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HATS AND BONNETS!
Newest Spring Fashions!!
DIRECT FROM NEW-YORK!
Will be sold very cheap, by
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Waterford, May 14th, 1855. 34-

POETRY.

PRIDE.

'Tis a curious fact as ever was known
In human nature, but often shown
Alike in castle and cottage,
That pride, like pigs of a certain breed,
Will manage to live and thrive on "feed
As poor as a pauper's pottage!

Of all the notable things on earth,
The queerest one is pride of birth,
Among our "fierce democracy"
A bridge across a hundred years,
Without a prop to save it from sneers
Not even a couple of rotten Peers
A thing for laughter, sneers, and jeers
Is American aristocracy!

Depend upon it, my snobbish friend,
Your family thread you can't ascend,
Without good reason to apprehend
You may find it waxed at the further end
By some plebeian vocation!
Or, worse than that, your boasted line
May end in a loop of stronger twine
That plagued some worthy relation!

Because you flourish in worldly affairs
Don't be haughty, and put in airs,
With insolent pride of station!
Don't be proud, and turn up your nose
At poorer people in planer clothes;
But learn, for the sake of your mind repose,
That wealth's a bubble that comes and goes!
And that all proud flesh, wherever it grows,
Is subject to irritation!

CANADA.

AN ESSAY:

To which was awarded the First Prize by the Paris Exhibition Committee of Canada.

BY I. SHERIDAN HOGAN.

CONTINUED.

But what is of greater consequence, especially to a people proverbially impatient of delay, and never even satisfied with success, unless it comes rapidly, is the time occupied in transporting the flour to tide-water. By the St. Lawrence it was three and a-half days, and was conveyed in steamers and propellers carrying some 4000 barrels; whilst, on the Erie Canal, it was winding its way through the locks and levels some fourteen days, and in comparatively small quantities at that.

In view of these results it is not surprising that the Americans should have shewn so great a desire for the free navigation of the St, Lawrence. And as one of the early consequences of the restrictive and withering navigation laws being swept away from the inland seas of America, I perceive that in the single article of Indian corn, the importations at Montreal last fall exceeded those of the entire previous year by 567,728 bushels, being 651,149 bushels in 1854 to 83,421 in 1853; and that in Buffalo the decrease was proportionate. In *Chicago, too, an enterprise, the most* comprehensive and important ever mooted in Western America, has been the result of the removal of the restrictions upon commerce; I mean the projection of a line of steamers to run from that port, by the St. Lawrence, to London and Liverpool direct, or indeed to any other part of the world where there is a navigable sea. If this enterprise should turn out successful—and there is no reason why it should not, although first attempts are always liable to miscarriages—there is no computing what may be its effects upon the navigation of the river. Of it, which would be a more feasible enterprise still—because lake craft and lake sailors are never perfectly adapted to the sea,—a line of propellers or steamers were built in Chicago, to run in connection with the present line of steamers to Quebec, or with any other line that might be established, a complete revolution would be effected in the trade and commerce of the West. Milwaukie Cleveland and Toledo would follow the example of Chicago. They would, in fact, if this enterprise should succeed, be forced into the current that led to their own good fortune. Grain and pork would then be shipped in the very centre of Western America for the remotest parts of Europe; and the goods and manufactures of their consumers could be laid down at the thresholds of their producers. Whilst the best class of emigrants,—always an invaluable cargo,—might be taken up by these steamers, almost at their own doors, and be conveyed to the very places they desired to settle in, in the West,—an advantage that would be of the highest importance to the emigrant, saving him from the inconveniences, delays and impositions which now too often attend his journey westward.

What may be said in favor of the St. Lawrence, as an outlet from the great West, may, for all purposes of business and settlement, be urged for it as an inlet from the ocean. In its two thousand miles of navigation inwards it waters valleys and slopes, in which at least thirty millions of additional inhabitants might prosper and enjoy all the comforts of life. The lands in its entire valley are, for agricultural purposes, are amongst the finest in the world, Copper mines, unequalled in extent, are upon its very banks. Timber, which cannot be exhausted in centuries, overshadows its waters, and those of the many rivers which lead into it. To the emigrant in search of a home I can fancy no route in America equal to it. It is a vast map of all he wants to see and too know, reduced to a reality. To the capitalist, the tourist, the pleasure-seeker, and the man of science, its magnitude and its grandeur invest it with singular attractions. There is not perhaps in the world two thousand miles of navigation which afford so many objects of interest to the poor man, or so many objects of pleasurable contemplation to the good one, as the St. Lawrence and the Lakes from the Gulf to the City of Chicago.

