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DESCRIPTION OF THE

Great Britain.

The particular features of this great work, which invests the Great Britain with unusual interest, are—1st, her extraordinary magnitude; 2d, the material used, iron being employed to a greater exient than in any other ship; 3d, the peculiaritie of form which have been adopted, and qualities they confer on her as regards speed and seaworthyness; 4th, the construction of the engines and boilers and other machinery for motive power; 5th, the employment of the screw propeller; 6th, the use of a peculiar mechanism, by which the power of the engine is applied to turn round the screw.

The length of the keel is 280 feet—total length 322 feet.

Beam, 15 feet—depth 32 feet 6 inches—feet of water when loaded, 16 feet.

Displacement, 2984 tons—tonnage by old measurement, 3443 tons

Plates of keel nearly one inch thick—plates of bottom varying to three quarters of an inch at extremes, and to five eighths generally.

Topsides half an inch, and at the extreme aft 7-16th.

The ribs are framed of an angle iron, 6 inches by 3 1-2 inches, half inch thick, and 7 16th—distance of ribs from centre to centre amidships, 14 inches increasing to 21 inches at the ends.

Ten iron sleepers run from the engine room, gradually diminishing in number to the fore-end of the ship and under the boilers, the platform of which they support—in midships theo are 3 feet 3 inches in depth, supported by angle irons in the form of inverted arches, and at a short distance from each other.

She has five water-tight partitions—stows 1200 tons of coal—1000 tons of measurement—the engines weigh 340 tons—the boilers 200 do. and hold 200 tons of water

The main shaft is 28 inches in diameter, in the centre, and 24 inches in the bearings; in the rough, before turned, it weighed 16 tons. It has been lightened by a hole of 10 inches diameter bored through. A stream of cold water passes through the cranks and this hole when the engines are at work.—The screw shaft is in one long and two short or coupling parts. The part next the engine solid, 28 feet by sixteen inches diameter. The hollow intermediate shaft 65 feet by 2 feet 8 inches diameter. The screw part is 25 feet 6 inches, and also 16 inches diameterter. The total length is 130 feet, and it weighs altogether 38 tons The screw is of six arms, 15 feet 6 inches diameter, 25 feet pitch, and weighs four tons—the main drum is 18 feet diameter, and drives four chains, weighing seven tons; the screw shaft drum is six feet diameter, and the weight with the pull when working is equal to 85 tons on the bearings of the main shaft. The cylinders are four in number, 88 inches each; stroke, six feet: power 1000 horses; the condensers are of wrought iron, 12 feet by 8 and 5 deep.

Four separate steam engines drive round the axle of this monstrous wheel, two at one end of the axle, two at the other, the wheel between. The cylinders are placed apart at the bottom of the vessel, and the piston rods, which issue out of them, converge to the ends of the cranks of this wheel. Each pair of engines works one crank, and the two cranks are placed at right angles; but the chains is the extraordinary thing; there are grooves on the wheel—at the end of each link of this huge chain there are teeth projecting into these grooves, so that as the wheel revolves, the chain is compelled to revolve with it. At the bottom of the vessel, immediately below the great wheel, lies a little wheel or pinion, having grooves cut in its circumference of the same size, and at the same distance from each other, though much less in number than those of the large wheel The same chain passes round both wheels, and while the large wheel revolves by the power of the engines once, the small one revolves as much oftener as it is smaller.—The small wheel has for its axis the axis of the Archimedes screw, which is attached to the after end of the axis, and protrudes through an apeture in the stern into the water.

Under the whole space of the engines, up to the top, the angle irons are doubled—the upper main and saloon decks are of wood, two cargo decks are of iron.—The officers and seamen are all accommodated on two decks under the forecastle.

From the ship's bottom to the upper deck runs, either side, for the whole length of the engines and boiler space, a strong iron partition, forming below the coal bunkers; and above, the servants' accommodations on one side, engineers' cabins and stokers' accommodations on the other, beside twenty-six water closets.

