

MISCELLANEOUS.

THE VASTNESS OF LONDON.—We Americans (says the *Philadelphia Ledger*.) are so accustomed to expatiating on the rapid growth of our cities, that most of us are surprised to hear that the capitals of Europe increase nearly as fast.—The growth of Paris, Vienna and Berlin, on the continent, and of London, Liverpool, Glasgow and Manchester, in England, have been especially rapid. But no city in the old world has thriven like the great British metropolis. In 1801, for example, the population of London was 958,863; now it is two millions and a half; in other words, at the beginning of the century, it was hardly more than a third as large as it is at present. We think Philadelphia, with its half a million of inhabitants, a large town; but London is five times as large. In fact, the latter city contains nearly as many inhabitants as the State of Pennsylvania, and more than all the great cities of the United States together. Nor does there seem, at present, any likelihood of this enormous metropolis decreasing in size. On the contrary, there is every indication of its continued growth. The sewerage commissioners, in view of its probable necessities in the future, are already projecting a drainage for six million of inhabitants, a population which London will yet contain, if the increase goes on for half a century, at the present rate.

It is curious to examine the statistics in detail of such a vast metropolis. Every year there are eight thousand children born in London, according to the Edinburgh Review—a competent authority. Yet the majority of the adult population, in spite of this, is country born, there having been, at the last census, out of one million three hundred and ninety-five persons, twenty years old and upwards, only six hundred and forty-five thousand born in London. Every sixteenth person of full age is a native of Ireland. There is always a permanent stock on hand, so to speak, of three hundred and fifty thousand marriageable but unmarried women.—There are six hundred thousand scholars, six thousand schools, twelve hundred places of worship, and a million church-going people. Fifty thousand persons are always residents in poor houses, prisons, and other situations, where they are fed out of public or private resources. Twenty thousand individuals are engaged constantly in killing and selling animal food; thirty thousand in making and vending beverages; and twenty-five thousand in doctoring, preaching and managing law-suits. To complete the catalogue, there are thirty thousand clerks; two hundred thousand domestic servants; thirty thousand tailors; forty thousand chair makers; and one hundred thousand needle women.

In Horace Mayhew's work, and in others of a similar character, may be found statistics as to how this enormous population is fed. London has the richest as well as the poorest people in the world among its inhabitants. Thousand of persons get up, every morning, without knowing how they are to buy a breakfast. On the other hand, there are, during the fashionable season, seventy thousand people in London, who have nothing to do but amuse themselves. Several wealthy men, most of them noblemen, own whole squares of houses and stores, and receive incomes of above a million of dollars, annually, from this source. There is one acre of ground, in the British metropolis, which pays the interest, on a long lease, of four millions of dollars; and several that are worth, estimated in this not excessive way, from two to three millions. Ancient Rome has always been thought to have been the richest and most populous city that ever existed. But the best historical students concede that London already surpasses what that city was, even in its palmy days; and even those who rate the population of old Rome at a higher figure, confess that London, before the end of the century, will be ahead.

It takes four things to make a thorough gentleman. You must be a gentleman in your principles, a gentleman in your tastes, a gentleman in your person, and a gentleman in your manners.—No man who does not combine these qualities can be justly named the true gentleman.

THE BRITISH MAN-OF-WAR HUSSAR.—Search for nearly two millions of treasure lost when the British Man-of-War Hussar was sunk in Hell Gate, by striking against Pot Rock, in Revolutionary times, has been for some time going on by a company formed in 1850, and called the "Worcester Hussar Company," the leading parties who have invested capital in the enterprise being capitalists of Worcester. At the time the Hussar sank, she had on board about seventy American prisoners of war, which she was conveying to Newport, the prison ships at New York being full to overflowing. After an explanation of the newly invented sub-marine armor used on this occasion, the Boston Times says:—