Such advantages, however, are rarely or ever conferred by nature without their being coupled with what both taxes skill, and calls for the exercise of energy and judgment. It is so with the navigation of the St. Lawrence. In former years the employment of a wretched class of vessels—for anything was thought good enough to carry timber which could not sink—was attended with a more than ordinary amount of disasters. Pictures of difficult and dangerous navigation were found, in these cases, much more profitable than accurate descriptions of ill-constructed, ill-managed, and unseaworthy ships. The consequence was, that underwriters and the navigation both suffered together. But of late very fine vessels have been employed in this trade; and skill in navigation is in everything else, is made the condition of valuable property. The old traders, therefore,—which are now a fair average of the ships employed—are among the most fortunate and successful vessels in the world, although they rarely or ever miss making two seasons, and are the first ships out in the spring. The same enterprise too, which projected and completed the splendid docks on the St. Lawrence extending down into the gulf, and lighted here and there make it look like a navigable street lit with lamps. The Legislature too has made provision for Tug Boats on a large scale, and for harbors of refuge. These are improvements, but more than good ships and skilful navigators, have the effect of reducing the rates of insurance upon Quebec traders, during the season of navigation, as low as ships from New York or Boston, and lower than those in the Mississippi.

This is but another matter to allude to in concluding the contrast between the two great northern outlets to the West, the Erie Canal and Hudson River and the St. Lawrence; that is, while they are closed up by the ice, they, however, be dismissed in few words. The Erie Canal is opened at the first of May. The St. Lawrence, for an average of twenty-five years has been clear of ice on the month of April; and the average arrival of the first ships from sea, for the period, was the first of May. For years, especially since the repeal of the navigation laws has induced great competition, ships have left in numbers certainly quite as large in the month of November as about the first; for some seasons they have left as late as the twentieth, and even later, the 1st of December. But the Canal, being a shallow and a body of water, freezes much sooner than a great and rapid river, and it is navigable as a means of commerce only after a severe frost, which occurs in the middle of November. An event, too, immense inconvenience and losses are suffered, through whole fleets of boats being frozen in on their eastward with produce and merchandise. So that for all purposes of rational profitable commerce, the St. Lawrence has by no means a shorter, if it can fact a longer season. And the statistics of losses, on account of property that is often locked up in the Canal by the boats being frozen, could be got at, they would form an amount utterly astounding to the unacquainted with the business. Not vaguely claiming an advantage for the St. Lawrence, it would be doing nature's grandest outlet injustice, to admit that it suffered the slightest degree by a comparison with the Erie Canal in the time it may be used.

From these observations the emigrant or capitalist, on his way to the west, may form an idea as to his best route. The circumstance of continuous communication, the St. Lawrence has the advantage in cheapness, whilst the United States routes, being partly by rail, have the advantage in speed. By the St. Lawrence route the emigrants bagg. costs him nothing; and the steamer propeller, which he takes at Quebec for Montreal, often conveys him the entire distance to Chicago or other ports without removal. He thus avoids the expense, harrassments and privations of being cast forth with his effects upon wharves and in the emigrant railway stations, where exposed his family to disease, and the removal of them and its effects children with cost, and not unfrequently the transactions and frauds. The fare between New York and Boston routes to Chicago is fixed, to emigrants, at eleven dollars forty-four shillings sterling, with every hundred pounds weight of baggage, dollars and fifty cents extra for lars, and By Cincinnati it is ten dollars, and same sterling shillings sterling, with the emigrant charge for baggage, where the Lawrence travels by rail. By the St. Lawrence route it is eight dollars, or thirty shillings sterling; and the charge proportionate to intermediate points such as to Cleveland or Toledo on Lake Erie in the States, or to Toronto or Hamilton in Canada.

