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DONALD A. CAMERON.
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☞ The OBSERVER Office is removed to the new Fire Proof Brick Building, owned by John Johnston, Esq., North West corner of the Market Square and Dock street, near the store of Mr. Sharp, Chemist and Apothecary, and adjoining the "*Victoria House.*"

BANK OF NEW-BRUNSWICK.
THOMAS LEAVITT, Esq., President.
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
LEWIS BURNS, Esq., President.
Discount Days .. .. *Tuesdays* and *Fridays.*
Hours of Business, from 10 to 3.
BILLS or NOTES for Discount, must be lodged at the Bank befor one o'clock on Mondays and Thursdays.

BANK OF BRITISH NORTH AMERICA.
SAINT JOHN BRANCH.
ALFRED SMITHERS, Esquire, Manager.
Discount Days .. .. *Wednesdays* and *Saturdays.*
Hours of Business, from 10 to 3.
NOTES and BILLS for Discount to be left before three o'clock on the days preceding the Discount Days.

NEW-BRUNSWICK
FIRE INSURANCE COMPANY.
Office open every day, (Sundays excepted,) from 11 to 1 o'clock.
JOHN BOYD, ESQUIRE, PRESIDENT.
☞ All Communications by Mail, must be post paid.

NEW-BRUNSWICK
MARINE ASSURANCE COMPANY.
Office open every day, (Sundays excepted,) from 1 to 3 o'clock.
JAMES KIRK, Esquire, President.
☞ All applications for Insurance to be made in writing.

NEW BRUNSWICK
Fire Insurance Company.
THE Office of this Company is removed to the Commercial Bank Building. *May* 1.

THE
Saint John Savings' Bank
IS removed to the Commercial Bank Building,—where it will in future be held.
May 4, 1841. D. JORDAN, *Cashier, &c.*

REMOVAL.
Gilchrist & Inches
HAVE removed their Business to Mr. Melick's new Brick Building, North side of the Market Square. May 4th.

THE subscriber has removed his Office to No. 2, Merritt's Brick Building, Water street.
May 11. ALEXANDER YEATS.

REMOVAL.
THE Subscriber has removed to his fire-proof Brick Store, in Nelson-street.
May 4, 1841.—4i. WM. CARVILL.

Books, Stationery, &c.
D. MCMILLAN'S Books, Stationery, &c. are removed to the shop first door south of the Market usual in Prince William street, opposite the store of Wm. Hammond, Esq.
Just Arrived—19 bales Printing, Writing and Wrapping PAPER.
St. John, May 11, 1841.

NOTICE.
THE Subscriber begs leave to acquaint his friends and the public that he still continues to purchase old Silver at 4s. per oz.; old Copper at 6d. per lb.; Brass at 4d. per lb.; old Lead at 1½d.; and old Iron at ½d. per lb.—He further states, that he will not purchase from any person or persons under the age of maturity, and that they must identify that they are legally entitled to dispose of the same, and give in their names and places of abode.
☞ Constantly on hand—Cloths, Ready made New and Second-hand CLOTHING, Boots, Shoes, &c.
St. John, May 4. JOHN G. LEESOM.

REMOVAL.
THE VICTORIA BOOK STORE is Removed to the Market Square, first door East of the *London House.*
13th April.

☞ NOTICE.
THE subscriber has recommenced his Business in the second flat of Mr R. M. Jarvis's Brick Building, *North Market Wharf.* Door next below E. L. Jarvis & Co.
April 13, 1841. E. L. THORNE.

