

South's Corner.

WHICH WAS PRAYER?

About twenty years ago a little boy was put to bed at dark, by his sister. He knelt down before a chair to say his prayers.

One day he made a kite, but it would not fly, but turned round and round. After trying a while to make it rise in the air, he became angry, and dashed the kite to the ground, and stamped upon it with his feet.

A few years passed away. He was now eight years old, and he often felt much troubled when he thought of his sins. There were no simple instructive books published at that time, to teach young children the way to be saved.

Many more years passed away, and he became a man. His father and mother died, and many of his friends besides. There were a very few left in the world to love him; and he wandered away to another city. He was sad and lonely; he felt that everything worldly was vain and unsatisfying.

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YOUTH'S FRIEND.

A ROYAL SPIRIT. About the year 1776, a circumstance occurred, which deserves to be written on adamant. In the wars of New England with the Aborigines, the Mohican tribe of Indians early became friends of the English.

I had heard this story, and did not entirely believe it; for young as I was, I already partook in the prevailing contempt for Indians. In the beginning of May, the annual election of the principal officers of the (then) colony was held at Hartford, the capital.

this beer is excellent; will you taste it? The old man dropped his knife and fork, and leaped forward with a stern intensity of expression; his black eye sparkling with indignation was fixed on me.

Socrates never uttered a more valuable precept. Demosthenes could not have given it in more solemn tones of eloquence. I was thunderstruck. My parents were deeply affected; they looked at each other, at me, and at the venerable old Indian, with deep feeling of awe and respect.

Col. Trumbull's Autobiography.

PUT DOWN THAT NOVEL, AND READ THIS!

Letter from an Emigrant to her uncle at Liverpool, written from the Hospital, a few weeks after landing; published in the New York Express.

New York, February, 1848. My dear Uncle, I am writing to you from a sick bed; and though I ought to thank God that I am still alive, yet such has been my intense suffering since we separated, that I am sure death would have been a great mercy to me, had it occurred the first hour after we left the port.

Mr. Kyle was very kind; if it was kindred to try and save my life. I am sure I would not have lived if I had not been delirious, for they tell me now, that after Nelly was taken away, I would sometimes laugh and sing, more than half the time I was on board, I can't remember, and when they ask me if I don't recollect the morning when they buried the Captain; and the weather was so good as enabled them to open the doors above, and carry us on deck, I don't remember it.

Tell everybody who is coming over the sea not to come in the season of bad weather, for then all the doors of the deck are closed, and they can get no fresh air; and are damp and stifled when the doors are closed, and no comfort or warm food; and all will get sick and suffer so much that death comes in mercy.

Here (says the Editor of the Express) the writer enters upon family matters at home, which belong exclusively to private affairs—not to public concernment. But we sketch thus much from the letter; with little or no alteration in spelling or turning of sentences; showing her to be a person of intelligence above the common order.

intelligence above the common order. And who knows how many are constrained to take a steerage passage on board an immigrant packet-ship.

If those who are in the habit of being exceedingly affected in reading novels would watch the effect which tales like the above produce upon their sensibilities, and whether they are prompted by them to active efforts for the relief of their fellow-creatures' sufferings, they would acquire some insight into the value of fictitious narrative of human woes.

A MOTHER'S INFLUENCE.

I cannot believe that the distaste for household industry, which some young ladies evince, is the necessary effect of a more expanded system of education. Is it not rather the abuse of it? Or may it not radically be the fault of the mother, in neglecting to mingle day by day domestic knowledge with intellectual culture?

Education is not indeed confined to any one point of our existence, yet it assumes peculiar importance at that period when the mind is most ductile to every impression. Just at the dawn of that time, we see the mother watching for the first faint tinge of intellect; more than they who watch for the morning.

Her debt to the community must be paid through her children, or through others whom she may rear up to dignify and adorn. Aristotle said 'the fate of empires depends on education.' But that in woman dwelt any portion of that conservative power, escaped the notice of the scrutinizing eye of the philosophers of Greece.

A Prussian legislator, at the beginning of the present century, promulgated the principle, that 'to the safety and regeneration of a people, a correct state of religious opinion and practice was essential, which could only be effected by proper attention to the early nurture of the mind.' He foresaw the influence of the training of infancy upon the welfare of a nation.