"A large variety of articles, like those already enumerated, have been brought up from the wreck by the present Company. The human bones found have been principally disjointed sections of the human skeleton. Connected with the lower bones of a large number of arms, have been found manacles, and showing, evidently, that a part, if not all of the American prisoners on board, were manacled and chained. A few days since, an entire skeleton, the first whole one discovered, was found. Singular as it may appear, the head of this skeleton still contained a portion of brains. A chain was connected with a manacle on the right wrist bone of this skeleton. As for the amount of money thus far recovered, the company do not name the sum, though there can be but little doubt they are making it a paying enterprise. Nineteen gold guineas, taken out a few days since, were shown our reporter. These guineas bear date from 1711 to 1776. They are all of them in perfect condition. A piece was shown of three guineas, a crown and a half crown, found in one solid lump. The silver was in the centre, and by coming in contact with the gold a sort of galvanic battery action had taken place, making the whole a compact mass. The effect upon various other metals and substances by their long immersion under water is worth noting. Copper and lead are not changed; wrought iron loses in quantity, but retains its quality; with cast iron it is just the reverse, it retains its entire bulk but diminishes nearly one-third in weight. Wood shows the depredation of worms. Cocoa nut shell drinking cups look as sound as fresh ones. But it is not for these trifles, or to note the changes upon the different articles submerged, that the present company have thus far pursued and continue pursuing their work. Money—the recovery of \$1,800,000—is their sole aim and pursuit. The chief difficulty thus far encountered, is represented as being the trouble of getting away the decks and timbers of the vessel so as to gain access to the hold. This difficulty is stated as now nearly removed, so that it is expected that what remains of the treasure unrecovered, will shortly be removed. The whole time of actual exploration varies from one to three hours a day, and this during but five months of the year. It is owing to the peculiar situation of the vessel and the violent tides here, that no more time could be expended in the search. The company claim, that the ship has been abandoned by the British Government, and that they are entitled to all they may recover from the wreck. It is hardly to be presumed that their claim will be disputed. If enterprise and perseverance are entitled to any reward, the present company richly merit all that they may gain from their protracted labours."

The reduction of the Army will, we believe, take place from the 1st of October, when all Regiments of the Line that served in the Crimea will be placed permanently on a Peace Establishment of 12 companies. As these regiments had been raised to 16 companies, the reduction of 12 companies will necessarily send a large number of officers on half pay. Nominally, the reduction of men will, however, appear greater than it really is; for, of course, all the vacancies in other regiments will be supplied, so far as they can, from the regiments in course of reduction. Henceforth the strength of the regiments of British Infantry will stand at 1000 rank and file.

THE NOVASCOTIAN RAILWAY.

Below are given some extracts from Mr. Howe's election speech at Windsor.

"Assuming all done—railroads to Windsor, Cumberland, and Pictou—we will have spent £1,200,000 currency of which the city of Halifax is to contribute £100,000; Province paper will perhaps give us £100,000, and surplus revenue £50,000; reducing the gross amount by £250,000 to £950,000; on which the Province would have to pay interest, if the Roads paid nothing. Now, I quite admit, that if this were the case—if our Roads were to be constructed at that cost and yield nothing, it would be a matter of very grave consideration for the people of Nova Scotia as to whether they should go on; and I feel it my duty to make the explanations, so that every man in the country may understand what we are about. I think I can show you reasonable grounds for believing that the roads will pay. My calculations may be somewhat premature—our future experience may disturb them—but I have taken the best elements I can get, and reason only upon trust. I hold in my hand a statement of the passenger traffic on the section between the Richmond terminus and Sackville—a little piece beginning nowhere and ending nowhere—for in point of fact, our road does not yet touch either city or country. That little piece paid last year its working expenses and two and a half per cent besides. It was said that last year it was a novelty—people travelled on it, because it was a new thing; and, therefore, that the first summer formed an unsafe basis for calculation. We may assume that the novelty had worn off in 1856, and yet the first eight months of this year present the results:—

Passengers carried in 1856.

January,	2709
February,	2168
March,	1199
April,	2641
May,	3815
June,	4780
July,	5789
August,	6836

making a total of 29,986 in eight months. The next four months must be equally productive, and if they are, we shall have carried 45,000 within the year. The gross returns will probably be about £3,000, covering the working expenses and about 2½ per cent on the road. The results, therefore, are very encouraging. I have no doubt when we get out into the woods and get half of the timber, the cordwood and agricultural produce of this rich country, our returns will be very handsome indeed. But assume that our lines do not pay more than 2 per cent, we shall have all the roads, facilitating the business of the country to a very large extent, connecting the Atlantic seaboard with the Bay of Fundy, and the Gulf of St. Lawrence and Cumberland, and the whole amount to be borne on our public treasury, should the road prove only as remunerative as the piece we have made now is, would be £32,250.

Now, I will not attempt to show any man here how £32,000 can be raised in Nova Scotia. I have not the slightest doubt that even if we had to pay it, the amount could be raised by the natural increase of the country in two or three years, and even if that were not the case, it would not take me five minutes to project a financial scheme to place the money in the hands of the Financial Secretary. But, gentlemen, having given you fairly the worst side of the picture, let me turn to the other. I suppose, and confidently hope for this result, that these Railroads, when made, will pay their working expenses, and the interest on the money too. We shall then have self sustaining and productive property worth a million of money in our midst—giving a quickening impulse to every branch of industry, and an incalculable increase to the value of Real Estate. I hope I may not be taking too florid a view of subject: but I confidently believe the picture is not too flattering—that yours will yet be a richer, happier, and more prosperous country, and that we shall have the blessing of God on these great undertakings.

