

Boath's Corner.

THE UNERRING PILOT.

I recollect that when a lad I was crossing the East River from New York to Brooklyn, on a very foggy day, in a small ferry-boat. My father and several other individuals belonging to the same society with himself; were desirous of going to Flushing, on Long Island, to attend a meeting. It was necessary, therefore, to cross the river early, and when we arrived at the foot of Fulton street, we found that the steamboat had just left the wharf. Being unwilling to wait for its return, we made company with the passengers who stood on the ground, sufficient to tempt the ferry-men to put off in a small boat and convey us across the river. The ferry-men hesitated for some time, but at length the offer of a sufficient reward induced them to set out. The reason of their objection to starting was, that the thick fog rendered the passage uncertain. They could scarcely see from one end of the boat to the other; and much they feared that they would lose their way, and row about the river for several hours to no purpose. At length we set out, the ferry-men magnifying the difficulties of the passage as much as possible, in order to enhance the value of their services. When we first left the wharf, a stranger stepped towards the stern and took the helm. Every eye was fixed on him who had assumed this responsible station from which every passenger had shrunk. But now that one of their number had seen fit to take command of the boat, on whose skill and knowledge depended the success of our little voyage, every one was disposed to criticise him. There could be no doubt that if he failed of bringing us safely to the landing-place on the opposite side, he would be obliged to endure the reproaches of every one who had embarked. Indeed, it was soon perceived some were unable to wait for his failure before they gave vent to their feelings. Thinking it a matter of certainty that he could not find the way to the ferry stairs during a fog as impenetrable as midnight darkness, they began to murmur in anticipation. The ferry-men were the first to evince their uneasiness by casting glances at each other, which were noticed by the passengers, and regarded as prognostic of ill success. One of the passengers then asked the stranger at the helm if he did not think he was going too far up the river? The stranger bowed and made answer, that if any other gentleman present wished to take the helm, he would resign it to his charge; from which it was readily inferred that so long as he held his place he intended to be guided solely by his own judgment. This answer silenced complaint for some time, as no other individual felt disposed to relieve him of his responsibility. But the uneasiness of the passengers increased as we proceeded, and when we became entirely surrounded by a fog, and no object in sight by which our course could be directed, the murmurs and conjectures of the little company were audibly expressed. "Why don't he put the helm up?" asked one, nestling on his seat. "We shall come out somewhere near the navy yard," said another. "He had better let the helm go, and trust to the ferry-men," said a lady present. "Why don't he keep the tiller to him?" asked a black woman anxiously. As the stranger paid no attention to these remarks, his silence was set down for obstinacy; and I am afraid that a few observations were added that somewhat exceeded the bounds of civility. The stranger evidently heard these injurious observations, for he made answer again, that if any gentleman wished to take the helm, he would resign it to his hands. Just about this time a dark object appeared on the water, and as it became more visible through the fog, it was recognized as a vessel which lay at anchor between the landing-places on either side of the river. This convinced every one, that so far, the stranger had gone as correctly as if the bright sun had shone, unclouded, upon the river, and silence was at once restored. All murmurs were hushed—satisfaction appeared upon all visages. But the vessel very soon faded again in the mist, and again nothing but fog and water surrounded us. Dissatisfaction once more prevailed, and the steersman received a great many instructions in his duty, to which he paid no heed, and only returned for answer as before, that if any gentleman wished the helm, he would resign it to him. After a great deal of discomposure, the travellers perceived land dimly emerging from the dense fog of the morning. Shapeless and unusual as every thing appeared, it is no wonder that every body imagined that they had reached the navy yard, about a mile above the proper landing-place. But all doubts were at an end when the prow of the boat struck the ferry stairs, and we discovered that the stranger had conveyed us as straight as an arrow to our point of destination. Many years have passed away since the occurrence of this event, yet occasions which have taken place have frequently brought it to my recollection. When I find fault with the ordering of Providence—when I have heard men undertake to account for His decrees, who maketh darkness his pavilion, and whose ways are past finding out—when I see the good distressed, and apparently ready to murmur at the decrees of heaven—I remember the man at the helm, and I say to myself, that however inscrutable may be the great Father of Life, and how ever he may suffer darkness and doubt to overshadow our souls, he knows what is best for us, and maketh all things work together for good in the end. We have a pilot at the head of the Universe, who can see through the mists which envelop us, and will bring all his ran-

somed creation safe to the haven of eternal rest. [We have met the above in several American periodicals, but do not know to what source to give credit for it. We cut it out of a paper which cannot claim it as original, but does not acknowledge to whom it is indebted for the article.—Ed.]