The steam line of steamers to Quebec and which the Canadian Government has been so liberally with a liberality worthy of the enterprise, is likely to produce a great change in the passenger trade to America. Should a line of steamers or propellers be established to run in connection with them from the Western States, emigrants might purchase tickets in the very heart of Europe, which would take them two thousand miles into the interior of America, with but a single transhipment, and with no greater inconvenience than might attend their journey from their homes to the ports of departure. To the better class of emigrants it would be convenience and advantage almost inestimable. The poor, who might be able to avail themselves of it, would be saved a thousand privations and difficulties, arising from their not knowing what to do, or where to go when they are deceived as to the cost of a journey to the West.

RAILROADS.

The Canadian Government has adopted a bold and comprehensive views in providing railway communication; and the extension of public aid to these enterprises has been, though liberally, wisely dispensed. The advances have been limited to one-half the amount actually expended on the works, and the whole stock and resources of the railways are pledged for the ultimate redemption of the advances, and for interest upon them in the meantime.

Of these undertakings the Grand Trunk Railway is the most extensive, and when completed, be one of the largest railways in the world. In length it will extend 1112 miles, with a uniform gauge of five feet six inches. The entire capital of the Company is £9,500,000, of this £8,084,000 were subscribed in London within the year 1853. Its influence on the course of trade from the great West to the ocean will be great and lasting. It has already diverted a large portion of the trade which previously flowed through other channels in the United States, and its receipts in the second year of its existence, were as great as those of the Great Western Railway of Massachusetts after it had been five years in operation, the cost of the two being nearly equal. It should be taken into account, too, that the American Railway, extending from Boston to Albany, embraces a district far in advance of the Canadian line in population.

Three hundred and ninety two miles of this line are already opened: 292 miles from Portland to Montreal, and 100 miles from Quebec to Richmond. In the autumn of the present year the contractors are bound to complete 95 miles more, and in the following year 68 miles.

When finished this railway will present an uninterrupted line from Portland to Michigan, and the distance by this route is fifty miles less than from New York, has a uniform guage throughout, and will probably be most the cheapest route.

There is another projected railway now under contract, which may properly be called a continuation of the Grand Trunk Railway. It commences at the point where the latter terminates at Fort Huron, crosses the Peninsula of Northern Michigan to Grand Haven on Lake Michigan, thence there is a steamer to Milwaukie, and thence a railway to Prarie du Chien. From Portland to this point the distance throughout is only 1200 miles; and, with the magnificent water communication of the St. Lawrence and the great lakes, must attract through Canada a large portion of the immigration into the Western States.

Connected with this railway there is a work which, for boldness of design and difficulty of execution, is perhaps unequalled in the world,—the tubular bridge now in course of construction across the River St. Lawrence at Montreal. It is thrown across a navigable river two miles in width, at a spot where its course is interrupted by rapids, and where it is exposed every year to immense masses of ice, which are dashed against it by the impetuosity of the current. It will, when completed, be one of the wonders of the world, and is another added to the splendid conceptions of Mr. Robert Stevenson, the first Engineer of the age. The contract for this bridge is £1,400,000.

TO BE CONTINUED.

Bible View of Temperance.

BY REV. CHAS. JONES, OF CAMBRIDGEPORT.

CONCLUDED.

(10) In our searchings we find the scriptures carefully *prescribing* wine and strong drink, under *peculiar circumstances* as *medicine.* This very care in prescribing—if we conclude the wine was the intoxicating article—shows how jealous God is of its use, and how He would guard men from forming an appetite. He would not *direct* the employment of intoxicating liquids, except the case was very urgent, life and health being periled. "Give strong drink unto him that is ready to perish, and wine unto those that be of hearty hearts—or are in bitterness of soul. Let him drink, and forget his poverty and remember his misery no more. Prov. 31: 6, 7. The only other consistent interpretation, as we think, is that which looks upon these words as *biting sarcasm* addressed to such as will administer the poison and such as will drink. It is saying if you will tipple, as a relief from trouble, do so, and bear the consequences.