She has six masts, fitted with iron rigging, adopted in consequence of its offering two-thirds less resistance than hemp—a great point going head to wind. The plain sails of a fifty-two gun frigate, that is, without counting royals, staysails and steering sails, number something short of 5000 yards of canvass, and the plain sails of the Great Britain amount to 4943 yards. She carries four large life boats of iron, and two boats of wood in the davits, and one large life-boat on deck; they are built according to a patent taken out by Mr. Guppy, and are capable of carrying 400 people. A short time ago, her life boats were tested. One of them was lowered in the water, the valves in the bottom being so arranged as to give free ingress and egress to the water. To fill her more rapidly a number of sailors were sent into her with buckets, and she was soon filled up to that height at which the water flowed out as it was bailed in. About thirty men were then sent into her to stand on the thwarts, when from the height she still floated out of the water, it was evident that she could, when full of water, sustain from fifty to sixty persons without the possibility of her sinking.

The Great Britain has 26 state rooms, with one bed each, and 113 with two, so that in addition to her crew, officers, firemen, &c., she can accommodate 252 passengers, each of whom can be supplied with a single bed, and that without making up a single sofa, or any other temporary convenience.

The walls of the after or principal promenade saloon are painted in delicate tints, and along the sides are several fixed chairs of oak. A row of well-propoertioned pillars, which range down the centre of the promenade, serve the double purpose of ornament to the room and support to the deck. In this saloon, on either side, is a range of exceedingly comfortable state-rooms and sleeping-berths. About twelve of these on each side of the deck will be reserved for ladies, as they are made to communicate with two commodious ladies' boudoirs, or private sitting rooms, measuring 17 feet by 14 feet. The frame-work of the stair-cases, communicating from the saloon with the deck, is of iron The stairs are far more wide and commodious than is generally met with on ship-board. From this promenade you descend into the main or dining saloon, which is 98 feet 6 inches long, by 30 feet wide.—Down the centre are twelve principal columns of white and gold, with ornamental capitals of great beauty. Twelve similar columns also rang down the walls on either side. Between these latter and the entrances to the sleeping-berths are, on each side of the deck, eight pilasters, in the Arabesque style, (of which character the saloon generally partakes,) beautifully painted with oriental birds and flowers. On either side are seven doors, which open into as many passages, each of which communicate with four bedrooms. The arch-ways of the several doors are tastefully carved and gilded, and are surmounted with neat medallion heads.—Some looking glasses are so arranged as to reflect the saloon lengthwise at two opposite sides, from which a very pleasing illusion is produced. The walls of this apartment are of a delicate lemon-tinted drab hue, relieved with blue, white and gold. At the stern end are a number of sofas, which range one above the other, nearly up to the stern lights. At the opposite extremity is a large room for the steward's use. The saloon is fitted up with rows of dining-tables, of sufficient capacity to admit of 360 persons sitting down to dinner at one time, with perfect convenience and comfort. On each side the forward promenade saloon there are 36 berths or sleeping places, and in the saloon below it 30 in each side, making in all, forward, 132. To the state rooms there are passages leading from the saloons and running athwart the ship. In the forecastle are berths, 36 in number, for a portion of the crew.

LIFE ASSURANCE.

We have ever been of opinion that Life Assurance was too little regarded in this country; and that notwithstanding some objections which existed against it, every prudent man who is engaged in business, and all who are not certain of leaving their families provided for in the event of death, should avail themselves of the advantages offered by Life Insurance Companies to insure their Widows and Children against absolute poverty in the event of their death.

When mercantile business is very precarious, as in the case in this city, what merchant who feels a proper desire to guard his family against want, can afford to neglect the opportunity which Life Insurance Companies offer, to accomplish so desirable an object?