Let our own country go still further, and recognize in the nursery and at the fireside, that hallowed agency which, more than the pomp of armies, shall guard her welfare and preserve her liberty. Let our dear country not slight the humblest instrument that may advance her safety, nor forget that the mother, kneeling by the cradle-bed, hath her hand upon the ark of a nation.—Mrs. Sigourney's Letters to Mothers.

CITY OF SHANGHAI IN CHINA.

From the Rev. G. Smith's Journal.

The city of Shanghai is a hean, or district city, comprised within the department of Sinking-foo. Like most Chinese cities, its exterior appearance is not calculated to impress the approaching traveller with the wealth or grandeur of the place; nor does a personal visit to its narrow streets or lanes, abounding with filth, remove from an European visitor the unfavourable impression.

A marriage in high life was to have taken place in the principal Church of the city a few mornings since at 11 o'clock, and I had determined to attend it, but for some reason it did not come off as expected. The priests here, I understand, ask a fee of a hundred dollars to marry a couple properly, so as to "secure a prosperous and happy marriage." The price is certainly moderate enough, if the security to be obtained by it is worth anything.

Commercial Importance of Shanghai.

The commercial importance of Shanghai can hardly be over-rated. As an entrepot for the commerce of Shantung and Tartary on the north—as the outlet of all the central provinces of the Empire—as the grand emporium for the trade of Fokien and Formosa from the south—as the port and usual point of access to Soo-chow-foo, the metropolis of fashion and native literature—as a rendezvous for the trade of the Yang-tze-keang and grand canal, the main arteries of inland commerce—as connected, by the canals which divide the face of the country, with numerous neighbouring mercantile cities—and as the grand emporium for the European and American trade in the north of China—it assumes an importance, of which its local size and limited population would seem, at first glance, to divest it.

SCENES IN MEXICO.

From a Correspondent of the Episcopal Recorder.

Having a few moments to spare, and as I cannot interest you with any moving incidents of military enterprise and adventure, I shall try to gather something from the still life and customs of the strange people I am among, that may serve to exhibit their character and habits.

I first mention the singular spectacle exhibited in the streets of Saltillo, on a Sunday morning in the month of July last, of a chicken, decorated like one of our own military heroes, carried in procession, and followed by a band of music. That bird, I have since learned from a gentleman who attended the sports of the evening, belonged to one of the priests of the city, and was fought by him in person upon a wager of fifty dollars, which he lost—his chicken being killed. He had others, however, with which he proved more fortunate, and came off winner, in the end, some two hundred and fifty dollars. I am told that he steels all his chickens himself, and has the reputation of being the most skilful fighter in Saltillo.

The cool determined aspect of Mr. Ellett, was observed by all. Truly he live in a wondrous age—to see a gentleman in a carriage floating through the air, 250 feet above the waters, on wires which are used in electricity; when we reflect upon it, our imagination is raised, so that the mind regulated by the experience of past days, is lost in astonishment. It was indeed a proud spectacle for all, but especially for those who promoted and have taken an interest in the construction of the bridge,—all surmises are put to flight, as to the practicability of it, by this day's exhibition.

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COAL IN VANCOUVER'S ISLAND.

In the Shipping and Mercantile Gazette of Thursday last, we copied a paragraph from the Times, received from their Port-mouth correspondent, stating that an excellent specimen of coal had been brought home by the Cormorant from Vancouver's Island, which was considered by competent judges to be good and serviceable coal, equal to any in the British mines, and which the Cormorant had been enabled readily to procure in large quantities at the rate of 4s. per ton, whilst at Valparaiso the price of British coal was as high as 16s. per ton.