We may not pass by one other case of *medicinal prescription.* About the year of our Lord 65, there was a young man so careful of his Christian reputation and the honor of his Divine Master, and so fearful of bringing a reproach upon the cause of religion that he would not touch wine, though in a state of great debility. Just the enemy should find cause to blaspheme. He had no idea that total abstinence from intoxicating wine, or perhaps, even wine that would not intoxicate, would place him in antagonism to those passages of the scriptures which represent corn, wine and oil as a blessing. There he stood, a conscientious total abstinence man, at least from all intoxicating drinks. In him we cannot see the least sprinkling of that spirit that starts, and lifts up both hands with holy horror at what is called sacrilege in making the sale and use of liquid poison a nuisance. So faithful a temperance man was Timothy that Paul said to him, "Drink no longer water but use a little wine for thy stomach's sake, and thine often infirmities." 1. Tim. 5; 23. He needed this injunction, with its benefits, lest he should come to a premature grave. O that all were as careful in prescribing and using what is manifestly worse than edged tools!

(11) We are met with portions of the Bible which naturally range under the department *permits* for the use of wine and strong drinks. We give one instance: Read Deut. 14: 22, 26. With reference to this passage it might be sufficient to say that it describes an ancient religious rite or custom, which has no applicability to our times. That then, it transpired but once a year, and cannot, by any fair construction, be considered a support for the use of intoxicating liquors as a beverage. Further, if we reason from such premises in favor of the sale and use of intoxicating liquors as a drink, we may in like manner support polygamy, divorce, and the wholesale destruction of life. Again: Those who build up an argument upon this basis for the support of the present liquor traffic prove more than they wish, and destroy their own cause. The permit declares thou shalt bestow that money for whatsoever thy soul lusteth after. This as it is now proposed, to employ it, would license every abomination. As originally given and designed it was doubtless safe and wise.

(12) We next turn to the law of love. Love works no ill to our neighbor; therefore love is the fulfilling of the law. This sentiment is certainly in harmony with the teachings which have already fallen upon our ear. Their whole drift has been to save men from drunkenness, from forming an appetite for a stimulus, which once formed, is subdued with vast difficulty. We can not but believe that love, in its overshadowings, would lead to results just such as we have seen the Bible contemplate. That book, in its warm outgushings, says "Avoid the very appearance of evil." Do the venders and drinkers of these days do that? Do not their dead victims bloated and ruined, lie thick all along the tracks of time to the tomb? They avoid the appearance of evil!

Is it not true that their course is evil and only evil continually?

(13.) Next naturally comes in certain *beautiful sentiments of the Apostle Paul, full and overflowing with regard for human welfare.* It is good neither to eat flesh nor drink wine, nor anything whereby thy brother stumbleth, or if offended, or is made weak. Rom. 14. 21. *Again,* if meat make my brother to offend, I will eat no flesh while the world standeth, lest I make my brother to offend. 1 Cor. 8. 13. We venture the remark, that if there was not a prohibition or word in the bible against wine and strong drinks, not a warning to drunkards and drunkard makers, these passages received would close every grogshop and make every drunkard sober. And can it be that a book, the marrow and fatness of whose sentiments are of this stripe, is to be tortured as affording support for present selling and drinking usages?

I ask if the Infinite could have spoken in more decided terms in condemnation thereof?

Whatever else, and whoever is held responsible, let the Bible stand disintegrated from such company, and with its author rest on the mount of holiness.

No more let blasphemous lips torture its pages to support the most shameful types of iniquity. These sentiments are but the echo, or rather fresh enactment, under the halo, of gospel glory, of that love for man which Daniel and others long time before Paul felt and manifested when wine not only, but various luxuries were refused for humanity's sake, from regard to righteous principles.

(14.) Our waiting eyes are next arrested with the doings of the *man of sorrows—Jesus Christ* of Nazreth—by by PRE-EMINENCE the *Son of God.*

To avoid the charge made against his forerunner John, of being *austere* and too *rigid,* the Redeemer mingled socially with men. In return, he was charged by some as being a *wine-bibber* and *glutton.* The charge proved too much rather it asserted more than they could prove, and fell by the weight of their own assiduity and infamy to the ground. Of course, there is no evidence that he ate too much, or that he drank any intoxicating wine—or if he did, that he took it for other than medicinal purposes, or in accordance with the religious institutions of the Jewish nation.

One thing is certain,—the character of the Messiah is a sufficient voucher that he never, by precept or example, did a thing which could fairly be interpreted as supporting past, present or future usages, which are opposed to the legitimate working of the law of love.