Then the very many Clerks, and others who are dependant upon their yearly salary for the support of themselves and families—how terrible is the reflection to them, that with their life terminates the means of subsistence for their Wives and Children! and so with the Mechanic, who is poor, or his fortune if he has one, is not beyond the reach of those contingencies to which all are alike subject. To all such the Life Insurance companies are open; and by annually devoting a very small portion of their earnings to the trifling Premiums required, all anxiety in regard to the pecuniary wants of their family in the event of death, may at once be relieved. Death is not a pleasant visitor, come when he may; but nothing, nothing can be more horrible than to witness his approach, in the conviction that the hour of his triumph consigns a Wife and Children to want, or to that cold charity of an unfeeling world with which all become familiar in their observations upon passing events. Give to the dying man the conviction that by his industry or foresight he has guarded those he loves from the horrors of want, and the grim tyrant is not only stripped of half his terrors, but too frequently hailed as a friend certain to give relief to the troubled spirit, and freedom from all those ills which flesh is heir to.

This is no picture of the imagination; but on the contrary one of frequent occurrence. How few days pass even in this small city that some poor man does not breathe his last, leaving a Wife and Children pennyless or in want, who might by a little foresight, and the yearly appropriation of a small portion of his earnings to an Insurance upon his Life, have left them in comparative wealth, and thus saved himself the severest of all his pangs in the hour of death. Even the very *selfishness* which too frequently prompts a man to abstain from effecting an Insurance on his Life because it requires a yearly sacrifice of means from which he cannot reap any fruits, should induce him to purchase that consolation in the hour of death which all must feel who are consciuos that by small sacrifices of unnecessary luxuries or pleasures during life, they have secured those whom they love, against the horrors of that want which is too frequently the parent of crime, as well as of mental and bodily suffering.

Reflections such as these and witnessing the sufferings of those whose husbands and fathers, had they been *less selfish*, might have shielded them from the cold charity of the world, have long since rendered us the advocates of Life Assurance. The improvement in Life Insurance Companies has kept peace with the spirit of the age; and at this moment, instead of being conducted to add to the wealth of the wealthy, they are little more than associations of the rich and poor, in which each contributes pro rata, to protect the families of all those associated, from the evils of want. They are emphatically *the greatest and most important CHARITIES of the day*, in which the money of the rich, the strong, the enterprising, and the industrious, is annually invested for the protection of the weak and the helpless, of the widow and the orphan. They are SAVINGS BANKS of a higher and nobler character than any other ever devised by man, and every wife and daughter in the land should invoke their husbands and fathers to become a partner to so noble a charity—a contributor to *the widow's and the orphans' Fund*.

One of the great objections heretofore existing against Life Insurance, was the great danger of a man's becoming enabled to pay his annual premiums and thereby sacrificing his policy after having paid his premiums for years. This is now remedied by a *loan* from a Company of a portion of the premiums—which not only unable the assured to keep his policy alive and in force—but offers him assistance in the time of temporary embarrassment and distress. We earnestly hope that the wives and children of all who are dependant upon the salaries or labours of any individual, will endeavour to impress upon him, that by denying himself a few temporary luxuries *now*, he will not only guard them against want hereafter, but render his own death bed one of comparative happiness.

Let all reflecting persons give their countenance and support to Life Insurance Companies, because they are in fact, as now instituted, nothing more or less than large sums contributed by affectionate husbands and fathers for the sole benefit of their wives and children. Instead of "Insurance Companies" they should be styled as they truly are, *"The Widow's and Orphan's Fund Societies."*

In this case, at least, we are guiltless of not practicing what we preach. We have our life insured for £1500 sterling, and though that is rather a large sum for a bachelor, it proves that what we recommend to our readers is commended from a *real* sense of its utility.—*Halifax Post.*

Terrible Disaster—As the Steamer Marquette was backing out of one of the wharves at New Orleans on the 1st inst. she burst her boilers:

The scene as described by those who saw it immediately after the frightful accident, was awfully heart rending. Pieces of the wreck were thrown, with human bodies, into the air and at immence distances. The boat was literally blown to atoms.