a trader and interpreter in the Hudson's Bay Company's steamer Beaver, gives an interesting account of the discovery of this coal. He states—"The cause of the discovery" (of the coal) "was as curious as the discovery itself was important. Some of the natives at Fort McLoughlin having, on coming to the fort to traffic, observed coal burning in the furnace of the blacksmiths, in their natural spirit of curiosity made several inquiries about it; they were told that it was the best kind of fuel, and that it was brought over the great salt lake six months' journey. They looked surprised, and in spite of their habitual gravity laughed, and capered about. The servants of the fort were surprised at their unusual antics, and inquired the cause. The Indians explained, saying that they had changed in a great measure their opinion of the white men, whom they thought endowed by the Great Spirit with the power of effecting great and useful objects, as it was evident that they were not then influenced by his wisdom in bringing fuel such a vast distance, and at so much cost. They then pointed out where it could be found, of the richest quality, close to the surface, rising in hillocks, and requiring very little labour to dig it out. This intelligence having been reported at Fort Vancouver, we received instructions to make the necessary inquiries and exploration. Mr. Finlaison and part of the crew went on shore, and after some inquiries and a small distribution of rewards, found from the natives that the original account—given at Fort McLoughlin—was true. The coal turned out to be of excellent quality, running in extensive fields, and even in clumpy mounds, and most easily worked, all along that part of the country. The natives were anxious that we should employ them to work the coal. To this we consented, and agreed to give them a certain sum for each large box. The natives being so numerous and labour so cheap, for us to attempt to work the coal would have been madness." It is earnestly to be hoped that this rich and valuable deposit may long be brought within the reach of the fast increasing number of our steamers on the west coast of America and the Pacific.—Shipping & Merc. Gazette.

NIAGARA SUSPENSION BRIDGE.—This day, the 13th of March, 1848, will for ever be remembered by all who witnessed the awful and sublime spectacle of the crossing of the first car, sustained by a wire cable,—the car was capable of holding four persons. It was understood that Mrs. Ellett, the lady of the distinguished Engineer, who has undertaken the construction of the bridge, had determined to accompany her husband, but in consequence of the cold, with some snow, she was prevailed on to stand among the interested spectators, who had the high gratification to behold the grandest scene ever witnessed; when we take into consideration the position of the intended bridge, being in view of the great Falls, on one side, and the Whirlpool on the other, while the elevation of the car was 250 feet above the awful rushing river. The wire cable was only one inch diameter, so that it appeared but a thread in our eyes. A little after 11 o'clock, Mr. Ellett took his seat alone in the car; being among the spectators on the Canada side, I can say, in justice to the feelings of all present, a breathless anxiety filled every heart, and when he reached about half-way, our fears gave way for his safety, and a shout of joy from all broke forth, which overpowered (in our ears) the thunder of the great Falls, and was re-echoed from the opposite side. On arrival at the stand, three warm-hearted cheers (cold as the day was,) awaited the intrepid and enterprising gentleman; and, on his returning, three hearty cheers, and one more for his lady, (as her determination to accompany her husband was known.) The cool determined aspect of Mr. Ellett, was observed by all. Truly he live in a wondrous age—to see a gentleman in a carriage floating through the air, 250 feet above the waters, on wires which are used in electricity; when we reflect upon it, our imagination is raised, so that the mind regulated by the experience of past days, is lost in astonishment. It was indeed a proud spectacle for all, but especially for those who promoted and have taken an interest in the construction of the bridge,—all surmises are put to flight, as to the practicability of it, by this day's exhibition. The work is progressing with great rapidity, and no doubt is entertained of its proving highly profitable to those who have had the good fortune to invest their funds in the splendid undertaking.—Correspondent of Toronto Colonist.

STATEMENT exhibiting the Net Revenue of the Province of Canada for the year 1847, also an Abstract of the Expenditure during the same period, and the state of the Consolidated Revenue Fund on the 31st day of January, 1848.

Table with columns for Date, Description, and Amount. Includes entries for Public Debt, Schedule A, Schedule B, and various charges.

Table with columns for Description and Amount. Includes entries for Net Excise, Net Territorial, Light Houses and Tonnage, Duty West, Bank Imposts, Interest on Public Deposits, Revenue from Public Works, Militia Commissions, Fines and Exemptions, and Fines and Forfeitures including Seizures.

1848.—February 1.—My balance brought down at this date, £10081 1 4

Inspector General's Office, Montreal, 17th March, 1848. F. HINCKES, Inspector General.

ESTIMATE of certain expenses of the Civil Government of the Province of Canada for the year 1848, for which a Supply is required.

Table with columns for Description, Amount, and Currency. Includes entries for Militia Staff, Expenses of the Legislative Council, Pensions to Officers of the late Legislative Bodies, Hospitals, Lunatic Asylums, and other Charities, Various Public Institutions, and Public Works.

Inspector General's Office, Montreal, 16th March, 1848. F. HINCKES, Inspector General.

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