A TRUST DISCHARGED.

A Tradition of the Rabbis.

The celebrated teacher, Rabbi Meir, sat during the whole of one Sabbath-day in the public school, instructing the people. During his absence from the house, his two sons died, both of them of uncommon beauty, and enlightened in the law. His wife bore them to her bedchamber, laid them upon the marriage-bed, and spread a white covering over their bodies. In the evening, the Rabbi Meir came home. She reached him a goblet. He praised the Lord at the going out of the Sabbath, drank, and asked; "Where are my two sons, that I may give them my blessing? I repeatedly looked round the school and did not see them there. Where are my sons, that they, too, may drink of the cup of blessing?" "They will not be far off," she said, and placed food before him, that he might eat. He was in a glad and genial mood; and when he had said grace after the meal, she thus addressed him: "Rabbi, with thy permission, I would fain propose to thee one question."

"Ask it, then, my love!" he replied. "A few days ago, a person intrusted some jewels to my custody, and now he demands them again. Should I give them up?" "This is a question," said Rabbi Meir, "which my wife should not have thought it necessary to ask. What! wouldst thou hesitate or be reluctant to restore to every one his own?" "No," she replied; "but yet I thought it best not to restore them without acquainting thee therewith."

She then led him to the chamber, and stepping to the bed, took the white covering from the dead bodies. "Ah! my sons, my sons!" thus loudly lamented the father; "my sons! the light of my eyes, and the light of my understanding! I was your father, but ye were my teachers in the law."

The mother turned away and wept bitterly. At length she took her husband by the hand, and said: "Rabbi, didst thou not teach me that we must not be reluctant to restore that which was intrusted to our keeping? See, the Lord gave, and the Lord has taken away, and blessed be the name of the Lord."

"Blessed be the name of the Lord!" echoed Rabbi Meir, "and blessed be his name for thy sake too; for well it is written, 'Whoso hath found a virtuous wife, hath a greater treasure than costly pearls; she openeth her mouth with wisdom, and in her tongue is the law of kindness.'"—Children's Friend.

BIANCONI'S CARS.

Sir Robert Peel's advice to Irish landlords, in his speech in the House of Commons, February 16th. The career of Mr. Bianconi afforded a striking illustration, on the other hand, of what might be done without the slightest Government aid by individual zeal, ability, and enterprise. The history of that career was given in Mr. Drummond's most admirable Report on Ireland, a production which, though he (Sir R. Peel) dissented from some of its conclusions as to railways, he regarded with the highest admiration for the ability with which its various and most valuable information was arranged, and for the singular precision it displayed. By Mr. Bianconi's sole enterprise, zeal, and unwearied application of judicious means to well-considered ends, the entire of the south of Ireland, and a great portion of the west, had been, within the last twenty years, supplied with the means of internal communication. His cars now traversed the cross-roads in every direction, securing regular intercourse between towns and places which, before his time, had been utterly isolated from each other. Had this man any great advantages?—had he a large capital?—had he influential connexions in the country? By no means. On the contrary, he came into Ireland a total stranger, a Milanese, scarcely able to make himself understood in the language of his adopted country, and with just enough capital to start the one car with which he commenced operations between Clonmel and Kilkenny. But fortune, or rather the due reward of industry and integrity, favoured him, and he increased the number of his cars until at length, when Mr. Drummond wrote, he had ninety-four cars in constant occupation, running a distance of 3,000 miles a-day (hear, hear), and this in a district which was ever described as the focus of wild violence and barbarism, where neither life nor property was safe, and where the exercise of honest industry was out of the question (hear, hear). He (Sir R. Peel) would entreat of the landlords of Ireland to imitate the example of Mr. Bianconi, and depend upon themselves. If they felt really convinced that railway enterprises would add to the value of their property and benefit their country in any thing like the degree represented by the Noble Member for Lynn, let them facilitate the occupation of their land for this purpose; let them do their utmost to discourage party and religious animosities, and to promote peace and the security of life and property; let them give instances in their own persons of practical disinterestedness, of practical benevolence, of energy, of zeal, of industry; let them act in common concert, forgetful of religious or political differences, for the removal of all those impediments