How many lives have been lost by this terrible accident is not known—indeed it never can be accurately ascertained, as several who were going as Passengers had not registered their names, and it is feared that many of the deck passengers are lost. The ladies and children in the cabin were all saved and escaped injury, except a small girl.

One dead body was taken from the wreck, of a man, name unknown, who had his legs litterally blown away. Three other persons died on their way to the hospital. There were nineteen persons in the City Hospitals

The Picayune gives a list of 12 persons who have died since the calamity.

Butter Making.—Every dairy woman should know, and perhaps does know, that her milk, set for butter making, should be closely watched and skimmed before it begins to sour, and that the latter skimmed cream should lay on the top of the former, and her body of cream should never be stirred till churning time. A layer of sweet cream gently laid upon that before skimmed, twice in a day, keep it from the hot air, and preserve it from becoming very acid, in the warmest weather, if churning be done once in four days

Our dairies fare hard, of late, since the daughters forsook them. I use my churn for a cream pot to save work. Perhaps it is well known that extreme heat melts cream, and renders it unfit for butter, and if your readers will have patience I will relate a trifling part of recent experience. Last year the wind deprived us of the shade of a beautiful tree which protected our dairy room from the sun. And one day last week when the thermometer stood at 27, not aware of the extreme heat, I commenced skimming into my cream as usual. The three following days the weather was cooler. When I churned the three days' cream which lay on the top made fine butter, which (if rightly managed) I will warrant to be pure at the end of the dog days.

The one days' cream at the bottom I could not separate from the buttermilk, because it had been melted If I had stirred the whole together as I skimmed it, I should have lost all my butter; whereas, I lost only one-fourth. If asked why it did not so mingle by churning as to spoil the whole, I answer, I cannot tell. All I can say is that three-fourths of my butter made very soon, and came from the churn nice, while the remainder was good for nothing—*Cor. Boston Cultivator.*

To prevent Must or Mowburn in Hay.—Take a number of smooth poles, lay the butt ends out side, so that they may be easily pulled out; let the mow or stack settle for a few days, then pull them out; this will leave a passage for the air into the hay, that will insure it against must or mowburn, for some distance around the holes.—*Ibid.*

OREGON.

As this region has become one of the principle topics of the day, an intelligent friend, who has been for many years not only an observer of passing events, but has stored his mind as well as drawers with their history and peculiar features, has sent us extracts of the several treaties on the subject between this country and Great Britain, as follows.

The third article of the treaty between the United States of America and His Majesty, the King of Great Britain and Ireland, dated October 20th 1818, is in the words following, to wit:

"*Article* 3. It is agreed, that any country that may be claimed by either party on the northeast coast of America, westward of the Stoney Mountains, shall, together with its harbors, bays, and creeks, and the navigation of all rivers within the same, be free and open, for the term of ten years from the date of the signature of the present Convention, to the vessels, citizens and subjects of the two powers: it being well understood, that this agreement is not to be construed to the prejudice of any claim which either of the two high contracting parties may have to any part of the said country; the only object of the high contracting parties, in that respect, being to prevent disputes and difficulties amongst themselves."

The first, second and third articles of the treaty between the United States of America, and His Majesty, the King of Great Britain and Ireland, dated the 6th day of August, 1827, are in the words following, to wit:

"*Art.* 1 All the provisions of the third article of the Convention concluded between the United States of America, and His Majesty, the King of the United Kingdom of Great Britain and Ireland, on the 20th of October, 1818, shall be, and they are hereby, further indefinitely extended and continued in force, in the same manner as if all the provisions of the said article were herein specifically recited."

"*Art.* 2 It shall be competent, however, to either of the contracting parties, in case either should think fit, at any time after the 20th of October, 1828, on giving due notice of twelve months to the other contracting party, to annual and abrogate this Convention; and it shall, in such case, be accordingly entirely annulsed and abrogated, after the expiration of the said term of notice."

