the surface of the balloon of nearly half a ton, but so highly rarified was the gas, that the balloon was sufficiently buoyant to have taken up twenty people. The æronauts all displayed the highest intrepidity, and were greeted with the loud cheers of the crowds assembled. The interest which the announcement "that a balloon would ascend, with from eight or ten persons, had created, was almost universal, and if the day had only held up fine, according to the promise of the morning, there can be but little doubt that the number of visitors on the occasion would have vastly exceeded any which had ever before assembled within the limits of these gardens. As it was, the throng in the gardens amounted to many thousands, but the numbers within bore no proportion of those which had assembled without. Every point from which a view of the gardens could be commanded was completely crowded, and many of the streets in the neighbourhood were for a time wholly impassable. On Vauxhall Bridge, Milbank, and the adjacent streets and roads, thousands were waiting for hours to witness the sight. Such a numerous attendance affords a strong indication of the deep and engrossing interest which is taken by the public generally in the cause of scientific discovery, and this is, if we mistake not, the largest machine of the kind that has ever been constructed, and the only one, with a single exception, in which more than two or three persons have ventured to elevate themselves from terra firma. The balloon in which the Duke of Chartres and three other individuals (two of them were brothers, named Roberts) ascended on the 15th of July, 1784, from the Park of St. Cloud, measured 55½ feet in length and 34 in diameter.

Descent of the Balloon.—The balloon with its nine passengers, descended near Cliffe, in Kent, at half-past seven. Mr. E. Gye, with Mr. Holland, immediately proceeded to Gravesend in a cart, and having dispatched a man to the spot where the machine lay, came up to town in a post chaise without delay, leaving Mr. Green with the other passengers in charge of the balloon.

Silk Worms and Balloons.—It is calculated that 127,000,000 of silk worms have toiled through their short lives to produce the quantity of silk contained in the new great balloon now in Vauxhall, London. It is calculated that the new balloon will ascend, when inflated with pure hydrogen gas, with twenty-eight persons, besides ballast and apparatus.

New Island.—The rocks which have gradually appeared near the surface of the sea in the Grecian Archipelago, continue to rise so rapidly, that in 1835, [illegible] continue to do so in the same proportion, they will be nearly of the size of an island. The island has been supposed to be extinct, but this hitherto [illegible] of the soil would show that, during the last [illegible] years, it has made many efforts at eruption.