We find him once a guest at the marriage in Cana of Galilee. There he made water into wine. This certainly was an act where omnipotence was directly concerned. To speak the word, and water in an instant blush, and proclaim by its nature, "I am wine," was to do what no mere creature could do. Was that wine intoxicating? No one can prove it so. I dare not *indulge* the thought that it was. To assert that it was, changes not the issue. It was the best of all that had been furnished. But the best wine, according Plutrach, who flourished towards the close of the first century, was that which would not intoxicate. Rich, nutritious, refined, pure and delicious. The benevolence of the son of God, it seems to us, would have forbidden the creation of alcoholic poison by an act of Omnipotence. At all events they who wish to have it so are welcome to their wish. For ourselves we prefer the other view. It appears more in harmony with infinite love, and seems to be conducting us towards the climax—having reached which, the Bible must stand forever vindicated from being the abettor of the present nefarious course of manufacturing drunkards by thousands, and fulfilling in their history the fearful decree, "No drunkard can enter the kingdom of heaven." What evidence of depravity in this world, in the fact that not a few are so anxious to have Christ the supporter of their schemes, that they will make him accessory to the doom of final and endless damnation.

We are not aware that the results of this train of thought can be materially affected by the employment of wine at the *Sacrament,* or by the various passages of the word of God in which wine or the vine are introduced as figures of speech. Figurative language has always been in use, and there is no occasion for applying such facts to the support of existing usages in the matter of alcoholic beverages. Indeed we are required by principles of honesty and fairness to interpret all figures in unison with great, first and fixed laws. These, we have seen, directly confront all attempts to build up or rather support the present use of liquor. It is now generally admitted that we have little, if any, juice of the grape—and that distilled or drugged poisons are the staple articles sold as beverages. In that view it is infamous to reason from the Bible to our cause. Our times are cursed by the most fearful poisons—not simply alcoholic by the process of distillation, known only some 900 years, but drugged mixtures, compounds of logwood, and the most virulent vegetable and mineral poisons. Then there is filthy, disgusting beer, made in a different mode, but whose tendencies are the same. The devil was never seen much more manifestly than when having succeeded in guiding men in the manufacture of such drinks, he tempts them very piously to turn round and plead the word of God as authority.

And now what shall be done? May say use suasion, but not compulsion. I have no doubt this was precisely the way the arch deceiver felt when he raised a mutiny in heaven, and he would have been right glad to have had the mode of action carried out, while he laughed in his sleeve and chuckled, and then carried on his schemings. But the Most High understood the inefficiency of such processes, *when employed on such minds.* So the leader and his crew were hurled down where they deserved to dwell. That was moral government. It was a system of moral influence. Love and obey, and you live. Disobey and rebel, and you die. Penalty joined to precept, and when needful, execution.

So we ask that it may be now. A system of moral influence. Precept, pleading lovingly and tenderly with the people to act for the common good; but if they will not, then the execution, God prohibits sin and punishes transgression. So we would prohibit. *Prohibit* one of greatest *nuisances* of the age, and if all would lovingly obey, what a happy land ours would be! But as they do not, and I suppose will not, execute the penalty protect the weak, the mother, the wife, the child, son, daughter orphaa, and so be found in harmony with present exigencies, and best of all, in harmony with God's blessed Bible.

POPULAR CHEMISTRY.

Why is the science of so named?

Because of its origin from the Arabic in which language it signies "the knowledge of the composition of bodies."

The following definitions of chemistry have been given by some of our best writers:—

"Chemistry is the study of the effects of heat and mixture, with the view of discovering their general and subordinate laws, and of improving the useful arts."—*Dr. Black.*

"Chemistry is that science which examines the constituent parts of bodies, with reference to their nature, proportions, and method of combination."—*Bergman.*

"Chemistry is that science which treats of those events or changes, in natural bodies, which are not accompanied by sensible motions."—*Dr. Thompson.*

"Chemistry is a science by which we become acquainted with the intimate and reciprocal action of all the bodies in nature upon each other."—*Fourcroy.*

The four preceding definitions are quoted by Mr. Parkes, in his Chemical Catechism.

Dr. Johnston (from Arbuthnot) defines "chemistry" as "philosophy by fire."