REMOVAL.
THOMAS EDWARD MILLIDGE
HAS removed from the South Market Wharf to the fire-proof Store, in Nelson street, occupied by Messrs. Adam & Davidson, and offers for sale, at lowest rates—
20 hhds. Bright Porto Rico SUGARS;
40 chests Souchong TEA; 50 000 CIGARS;
20 puns. strong SPIRITS—50 per cent over proof;
250 brls. RYE FLOUR and CORN MEAL;
75 do. Canada BEEF and PORK;
150 sides do. Sole Leather and Calf Skins;
10 000 feet GLASS, ass'd; 10 casks Blacking;
Casks Putty, White Lead, Saleratus; PEAS; CHAINS and ANCHORS; PORT and SHERRY WINES; HAMS; 15 puncheons MOLASSES; boxes SOAP; Bags NUTS; MATERIALS for a Schooner of about 80 tons, saved from a wreck, &c. &c. &c. ☞ *Office up stairs.* ☜
St. John, April 27th, 1841. 6i

☞ NOTICE.
JAMES SIMONDS has commenced Business in this City, as a *General Commission MERCHANT*, and is now prepared to receive Consignments at his Store in Messrs. Adam & Davidson's Fire Proof Brick Building, Nelson street.
St John, 27th April, 1841.

NOTICE.
THE subscriber having taken those premises over Messrs. Knowles & Thorne (South Market Wharf,) tenders his services to his friends and the public as an AUCTIONEER and Commission Merchant. THOMAS HANFORD.
April 27, 1841.

WILLIAM REYNOLDS,
Bookseller, Stationer, and Binder,
West side Cross Street, 4 doors from King Street
St. John, N. B.
IMPORTER and dealer in all kinds of Mercantile Account and other Blank Books; Navigation and School Books, by the most approved authors; Works in the different departments of Literature and Science; Maps, Charts, and Nautical Instruments; Musical, Mathematical and Philosophical Instruments; fancy Hardware and Cutlery; Fishing Gear; Steel Pens; Ladies' and Gentlemen's fancy Dressing Cases; Work Boxes, Desks, &c. &c.
☞ Books imported to order.

BRICKS.—50,000 large English Bricks, for sale if removed immediatly.
May 29. RATCHFORD & BROTHERS.

NEW GOODS.

THE Subscribers have received the following shipments, which they offer at reasonable rates: *Ex "Voluna" from Greenock:*
50 Tons Gourouck CORDAGE, in every size, from 6 th. to 8½ inch, including Spunyarn, Marline, Bolt rope, &c.
400 Hawsers, 3 to 7 inch, 60 to 70 fathoms each,
400 Bolts Gourock and other CANVAS,
200 Rods Patent Metal, ⅝, ¾, ⅞, 1 1-8 and 1¼ inch,
150 do. Copper, 5-8 to 1¼ inch,
30 Hhds. Treacle, 20 do. Bastard Sugar,
20 do. Loaf refined Sugar,
200 Kegs White, Black, Green and Red Paints,
515 Cast Iron Pots, 100 camp Ovens and covers,
5 Chain Cables, 1 1-16 to 1⅜ inch,
5 ANCHORS to match,
23 Doz. "Thomson's" Screw Augurs, ½ to 1 3-8 inch,
24 Bales and casks containing 560 Reams Wrapping and other PAPERS,
4 Cases contg. 200 pieces PRINTS,
4 Bales " 200 " Shirtings and other COTTONS,
6 Bales contg. 100 pieces Osnaburgs & Ducks,
1 do. " 20 do. Linen Ticks,
3 do. " 50 do. Cloths & Buckskins,
1 do. " 20 do. Tartans,
2 do. " 154 do. Unblchd. Cottons,
4 do. " Hosiery & Haberdashery.
per Rebecca from London,
6 Cases containing an excellent assortment of London SLOPS,
15 Hhds. " Martell's BRANDY,
2 Cases Ships Bunting, 80 Bundz. OAKUM,
10 Hhds. Boiled and Raw OIL,
80 Kegs best London White Lead,
per "Lady Flora Hastings" from Liverpool,
20 Bales, 50 bunds. each White Cotton Warp,
10 do. 50 do. Blue do. do.
200 Bags assorted NAILS, 10dy to 24dy.
200 do. do. SPIKES, 4 to 9 inch.,
35 Doz. "Griffin's" SCYTHES,
5 Packges CUTLERY, 5 do. ship Chandlery
4 Stud Chain Cables, ¾ to 1 inch,
40 ANCHORS, 2 to 12 cwt.
33 Brls. Coal TAR, 3 tons OAKUM,
200 Boxes SOAP, 56lbs. each,
100 do Candles—Moulds and Dips,
10 Tons ass'd. flat refined IRON.
Ex "Westmorland" from London,
36 Chests East India Company's Congou TEA,
3 do. Madras INDIGO.
Ex "Norna" from Newport,
105 Tons ass'd. round common IRON, ½ to 1¼ in.
150 do. COAL.
ADAM & DAVIDSON.