"*Art.* 3. Nothing contained in this Convention, or in the third article of the Convention of the 20th of October, 1818, hereby continued in force, shall be constructed to impair, or in any manner affect, the claims which either of the contracting parties may have to any part of the Country westward the Stony or Rocky Mountains."

In the work of Mr. Rush, the following anecdote is told. It shows how irksome Persian dignitaries must find the civilization of Western Europe;

Two servants of the Persian Ambassador having offended him lately in London, he applied to the British Government for permission to cut off their hands. On learning that it could not be granted, he gravely remonstrated! In the sequel he was ill able to comprehend how the laws of England could deny his request. Finding, however, that his hands were tied up, he told his servants, *"it was all one; they must consider their heads as being off; for off they would come when he got them back to Persia."*

Travelling to New York.—The number of passengers from Boston to New York, and from New York to Boston, during the month of July last, by the several routes by way of Norwich, Stonington, and Newport, including as well those by steamboat as those by the Long Island Railroad, was 18,169. Of this number 16,343 were first class passengers, and they were nearly all carried for a fare of two dollars each; and 1826 were second class passengers, mostly carried at $1: 621-2 each, making gross receipts about $36,000. In carrying the passengers, six or seven steamboats of a large class have been regularly employed, and the cost of the several railroads over which the travel passed, with their respective establishments, was about $10,000,000. This is probably the largest number of passengers ever conveyed between the two cities in the same space of time. [Advertiser.

The Weevil.—The Pictou Chronicle says, that this destructive insect is very prevalent in the wheat crops in many parts of the county of Colchester. The Weevil is a small red insect which appears in the grain while in the ear, and renders it useless. In some places crops have been entirely destroyed by it.

Compassion.—Compassion is an emotion of which we ought never to be ashamed. Graceful, particularly in youth, is the tear of sympathy, and the heart that melts at a tale of woe; we should not permit ease and indulgence to contract our affections, and rap us up in selfish enjoyment. But we should accustom ourselves to think of the distresses of human life, of the solitary cottage, the dying parent, and the weeping orphan. Nor ought we ever to sport with pain and distress in any of our amusements, or treat even the meanest insect with wanton and undeserved cruelty.

Shark Caught.—About 8 o'clock last evening, one of those monsters was taken by a hook and line, from the water at Messrs Perkins & Smith's wharf. It measured 8 feet in length, and required the strength of six men to get it on the wharf. We frequently notice boys in the water at this and other wharves in the city, and the fact that these monsters are about our waters, should serve as a caution against exposure in this manner. They are particularly fond of "naked little boys," and would snap up one of them in a twinkling.—New London Star.

A Hard Hit.—Several years ago in North Carolina, where it is not customary for the tavern keepers to charge the ministers anything for lodging and refreshments, a preacher presumingly stopped at a tavern one evening, made himself comfortable during the night, and in the morning entered the stage without offering to pay for his accommodations. The landlord soon came running out to the stage, and said, "There was some one in there who had not settled his bill."—The passengers all said they had, but the preacher, who said he had understood he never charged ministers any thing. "What! you a minister of the gospel, a man of God," cries the inn-keeper, "you came to my house last night, you sat down at the table without asking a blessing; it lit you up to your room and you went to bed without praying to your maker, (for I staid there until you had undressed;) you rose and washed without prayer, ate your breakfast without saying *Grace*, and as you came to my house like a sinner, and ate and drank like a sinner, you have got to *pay* like a sinner."

A fellow, who got a livelihood by fiddling at fairs, was one day met by an acquaintance who had not seen him in a great while, who accosted him thus:

"Bless me! what! are you alive?"

"Why not?" asked the fiddler:—"did you send any body to kill me?"

"No," replied the other, "but I was told you were dead."

"Aye,—so it was reported, it seems," says the fiddler, "but I knew it was a lie as soon as I heard it."

"I don't think you are alive!" "may be not" said the fiddler knocking him down."