Mr. Braude says, "It is the object of chemistry to investigate all changes in the constitution of matter, whether effected by heat, mixture or other means."—*Manual* 3rd edit. 1830.

Dr. Ure says "Chemistry may be defined the science which investigates the composition of material substances, and the permanent changes of constitution which their mutual actions produce."—*Dictionary,* edit. 1830.

Sir Humphry Davy, in his posthumous work,* says:—

"There is nothing more difficult than a good definition of chemistry; for it is scarcely possible to express, in a few words, the abstracted view of an infinite variety of facts. Dr. Black has defined chemistry to be that science which treats of the changes produced in bodies by motions of their ultimate particles or atoms; but this definition is hypothetical; for the ultimate particles or atoms are mere creations of the imagination. I will give you a definition which will have the merit of novelty, and which is probably general in its application. *Chemistry relates to those operations by which the intimate nature of bodies is changed, or by which they acquire new properties.* This definition will not only apply to the effects of mixture but to the phenomena of electricity, and, in short, to all the changes which do not merely depend on the motion or division of masses of matter."

Cuvier, in one of a series of lectures, delivered at Paris, in the Spring of last year, says, "the name chemistry, itself, comes from the word *chim,* which was the ancient name of Egypt;" and he states that minerals were known to the Egyptians "not only by their external characters, but also by what we at the present day call their *chemical characters.*" He also adds, that what was afterwards called the Egyptian science, the Hermetic art, the art of transmuting metals, was a mere revenge of the middle ages, utterly unknown to antiquity. "The pretended books of Hermes are evidently suppositious, and were written by the Greeks of the lower Empire."

Why is chemistry essential to man in his highest state of cultivation?

Because every part of his body is covered with the products of different chemical and mechanical arts; made not only useful in protecting him from the inclemency of the seasons, but combined in forms of beauty and variety; creating out of the dust of the earth, from the clay under his feet, instruments of use and ornament; extracting metals from the rude ore, and giving to them a hundred different shapes for a thousand different purposes; selecting and improving the vegetable productions with which he covers the earth; making the winds carry him on every part of the immense ocean; and compelling the elements of air, water, and even fire, as it were to labor for him; concentrating in small space materials which act as the thunderbolt, and directing their energies so as to destroy at immense distances; blasting the rock, removing the mountain, carrying water from the valley to the hill, &c. Or to be more minute, the rendering skins insoluble in water, by combining with them the astringent principle of certain vegetables, is a chemical invention; and without leather, our shoes, our carriages, our equipages, would be very ill made: and bleaching and dyeing of wool and silk, cotton and flax, are chemical processes, and the conversion of them into different clothes, is a mechanical invention; the working of iron, copper, tin, lead and other metals, and the combining them in different alloys, by which almost all the instruments necessary for the turner, the joiner, the stone mason, the ship builder, and the smith, are made, are chemical inventions, even the *press* could not have existed in any state of perfection without a metalic alloy. The combining of alkali and sand, and clays and flints together, to form glass & porcelain, is a chemical process;* the colors which the artist employs to frame resemblances of natural objects, or to create combinations more beautiful than ever existed in nature, are derived from chemistry;—in short, in every branch of the common and the fine arts, in every department of human industry, the influence of this science is felt; and we may find in the fable of Prometheus taking the flame from heaven to animate his man of clay an emblem of the effects of fire, in its application to chemical purposes, in creating the activity and almost the life of civil society.—*Abridged from "the Last Days of a Philosopher," by the late Sir Humphry Davy.*

Why may real philosophers be considered to have done much by their own inventions for the useful arts?

Because the chemical or mechanical manufacturer has merely applied what the philosopher has made known; he has merely worked upon the materials furnished to him. Thus, the chlorine, or oxymuriatic gas, or Scheele, was scarcely known, before it was applied by Berthollet to bleaching; scarcely was muriatic gas discovered by Priestly, when Guyton de Morveau used it for destroying contagion. Platinum has owed its existence, as a useful metal, entirely to the labors of an illustrious chemical philosopher; look at the beautiful yellow afforded by one of the new metals, chrome; consider the medical effects of iodine, in some of the most painful and disgusting maladies belonging to human nature, as cancer and bronchocele. We have no history of the manner in which iron was rendered malleable; but we know that platinum could only have been worked a person of the most refined chemical resources.—*Sir Humphry Davy.*

* The improvements of porcelain in this country as well as those made in Germany and France, have been entirely the result of chemical experiments; the Dresden and the Sevres manufactories have been the work of men of science; and it was by multiplying his chemical researches, that Wedgewood was enabled to produce at so cheap a rate, those beautiful imitations, which, while they surpass the ancient vases in solidity and perfection of material, equal them in elegance, variety, and tasteful arrangements of their forms.