which had hitherto stood in the way of Irish progress and of the social and moral improvement of the millions dependent upon them, and they would do vast good; they would do none by sitting in stolidly depar, casting all the blame upon other people, and placing their whole wretched reliance upon Government grants and Government patronage. (Cheers.)

THE MARKET PLACE OF VERA CRUZ.

The fashionable time of the market of Vera Cruz is five o'clock in the morning. Here most of the principal inhabitants and best-dressed people resort in all seasons, except the period of rains and northern storms, many to make purchases, but more for the pleasure of "seeing and being seen," and to gossip and lounge about till sunrise. At sunrise they return home—take their first breakfast—and go to bed again till eleven o'clock. At the present time, with ships of war blockading the coast and threatening their gates, the market cannot present the same variety as usual; under ordinary circumstances, however, few places of public resort in any part of the world can present a more motley and picturesque appearance. There you may see merchants of various countries, chiefly English, American, and French, chatting with a cigar in one hand and a huge slice of crimson watermelon in the other, and the English vice-consul choosing a new straw hat, while the commandante of the garrison is drinking cocoa-nut milk. The small farmers, if one may honour any of the indolent Mexican cultivators of the soil with such a designation, present an appearance almost as showy, and far more romantic, than the military, and do not come, for the most part, on business or the display of their produce, so much as to display themselves. The officers of the army are gaily dressed in white and gold, or red and white with broad silver lace; while those of the navy appear in blue and gold, and the artillery officers wear the same, but with red facings. The Mexican farmer, when not actually engaged in the disposal of his produce in the market, comes prancing across the country on his little mettlesome and highly-caparisoned steed, and dashes into the market-place as a caballero. He pulls up abruptly with a great dust, and a great jingling of brass and silver buttons and ornaments; alights amidst the cloud of dust and sand he has raised, like one who has performed some feat of skill to admiration, and enters the market with a stately air of graceful vain-glory, appearing conscious of general approbation, and anxious to display a general courtesy to everybody in return. His dress is almost invariably of some dark velvet, slashed in the arms and open at the knees, so as to display very white and fine linen underneath, either very full, or else neatly crumpled, worked, and plaited. His sombrero has a small round crown, with a very large brim encircled by a silken cord and gold or silver tassel. A large white handkerchief is often worn under his hat, with the broad angular points hanging down over one shoulder. His buttons, and hooks-and-eyes, and clasps, and buckles, are very numerous, and most of them are of silver. His horse's bridle is heavy with silver, and he wears a long sheathed knife or sword at his side, depending gracefully and threateningly from a belt round his waist, and gently swaying beside his left thigh. He continually salutes with his hat removed at arm's length, but seldom smiles. There, also, do you see ladies dressed in full Spanish costume, and in all sorts of bright-coloured Mexican dresses, abounding in jewellery, necklaces, and gold crosses (or rather crucifixes), and rosaries, while their slippers display all manner of curious devices in coloured beads and embroidery. The most busy among all the visitors of the market are, of course, the masters of the different fondas; and, in fact, of all the houses of refreshment; the proprietors of the punch-shops coming to buy lumps of ice for their punch, the ice being brought down to the market by native Indians from the mountain Orizaba. The vegetables are in great abundance, and present a very gay and bright appearance, owing to the crowded numbers of baskets filled with scarlet and yellow tomatas, and with pepper pickle-pods of all sizes, and as bright as flame. The fruits are large and luscious, the water-melons being the most numerous, and after them the pine-apples. The meat department of the market is odious, both to the sight and smell. Beef is usually sold by the yard, in dry strips; and butter by the pint (as a liquid); while poultry are not unfrequently found to consist chiefly of large parrots and macaws. Such fowls as they have are thin and discoloured. But, of all the beautiful sights, a Mexican fish-market ranks pre-eminently. Their variety of colours, their rainbow clearness and delicacy, their glancing changes with the point of vision, or change of position in the light, and their extraordinary splendour, are not to be described. Here, also, you may see a species of ware, certainly not at all common, to be found in the market places in general, viz., guitars. They are very small, and of a rude structure, manufactured by the Indians, and habitually taken by the agricultural "labourers" into the fields along with their other implements of husbandry. It speaks, eloquently enough, for the amount of labour performed; and those musical cultivators of the soil, taken in connection with the Mexican farmer previously described, may be regarded as a tolerably fair symbol of the results of most personal contests, and of all practical results with a hard sinewy, persevering, matter-of-fact, long-headed, and by no means forbearing or scrupulous people, like those who are now carrying fire and sword (side by side with petty trade) into this wild and romantic country.—Daily News.