LONDON HOUSE.

SPRING IMPORTATIONS

Per ships "Canton" and "Emerald."
ORLEANS Cloths, Saxonys, Summer Cloths, Cantoons, Moleskins, Muslins, White, Grey, and Printed COTTONS, Ginghams, Handkerchiefs, Linings, Quilts and Counterpanes, LINENS, Lawns, and Hollands, Regattas, Shirting Stripes, and Homespuns, Cotton WARP, &c. &c.

LONDON GOODS,

Per Rebecca.
A large assortment of Mouseline de Laines, Orleans Cloths, Saxonies, Summer Cloths, Bombazins, Crapes, SHAWLS and Handkerchiefs, Gros de Naples, Satins, Persians, Nets, Quillings, Laces, Ribbons, Gloves and Hosiery, Silk Handkfs., Broad Cloths, Buckskins and Kerseymeres, Scarfs, Parasols & Umbrellas, &c. &c. &c.
THOMAS DANIEL.
Market Square, St. John, May 25, 1841.

Spring Goods.

CARPETING, with Hearth RUGS to match, &c. &c.
THE subscriber has received per ship *Voluna* from Glasgow, part of his SPRING SUPPLY of GOODS, suitable for the season, which will be sold low for prompt pay.
☞ The supply of CARPETING is well worthy attention, coming direct from the Manufactories.
London Goods hourly expected per ship *British Queen.* JOHN D. MACINTYRE.
Prince William street, May 25, 1841.

Foster's Shoe Store,

Corner of King and Germain Streets.

New Boots and Shoes,
Per ship *Emerald*, from Liverpool—Just Arrived:
LADIES' Fashionable Paramatta, Orleans and Prunella BOOTS, with kid, patent and seal Fronts; Ladies' Prunella Boots, of every quality, from 4s. 9d. a pair;
Do. Best prunella double sol'd Boots, Goloshes, &c.
Do. Victoria, Queen Adelaide, Brighton and other fashionable Slippers;
Do. Best French and English Kid Slippers,
Do. Prunella Slippers and Ties of all qualities,
Do. Russia Kid, Seal and Morocco, do.
Do. Seal and Russia Kid Walking Shoes,
Do. Carpet and every other description of House Slippers;
Girls' Slippers, Ties and Walking Shoes of every sort, do. Prunella, and Valencia BOOTS of all qualities;
Gentlemen's Clarence, Albert and Coburg Boots,
Do. Dress Pumps of various patterns,
Do. Dress, Half do. and stout Walking Shoes,
Do. Toilet Slippers of all qualities,
Children's Boots and Shoes of every description, size and quality that may be called for.
Also per steamer North America, from Boston:
Ladies', Gentlemen's, Girl's and Children's India Rubber Shoes, of all sizes and qualities.
For sale Wholesale and Retail.
May 14, 1841. S. K. FOSTER.
☞ English Made TRUNKS of all sizes—for sal cheap.—1m.

MAY 25th, 1841.
Just received ex "Sophia"—
AN assortment of common and superfine Writing PAPERS:
Pot, Foolscap, Letter, and Folio—plain;
Do. do. —Ruled for Merchant's Account Books;
Copying Paper, Blotting Cases, Parchment,
Steel PENS—Mordan's Oblique, Gillott's an others; Pen Holders,
Lead Pencils—drawing & common; India Rubber,
Sealing Wax; Permanent Marking Inks,
Writing Desk, &c.
Also—Goldsmith's Histories of England and Rome; Murray's First Book, Spelling Book, Introduction and Reader; Dilwotth's, and Universal Spelling Books; Hincks' Geography; Tutor's Arithmetic Willcolke's & Fryer's Mental Arithmetic; Springer' Hymns, Memorandum Books, &c.
☞ Further supply daily expected per *Sister Ann* and *Abeona.* D. M'MILLAN.
Prince William street, first door south of the Market square.