* Consolations in Travel; or, the Last Days of a Philosopher, 1830.

READING IN THE CARS.

Railways have wonderfully changed the business and ways of the world. Cities were once places of residence, and merchants thought they must domiciliate within a moment's call of their ships and banks and counting-rooms, or trade would languish and die. But steam and iron roads have proved that ships will sail and banks discount, if the merchants sleeps in the country, away from the din of rattling wheels, and the mephitic vapors of gorged gutters and sewers. But it is not the merchant alone who has forsaken the city; mechanics, artists lawyers, clergymen and editors, not only find the country congenial, but less expensive than the city, as a place of residence, including the cost of transportation over the road twice or more each day.

But to spend twenty minutes or an hour, morning and evening, in the cars and to take a choise of conversing amid the screams of the steam whistle and the clattering of the wheels or to be left alone to one's thoughts, presented a dilemma, the horns of which were either of them too sharp for Yankee impatience to hang upon. So the merchant pulled out his "price current," and studied that the lawyer his "brief," and clinched the points of that, the clergyman his suggestions for every day in the year," and the editor his "exchanges," and thus made all the time count as so much devoted to business. Now the newsboy comes with the morning and evening papers, and follows on with 'Harper, 'Putnam,' and 'The Lamplighter,' as regularly as the trips of the cars themselves. We are determined not to be left alone—it is pleasenter to read then to think—so we hurry on, leaving the 'inward digestion, for a more convenient season,' and the mind to become lazy, laggish and unprofitable.

Reading in the cars, however, will have another, and most painful influence upon the physical system. We had several times been cautioned against reading in the cars, but a bag full of "exchanges" has proved too strong a temptation to resist, and for several years it has been our practice to read from two or three to twenty or thirty papers while passing over a distance of twenty miles. But during the spring and early part of summer we invariably returned home with a painful sensation in and about the eyes, though feeling nothing of it on taking the cars at Boston. This pain at length became permanent, sometimes violent, and so great as to prevent us from reading, and generally from writing though the sight was not impared. Upon consultation with an occulist, he stated that the optic nerve had become weakened by overtasking it, and enquired if we were not in the habit of reading in the cars! Under an interdiction from reading and writing, the eyes have rapidly improved, and we can now read half an hour at a sitting, under favorable circumstances.

The most unpleasant and painful sensation of our experience has been after retiring at night. The whole eye would then seem to be oscilating, and accompanied by severe pain at each motion,

Since being thus deprived of the use of the eyes, several persons have stated to us a similar experience in themselves, and arising from the same cause. We are also informed than an expressman, who had for many years been passing back and forth between Boston and one of the neighboring towns, and who was in the constant habit of reading in the cars, has become totally blind, and the cause is imputed to the fact. In reading the eye not only takes in the word, but each letter of the word, and their formation upon the retina of the eye must be exceedingly complicated and difficult under such conflicting motions as are caused by a rapidly-moving train of cars. Perhaps the communication of these facts may save a good pair of eyes.

LONG EVENINGS.

Night shuts upon us now at quite an early hour. The afternoons are brief and getting briefer. Yet, if we miss the prolonged daylight, and the pleasant summer evenings with their warm breath and vivifying charms, there is no reason to regret their departure, for nature dealt with us kindly and the doctrines of compensation is carried throughout the year. While the change of temperature gives additional vigor to the body, the mind, its sympathetic companion, is also strengthened and re-vigorated, and these long evenings, by shortening the hours of labor, afford ample opportunity for the exercise of faculties thus freshened and re-juvenated. The fall and winter evenings afford grand opportunities for study, and are eagerly embraced by those who can find no time for reading in the summer months. Books are now so cheap that few persons cannot afford to possess them. A hundred dollars judiciously expended will purchase quite a respectable library; such a library as would have deemed by a learned man before the invention of printing, when a scholar who wished to possess himself of a classic work had to go through the tedious process of transcription, happy if he could be allowed the privilege of coppying from a rare original manuscript. Yet those students were learned and wise men, because learning and wisdom are not gathered from a multiplicity of books, but from a few excellent works thoroughly digested. The press which *diffuses* information, affords by the great cheapness and number of its productions, a temptation to rapid and extensive reading. Modern authors are unjustifiably prolific and prolix.