"Papa, what do the letters M. D. mean behind a doctor's name?" "They used to stand for *Medicine Doctor*, but now they mean 'Money Down,' since physicians cannot recover their fees at law; so they give *no credit*, but can take it, if the patient recovers."

EPICURISTIC COURTESY.—A certain Mr. Page, rather an ancient beau, charmed by a youthful fair one, sent her a glove, with these lines:—
"From Glove, cut off the initial letter G,
Then Glove is Love and that I send to thee."

The lady, who doubtless considered her youth and beauty too valuable to be bestowed on a suitor so antiquated, returned the glove with the following couplet:—
"From Page cut off the initial letter P,
Then Page is age, and that won't do for me."

A GALLANT DYER.—A lady being in want of a dyer, was referred to an excellent workman, something of a wag in his line. The lady called and asked:—"Are you the dying man?" "No ma'am: I'm a living man, but I will dye for you!" promptly replied the man of many colors, putting the emphasis where it was needed.

Mrs Stowe and the Queen.—Among those assembled on Thursday morning at the King's cross terminus, to witness the departure of the royal family for Scotland, was Mrs. Harriet Beecher Stowe. On the arrival of the royal party, Mrs. Stowe took the opportunity of presenting, through Colonel Grey, her new work "Dred," in two volumes, just hot from the press. On learning that the fair authoress was present, both her Majesty and Prince Albert came forward and gave her a gracious and friendly recognition, accepting the book with evident pleasure.—*Edinburgh Express*.

An attempt is making in the metropolis to introduce female employment into the watch trade.

By the new Mercantile Amendment Act no person is to be entitled to bar the statute of limitations, by reason of his being, at the time the cause of action or suit accrued, beyond the seas or in prison.

Recent accounts from Nicolaiëff state that the prize money for the capture at Sinope is being now divided among the persons who took part in that affair.

A Paris letter in the *Presse Belge*:—"M. de Rothschild, in the expectation of obtaining the concession of the Transatlantic line of steamers, has purchased for £3,000,000 one of the principal ship-building yards of Havre.

A RAILWAY PALACE.—The new railway train built by the Orleans company for the Emperor is composed of five carriages. No 1 forms a dining-room and saloon for the aides-de-camp, with kitchen and dressing room. No. 2 forms a kind of terrace and is all made of wrought iron, polished, and of beautiful workmanship. No. 3, which is the state carriage, or reception salon, is surmounted by the Imperial crown; it is composed of an ante-chamber, with folding doors for refreshments. No. 4 is the bedrooms for the ladies of honour; bedroom for the Emperor and Empress, with a cradle for the Prince Imperial, dressing-rooms, &c. No. 5 is a waiting-room for the servants, place for luggage, and also has a cupboard containing every kind of tool that could be required in case of an accident. All these carriages are decorated and furnished with the greatest elegance. These five carriages are said to have cost 226,000 francs.

SINGULAR WHALE FIGHT.—A whale 62 feet long, was picked up at sea about three weeks ago, and taken ashore at Nybster, some 12 miles from Wick. It seems that the whale was not drifted dead from the Greenland seas, but that he had fallen in single combat with another monster of the seas. The conflict, which took place about a mile and a half from the shore, and which was witnessed from the land by a number of fishermen and others, is described as having been protracted and bloody. The two monsters kept battling with each other, at times with their heads and at times with their tails, rising a tremendous spray for a distance of many yards. After a fierce and close encounter, they would each retreat for a considerable distance, and after a brief rest would again meet in collision, approaching each other with locomotive speed, at the rate of some 50 or 60 miles an hour. On recovering from the stunning effect of such an attack, they would again resume the fight, rising up into the water, springing up from 20 to 30 feet, and coming down on each other with fearful violence. Meanwhile, the sea for a great distance round about had assumed a bright red colour, indicating that an immense quantity of blood had been shed. For three hours the battle was prolonged; at the close of which, one of the whales became motionless, and the other retired from the field of battle. Next morning the whale referred to was found not far from the spot where the engagement took place, and from various marks in his body including a broken jawbone, there is no reason to doubt that he was one of the two belligerents of the previous afternoon.—*Northern Ensign*.

A facetious tradesman, after having repeatedly announced that he was selling off, has now placarded his house with bills stating that he is selling on!