The Garland.

A SPRING THOUGHT IN THE WOODLANDS.

Pluck not the Rose!—her fadeless wreath should last
The glorious summer through,
Renewed in younger buds, till all be past,
Children of sun and dew!

Steal not the cowslip!—Whither shall the bee
For nectar plume his wing.
If not to thy rich chalices he flee,
Heir of the meadow tring?

Rob not the primrose!—for her pallid bloom
Long by the wayside tarries,
And the wood-child homeward through the deep'ning gloom
In its lap, rejoicing, carries.

But seize the Violet, ere the morn shall die;
Like the youth of the heart it fades.
Oh! leave it not where thick the hedge-thorns lie
To droop in the joyless shades.

Gather from earth, ere yet its strength be shorn,
The Fallen on Alien Ground!
Bear it away, ere by the rude blast torn,
Where lovelier things abound!

ELEANORA LOUISA MONTAGUE.

I AM NEVER ALONE.

I am never alone—at early dawn,
When the lark pours her joyous notes on high,
When the diamond dew-drop gems the lawn,
And the daisy opens her tearful eye—
I am never alone—with fragrant hair,
The Spirit of the first young Hour is there.

In one loud pæn our songs arise—
"Thanks to our God for the earth and skies,
For the early dawn, the glittering dews,
For the heaven of song, the glow of hues,
For the life, the light, the love we share,
Thanks! thanks! for the thoughts of praise and prayer."

I am never alone—at warm noon-day,
When the breeze is drank by the scorching heat,
When the lark hath hushed his thrilling lay,
And the flowers shut up their odours sweet,
I am never alone—beside me lies
The Spirit of the Wood, with deep dark eyes.

My heart is stilled with flower and bird,
My soul is with that spirit heard:
Low, soft as summer's breath arise—
"Thanks to our God for the earth and skies,
For the glowing noon, the cooling glade,
For the sweets of rest, the calm of shade,
For the life, the love, the peace we share,
Thanks! thanks! for the thoughts of praise and prayer."

I am never alone—at evening's close,
When the twittering bird bid earth good night,
When the insect hums round the laurel-rose,
And the bat flies low in the dim twilight—
I am never alone—on bended knee
The Spirit of the Night-wind prays with me.

Miscellaneous.

MOHAMMED ALI.—The character of Mohammed Ali is differently described by different writers. By some, he is represented as a ferocious, sanguinary tyrant, anxious only for dominion and power; and by others, a liberal minded potentate, who is striving to promote his country's good and improve the condition of the people. But all agree that he is a man of extraordinary intellectual endowments. Captain Sir Charles Napier, who has had good opportunities of forming a correct opinion upon the character of the Pacha in his speech at the public dinner given him at Liverpool, said:

During the long stay he (Sir C. Napier) made in Egypt, he had many opportunities of conversing with the Pacha. It was, perhaps, not at all to be expected that Mehemet Ali should be measured by an European standard; measure him by an Oriental standard—by the customs of the East—and he (Sir C Napier) should be glad to know where any country in the East ever produced such a liberal and open minded man as Mehemet Ali. He spoke to Mehemet Ali on many points; on the impropriety of his monopoly, for instance: his Highness retorted in a manner he did not expect. "Monopoly!" he said, "it is quite true I am a monopolist here; circumstances force me to be so, but you have also monopolies in England. You have got the corn trade there. I am a farmer and a merchant, and I want to send my corn abroad. I see the price in England up to 80s. I send a cargo in expectation of bringing back a whole cargo of manufactures, but, by the time it arrives, wheat has fallen to 50s. and that is not all I have to contend with; there is a duty besides of 20 or 30s. The opening of the navigation of the Nile was also a point discussed. He (Sir Charles) pointed out to him the advantages that would accrue to commerce by its being opened. He said "I am perfectly aware of that; but I am an Oriental, totally unaccustomed to that sort of thing. You had a monopoly in the East Indies. (Hear, hear.) Nobody could send ships there but the East India Company, and you took a good deal of time to do away with it. Allow me time also to do the same thing. Whenever I can see my way and my interest, nothing will give me greater pleasure than to throw the whole stream open to British commerce. I only wish you to tell me what you want. Whatever you want, I will do it for you. England is the natural ally of Egypt, and Egypt the natural ally of England; their interests are mutual. You want a passage to India; I want your trade, and the duties arising from it. I will be happy to enter into all your views to the extent of my power." (Hear.) He (Sir C. Napier) also spoke about the propriety of abolishing slavery. The Pacha acceded to his views. I perfectly detest slavery (said he,) and I wish to upset it, but our religion and our whole system admit it. What can I do? How can I abolish it all at once? How many years did it take you? How many millions of money before you got rid of it altogether? Give me time, circumstances, and peace, and I promise you that there shall be no slavery—no monopoly. Everything shall go on to your heart's content." (Hear, hear.) When Mehemet Ali after he had done all that a man could do, was promised the hereditary Pachalic of Egypt, what did he do? Commissioners from Turkey came and told him, "We will make you hereditary Pacha; your son shall succeed you, or, that is to say, he shall not, but we will appoint any one of your sons we think proper." What was this doing but creating discord in his family? And he rejected it, as morally and totally impossible. He said—"Ibrahim has always been brought up as my heir—he has an army of 50 000 or 60,000 men under him, which he might instantly turn against me if I were to accede to your proposal."

So much for Captain Napier. But Dr. Madden, who has lately visited that country, and mingled with inhabitants, tells a story of an entirely different character. He says:

"The constant punishments that are going on in every town and village in the harvest time, and even now of women—the carrying off of the male inhabitants to make soldiers of them—the new practice of compelling the women to do the hardest labor of the men, namely, working on the banks of the Nile at the "shadroof," standing up to their knees in water, and irrigating the lands by means of a long pole with a bucket attached to one end of it, and a counterpoise to weight to the other; and where the women refuse to perform this new kind of labour to which they were never before subjected, frequent scourgings, and the abandoning of whole villages, on the part of the wretched people, to escape from the intolerable cruelty of the agents of Mohammed Ali, in all the provinces—these things have driven the people mad, and I verily believe from one end of Egypt to the other, there is not a man, woman, or child, capable of laboring, that does not execrate the name of Mohammed Ali. There is no mistake about this; go where one may, there is nothing but curses on his head, and even frightful wishes expressed for vengeance on him and all his family."

RAILWAY TRAVELLING.—The following paragraph, abbreviated from the *Album de la Creuse*, a French paper, characteristically describes the rapidity and convenience of railway travelling. The writer is Monsieur Charles Sallandrouze, member of the French Council General of Manufactures:—London, Wednesday.—Although two nights have elapsed since I slept, I could not decide on taking any repose till I had given you the details of my fabulous voyage. 'Fabulous' I may say, for its rapidity partakes of the marvellous. Monday I announced to you from London my projected excursion; Tuesday I wrote to you from Leeds, when I had completed 90 leagues, and this morning (Wednesday) I have returned, after having seen Derby, Manchester, Leeds, Birmingham, visited a cloth manufactory, another of medicines, a cotton mill, a flax mill, travelled two hundred leagues, and passed but *one* day *out* of London. On Monday I arrived at Euston Square, as the clock was striking five, and the bell sounding for departure. My friends were at the carriage, and had begun to despair of my arrival in time. I cannot describe to you the apparent tumult and hurry, notwithstanding the order which reigned at this moment; 200 or 300 persons precipitated themselves into carriages; the horses neighed and struggled, while they were being fastened in stables admirably constructed to shield them from harm; private carriages were placed as if by magic on platforms, then all darted off, preceded by a machine which carried them along with the rapidity of lightning. * * * * * *

The railway from London to Leeds, through Northamptonshire, Warwickshire, and Derbyshire, is something wonderful; the English have played with obstacles in the most surprising manner. Sometimes the road runs through immense tunnels for leagues under ground; sometimes on narrow ways suspended over the valley. Here it passes under a canal, and above this canal is placed a bridge; in fact there are three roads one over the other—the road of fire, the road of water, and the road of earth: and notwithstanding each is animated, the canals are covered with boats which carry merchandize at a low price; the road alive with coaches and travellers; the railway every hour sends forth immense trains apparently carrying entire populations. How then, to explain this prodigious activity of execution with the slowness of decision that characterizes the English! Truly England is the country of contrasts. The more one examines, the more one sees how much time and care it demands to appreciate."