forces there to keep them as territories valuable in other respects, but we go to the expense of keeping possession of them because they are valuable military and naval positions. The annual expenditure of £219,165 for military purposes at Gibraltar, of £106,659 for military, and £34,164 for naval purposes at Malta, and of £131,227 for military purposes in the Ionian islands, is not incurred to defend colonies, but to maintain the political power of Great Britain, and enable the government in the most economical manner to protect the national commerce and all British travellers in search of gain, instruction, or amusement. In like manner, the annual naval expenditure of £16,358 at Bermuda, and of £6,114 at Ascension, are obviously incurred with a view to the protection of our general trade, not to the mere defence of colonies. The naval and military expenditure in the West India Islands, at the Cape of Good Hope, and at Hong Kong, have mainly the same object in view. Our garrisons and naval stations at Gibraltar, Malta, and Corfu, at Halifax, Bermuda, Jamaica, the Cape of Good Hope, and Hong Kong, are so many points d'appui, whence aggressions upon British subjects all over the world may be prevented or punished on the shortest possible notice. They are the points at which we grasp the ocean. Though we did not possess a single colony, still if our commerce were as extensive as it is (though without colonies that is not easily conceivable) it would be for the advantage of Great Britain to incur the expense of maintaining garrisons in these positions.

The Daily News, from which the above is taken, observes further: "Even of the £519,841 set down under the head of 'Civil Expenditure' it will not be difficult to show that a large proportion is incurred for the advantage of the mother country, not of the colonies. The charges for convict establishments alone amount upwards of £251,000 of this annual outlay. Are convicts sent to Van Diemen's Land for the benefit of the free settlers there, or to relieve Great Britain of a number of her erring children, whom she lacks skill or patience to reclaim? Nay, with regard to the proportion of these outcasts sent to Bermuda and Gibraltar, are their labours intended to benefit those places, or to strengthen the fortifications which contribute to maintain Britain's ascendancy on the seas? The Imperial Customs' establishments in the colonies cost £88,325 per annum, the Post-office collections remitted to England, or expended by the department, amount to £89,292. This sum of £177,527 is paid by the colonists, not by the inhabitants of Britain; and the first item has hitherto been collected for the benefit of the mother country, not of the colonies. Its remission is now spoken of as a boon to the colonies.

"That the colonies cost us something, need not be denied. That they have hitherto, from gross mismanagement and grosser jobbing in the disposal of waste lands and distribution of colonial patronage, and from disaffection and turbulence excited by connivance at local abuses, cost us more than they ought to have done, is certain. But the assertion that the colonies cost us three millions annually is a ludicrous exaggeration."

A NEW ERA IN TRADE.—The great benefits to our agricultural and mercantile interests by the introduction of railroads, as a winter communication for freight, are beginning to be felt to a very great extent. On the whole line from Boston to Buffalo, the farmers have reaped an abundant harvest the present winter, by being enabled, during the high price of grain, to find a means of conveying it promptly to market. And whenever the Saratoga and Washington road shall be finished, and an iron rail laid from this place to the Hudson river, (which will be perfected in little more than a year) the same facilities will be afforded to our farmers as are now enjoyed by those residing at the west. Indeed whenever the road shall be extended to Montreal, which is seriously agitated, and the Hudson river road completed, they will have a choice of three markets, all nearly equidistant—New York, Boston, and Montreal. Our merchants, too, instead of being compelled to purchase a stock of goods in the fall, which shall last till the opening of the navigation in the spring, will be enabled to confine themselves to such purchases as may be convenient—requiring them during the winter, as occasion may require. Truly, we live in an age of wonders. We are overcoming time and space by telegraphs, and the frost and snows of winter by railroads.—Saratoga Republican.