The grain of gold that occupied but a small space on the folio of an author, is beaten into many pages of glittering leaf by the modern writer. We see very little of that nervous, condensed, laconic writing which distinguished the past and some proceding centuries, when a book was a gold mine of thought. Readers who wish to economize their time must be careful to choose the best works on any given subject, and master them thoroughly another good rule for the profitable employment of time, is to commence the study of a new science by the simplest elementary books. Don't be afraid to take up a history because it is written for children. In Napoleon's library were many books composed for the youngest class of readers—and these he selected by preference when he wished to begin a new study. But our long evenings must not be all surrendered to labor. We must avoid alike the "all work" and the "all play" principle. Society—music—the drama—are necessary to the balance of the mind. Human nature craves and will have excitement; we should only be careful that it is not immoderate, and that it is pure in character.—*Flag*

STICK TO IT YOUNG MAN.

The very doctrine of all other, "Stick to it. Who ever knew a mortal to enrol himself under his banner, and come out the little end of the horn? Nobody, we'll be bound. Its principle acted up to with rectitude, purpose, heart and soul, would keep any man above water and in blue sky.

"Stick to it." It's the very history, all experience, the triumph of mind, art, literature, energy great and noble work is its direct and appropriate illustration. He who would be, do, gain, make, save, achieve anything, in what ever department of life, trade, politics, religion, philanthropy, or love, must make it his first and last object of solicitude—the Alpha and Omega of—aspiration and action.

Tell us, young man, who ever did a thing worth a note, who did not "stick to it."—Look around among your acquaintances, and see who is and who is not "something," in him who is deservedly famous and honored, you will find the man, who, years ago, in the strength determination, energy, and light, of an all-conquering resolution, said, "I'll stick to it, "and who did and has struck to it ever since.

What has made great lawyers, statesmen, divines, artists? What has made a Webster, a Choate, a Brougham, a Kossuth? Simply, and solely and truly by choosing something real and vital and "sticking to it." And if you wish or expect, or mean, to do, or be anything, you had better do likewise. Then choose, and "stick to it." Armed with its principles and inspiration, you may rise to undreamed of heights—wanting it, you may sink to unthought of depths.

OPEN THE GATE

"I wish that you would send a boy to open the gate for me," said a boy of ten years old to his mother, as he paused with his books under his arm.

"Why, John, cannot you open the gate for yourself?" said his mother. "A boy of your age and strength ought, certainly, to be able to do that."

"I could do it, I suppose," said the boy but it is heavy, and I do not like trouble. The servant can open it for me just as well. What is the use of having servants, if they are not to wait upon us?" thought he.

The servant was sent to open the gate. The boy passed out, and went whistling on his way to school. When he reached his seat in the academy, he drew from his bag of books his arithmetic, and began to look at the sums.

"I cannot do these," he whispered to the next scholar, "they are too hard."

"I know that I can try," replied his companion.

"I know that I can try," said John, "but it is too much trouble. Pray, what are teachers, for, if not to help us out of difficulties? I shall carry my slate to Mr Helpwell, the usher."

Alas! poor John. He had come to another closed gate—a gate leading into a path of useful knowledge. He could have opened it, and entered in alone; but he had come to the conclusion that it was as well to have gates opened for us to exert our own strength. The result was, it was decided that he had no "genius" for such kind of study.

The same was true of Latin. He could have learned the declension of the nouns and the conjugation of the verbs as well as others of his age; but he got other boys to do his exercise, and what was the use in *opening the gate* into the Latin language when others would do it for him. Oh no! John Easy had no idea of tasking his mind or body when he could avoid it, and the consequence was, that numerous gates remained closed to him all his life—gates to honor—gates to usefulness—gates to happiness! Children, you should early learn that it is always best to help yourselves.