EXTRAORDINARY ACCIDENT AT SEA.—On Thursday week, during the passage of the John Bull steamer, from Hamburg to London, an accident of the most singular nature happened to a young man, named Clark, an apprentice on board, who is nearly out of his time. Clark was sent into the main chains some hours after the vessel left Hamburg, for the purpose of heaving the lead. He was on the larboard side of the vessel, and had been engaged for some time in taking soundings, when he was suddenly missed by the mate, who was at the wheel, and who heard a noise resembling that of a man splashing his hands and feet in the water. The vessel was immediately stopped, backed astern, the boat lowered, and the men who rowed it looked about for nearly twenty minutes, but without being able to find him. The boat returned to the steamer, and was hoisted up, and the vessel proceeded on her voyage, every one supposing he was lost. Directly afterwards some of the men went to the side of the vessel, and hauled in the lead line, and to their great surprise pulled up the body of Clark, who had been for nearly twenty minutes in the water suspended by the line, which had made a complete hitch knot round his neck. Captain Corbin, commander of the ship, Mr Gibbs the mate, and all hands that could be spared, lost no time in using every means in their power to save him. He was conveyed to the fore cabin, stripped, and placed in a hot bath, water having been procured from the boilers for that purpose. Capt. C. and his mate applied the means recommended by the Royal Humane Society for saving life, but it was long before the young man exhibited the least signs of animation. But the captain and his men would not despair, they continued their exertions, and exactly one hour after the sufferer was taken out of the water he began to show some signs of life. Stimulants were then judiciously supplied to him, and he soon afterward became conscious of his situation. His neck and throat were much swollen, and inquiries were made of the passengers on board for leeches, and at last a man agreed to supply a few from a case in his possession on being paid 2s 6d. for them. There was no time to resist such a demand, the necessity for the leeches was urgent, and the money was paid. The swelling was soon reduced by the application of the leeches, and by the time the vessel reached London, the young man appeared to be out of immediate danger. He is now doing well. It appears that when he fell overboard, his head was kept above water while the ship was moving, and he was dragged the sea with it, but when the vessel stopped, he sunk and remained suspended under water with the rope round his neck. Perhaps a more singular occurrence never happened. The passenger who exacted 2s 6d. for his leeches was very properly served by Captain Corbin, who made him pay 10s, freight for the case of leeches, which would have been passed among his luggage in the usual manner, but for the hard bargain he drove while a fellow creature was suffering.—*English Paper.*

SURGERY AT SEA.—The London Times relates the following creditable instance of the care and skill of an American sea captain, for the relief of one of his men who had met with a terrible accident in a storm at sea.

During the late terrific gales in the Atlantic, a seaman in the American packet ship Philadelphia had the misfortune to fall from the rigging and break both his thigh bones, one of which was broken close to the hip, and was a compound fracture. To the credit of her attentive commander, Capt. E. E. Morgan, (the sea at the time rolling mountains high, and the vessel having been laboring in a hurricane for several days,) he had the humanity to do his best to save the unfortunate mariner. He at once took upon himself the office of surgeon in promptly reducing the bones of both legs. The seaman did very well; and, incredible as it may appear, a cure was effected. On the arrival of the ship in London, the sufferer was conveyed to an hospital, and was told he was doing well. The worthy captain, not content with this, took him to Guy's. On the bandages being removed, the consulting surgeons declared that any student leaving the hospital with the credit of the skilful treatment exhibited in this case, might consider himself well established in his profession.