WRITING MACHINE FOR THE BLIND. A very beautiful and ingenious machine has just been invented, by the help of which the persons who are blind, or who cannot use their eyes, are enabled to write easily, legibly, and rapidly. It is the invention of Mr. Thurber of Norwich, Conn.; and promises to be a great boon to the unfortunate persons whose sight is lost or seriously impaired. The writer sits down before the machine, which is exactly like a pianoforte in appearance, though much smaller. Each key represents a letter, or a mark, or punctuation, or figure. If he wants to write Boston, for instance, he strikes first the key B, then O, then N, and so on; and as fast as he touches them, the other ends touch upon sheets of paper, producing two copies, written as distinctly as if executed by the most careful penman. With a little practice one can write as fast as with a pen, and have the advantage of having a copy of his letter.

NEW MACHINE FOR CARDING WOOL, COTTON, &c. In previous numbers of the EUROPEAN TIMES we have drawn attention to the inventions of Mr. S. B. Parkhurst, of the United States. On his arrival at Liverpool, some time since, he

patented an invention for an improved method of cleaning wool and cotton; since then he has invented and patented a new carding machine for cotton, wool and flax, which are now, unitedly, in practical operation in Yorkshire, where they are creating great astonishment and satisfaction. We have before us a specimen of the work which this wonderful machine is now doing—a sample of the worst description of wool to be found—and by its side another of the same article after having passed through the first part of his machine, being then cleaned of all its worthless substances; then, when the fibrous material has passed through the remaining part of the machine, it is carded sufficient for any purpose. This machine saves the manufacturer one-half of the power and room which is now used in the carding of cotton wool and flax. Machines are now making for some of the most extensive manufacturers in England; and one of the largest machinists in Yorkshire is preparing to make a machine per day. Mr. Parkhurst's invention will enable the manufacturer to produce one-third more carded material, without enlarging his mill or increasing his power, than is obtained by the carding machines now in use. It is not possible to calculate the advantages which this invention will have upon this great manufacturing country, nor the amount of sovereigns which its inventor will realise by its use in Europe.—Hillier & Smith's Eur. Times.

A NEW PROPELLER FOR STEAMERS.—Mr. Parkhurst, who, some time since, took out patents for a new method of propelling vessels, has now two experimental wheels in operation, each of which is driven 350 revolutions per minute by a 6-horse power steam-engine—these wheels contain 22 square feet of propelling friction. The inventor proposes to place on each side of a vessel of 1000 tons burthen 15 wheels, giving 330 square feet of propelling power, and which will be considerably more than the amount of dead friction at the bows of the ship. These wheels running 350 revolutions per minute, it is calculated by practical men that they will drive a vessel 25 miles the hour, after allowing the ordinary slip of a paddle-wheel. In our last publication we stated that this invention would be brought before the European public by a Joint Stock Company, and the experiments tested in our presence yesterday will, we are satisfied, make Mr. Parkhurst's invention very popular in this country. Already numerous applications have been made for stock in this concern; and before another steamer departs for the United States, the prospectus, with drawings, diagrams, &c., will be issued in all the commercial ports and towns in Europe.—Eur. Times.

Office, 16, Upper Sackville-street, Dublin. DECEMBER 17, 1846. Irish Relief Association FOR THE DESTITUTE PEASANTRY, Being a re-organization of the Association formed during the period of famine in the West of Ireland, in 1831.

PATRONS: The Archbishop of Dublin. The Duke of Manchester, Lord George Hill, Marquis of Downshire, The Hon. Somerset Maxwell, The Earl of Devon, The Hon. Charles Gore, The Earl of Roden, The Hon. Thos. Vesey, M. P., The Viscount Lorton, G. A. Hamilton, Esq., M. P., Lord Farnham, Edward Grogan, Esq., M. P.

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