LADY JANE GREY.—Her carriage was majestic; her look lofty, yet tempered with such sweetness that while it commanded respect it ensured attachment. Her attire—for the only point in which Jane did not conform to the rigid notion of the early religious reformers was in regard to dress—was gorgeous in the extreme; and never assuredly, was rich costume bestowed upon a more faultless beautiful person. Her figure was tall, slight, but exquisitely formed; and gave promise that, when she attained the maturity of womanhood—she had only just completed her sixteenth year, and (alas!) never did attain maturity—her charms would be without a rival. In mental qualifications Jane was equally gifted. And if it is to be lamented that her beauty, like an opening flower, was rudely plucked and scattered to the breezes, how much more must it be regretted that such faculties as she possessed should have been destroyed before they were fully developed, and the fruit they might have produced lost forever! Reared in the seclusion of Bradgate, Leicestershire, Lady Jane Grey passed hours which other maidens of her tender age are accustomed to devote to amusement or rest, in the severest study; and long before she was called upon to perform the arduous duties of her brief life, she had acquired a fund of knowlege such as the profoundest scholars seldom obtain. If this store of learning did little for the world, it did much for herself—it taught her a philosophy that enabled her to support, with the constancy of a martyr, her after-trials. At the moment of her presentation, to the reader, Jane was in all the flush and excitement of her new dignity. Every thing around was dazzling and delusive; but she was neither dazzled nor deluded. She estimated her position at its true value; saw through its hollowness and unsubstantiality; and aware that she only grasped the shadow of a sceptre and bore the semblance of a crown, suffered neither look nor gesture to betray her emotions. Her dress consisted of a gown of cloth of gold, raised with pearls; a stomacher blazing with diamonds and other precious stones; and a surcoat of purple velvet bordered with ermine and embroidered with various devices in gold. Her slender and swan-like throat was encircled with a carcanet of gold set with rubies and pearls, from which a single and almost priceless pearl depended Her head dress consisted of a coil of velvet of the peculiar form then in vogue, adorned with rows of pearl, and confined by a circlet of gold.—[Ainsworth.

—o—

A DUTIFUL SON.—A letter has been received in town during the week from Chusan, mentioning the death of a soldier there named George Valentine, belonging to the 26th Regiment, and a native of Paisley. He has been a soldier about nineteen years fourteen or fifteen of which he has spent in India During that time he has transmitted money at various times to the amount of £73, accompanied with very affectionate letters, to his aged widowed mother. On leaving India he had in one of the savings bank £10, which, with proper consideration, he made over by will to his mother before sailing on the Chinese expedition. The sale of his effects produced £10 10s, for the payment of which the letter contains an order, one article alone he on his death-bed forbade being sold, and that was his Bible, which is to be sent home by the first opportunity to his mother, as a token of affectionate remembrance.—*Paisley Advertiser.*

THREE YEARS IN PERSIA.—The land of the nightingale and the rose—the most interesting of all the countries of the East—Persia—is about to be made better known to the reader, we have heard, by the publication of the reminiscences of an English traveller, who during a long stay in various parts of that highly romantic country was allowed extraordinary facilities for becoming acquainted with the resources of the kingdom and the manners and customs of the inhabitants. The work is announced under the title of "Three Years in Persia, with travelling adventures in Koordistan." The author, George Fowler, Esq., is well known to every traveller in the East, and we are assured that his work affords the most entertaining picture of Persian life that has ever been published, besides conveying a vast fund of information of the highest importance, both in a political and commercial point of view.

Man's Faith.—To compare the shortness of the present life with the eternity of the future, and consider the rewards and punishments to follow upon good and bad actions, yet find so little true practical religion upon earth, one might almost suspect there was no faith among mankind. There are few of us who, upon the promise of a temporal reward, would not labour to be good, or renounce our vicious inclinations. Many, from the mere motives of hope, will force and subdue their appetites and passions or even belie their own natures, in expectation of a place or a title; yet the King of Heaven and Earth, whose promises cannot fail, and whose rewards are eternal, does not prevail upon men to quit their vices, or suppress their inordinate appetites. To believe a state of future rewards and punishments, and not live according to this belief, is a paradox of the first magnitude.

DESTRUCTION OF A SHIP AT SEA, BY FIRE.—On the 29th of December last, the brig Australia, bound for Port Philip, from Leith, with goods and passengers, was consumed by fire, in lat, 35 30, lon. 8, about five hundred miles in a direct line from the Cape of Good Hope. The crew and passengers had spent a comfortable Christmas, and were looking forward to a happy new year, when on the night of the 29th of December, a smell of fire was perceived, accompanied by a thick smoke from the hold, which soon increased to such a degree, that it burst through every crevice in the ship fore and aft, and no person could remain below for a minute. The weather was rough, and it soon became evident that to save the ship was quite impossible. The boats were, therefore, launched immediately, and by the time that the crew and passengers were embarked in them, the hold was glowing like a furnace; the heat had become intense, and flames were bursting up through the fore hatches. They had scarcely pushed off when the pent-up flames arose through the decks, and the main-mast fell with a most tremendous crash. Presently the whole ship, rigging and all, was one blazing mass. The boats were towed behind one another, and, as the captain had furnished himself with a compass and charts, they steered in the direction of the coast. After being tossed about for eight days and nine nights, and enduring dreadful privations and sufferings, they landed in a miserable condition, about two hundred miles to the northward of the Cape. Of their number, John Chisholm, a boy from Inverkeithay, had died from cold and drinking sea water; another had become deranged from the same cause; his name was George Peat, from Perth, and he died the same day they reached land. Chisholm's brother and two sisters survived their hardships. The captain, guided by his charts, led the party towards the mouth of a river, which was there marked, and as he expected, there be found a Dutch settlement, where the unfortunates were treated with the most hospitable kindness.—*English paper.*

STEAM FRIGATES.—The town of Greenock exhibits at present a scene of no common interest. Six large steam frigates are now being constructed in the town or its vicinity, each of these of about 1,500 tons capacity, and carrying engines of 500 horse power, being part of the fleet of 14 armed frigates destined in time of peace to carry out and distribute the mails among our West Indian colonies. Four of these are to be supplied by a single firm in Greenock, who deliver the ships, engines, and equipments complete, and ready for sea. We announced a short time ago the successful launch of the first of these four, the Clyde, which was constructed by the late Mr. Duncan. The second of these ships, the Tweed, was launched from the yard of Messrs Thompson and Spiers on Saturday last, and we hope soon to announce the completion of the series of these four sister ships, in the launch of the Tay and the Teviot, which are rapidly progressing on the stocks. In general appearance and construction this ship resembles closely her precursor, the Clyde, being slightly fuller forward, and finer abaft. To the eye she also seems larger than the Clyde, but this may arise from the latter being a foot or two deeper in the water, having already her whole engines and boilers fitted up on board, although it is only about two months since her launch. The dimensions of the Tweed are as follow:—Length, over all, 240 feet; keel forerake, 215; beam, 37; depth, 30.—*Greenock paper.*

HEIGHTS OF LONDON.—The highest part of London, according to the most accurate measurement, is the north side of the aqueduct crossing the Regent's Canal, which is 120 feet above the Thames level, whilst the whole of Westminster, except the Abby and part of the Horseferry road, is below the level of the highest tide.

STATISTICS OF DUELLING UNDER GEORGE THE THIRD.—Such was the frequent occurrence of duels in this long reign, that *one hundred and seventy-two* were fought (in which three hundred and forty-four persons were concerned) *sixty-nine* individuals were killed; *three* of these fatal cases, neither of the combatants survived; *ninety-six* were wounded, forty-eight of them desperately, and forty-eight slightly; while one hundred and seventy-nine escaped unhurt. From this statement it will be seen, that rather more than *one-fifth* of the combatants lost their lives, and that nearly *one-half* received the bullets of their antagonists. It also appears, that only *eighteen* trials took place; that *six* of the arraigned individuals were *acquitted; seven* found guilty of manslaughter, and *three* of murder—*two* of whom were executed, and *eight imprisoned* during different periods.

A farmer never should refuse a fair price for anything he wishes to sell