

with its puffs, bandeau and streamers. I once heard a young lady say "she always liked to go away from the glass with a comfortable feeling," but it is what few can do here.—Your mirror is on the magnifying principle, and "enlarges the borders," not only of your "phylacteries," but of your cheeks, so that you are prompted to eschew all luxuries, and live upon saw dust to reduce your dimensions, and heighten your color, so that it is no longer "de rose" but "de peony," and a very delicate lady is actually converted into a "blouse," if she is to believe the looking glass. It is not rusticking but — I leave the reader to fill the blank!

How Kossuth would take Sebastopol.

M. Kossuth, speaking of the taking of Sebastopol, said:

I don't think you can take Sebastopol by sea. The opportune moment for a *coup de main* being lost, it would require sacrifices which you could neither afford nor risk. And as to taking it by land, to take a fortress accessible by trenches, and having but a garrison to defend it, that is but a matter of art and comparative sacrifices.—It can be calculated to the hour. But to take an intrenched camp, linked by terrible fortresses, and an army for a garrison in it, and new armies pouring upon your flank and rear, and you in the plains of Crimea, with also no cavalry to resist them, is an undertaking, to succeed in which, more forces are necessary, than England and France ever can unite in that quarter for such an aim. Ask about it whichever staff-officer who has learned something about tactics and strategy. And in that position is Sebastopol, thanks to your Austrian alliance, which, having interposed herself between you and your enemy in Wallachia, made the Czar free to send such numbers to Sebastopol as he likes.

You will be beaten, remember my word. Your braves will fall in vain under Russian bullets and Crimean air—as the Russians tell under Turkish bullets and Danubian fever. No one out of five of your braves, unmolested in vain, shall see Albion or Gallia again. But I tell you in what manner Sebastopol is to be taken: It is at Warsaw that you can take Sebastopol. Napier landing at Tamogha, and brave Poland rising at his galloway, will at the very first moment engage 100,000 Russians. The first report of Poland's insurrection can but spread dissolution in the Polish ranks of the Russian army; in three weeks the Czar will have three hundred thousand men less, and want three hundred thousand men more. His bravest provinces, twelve millions of Poles, will have not only slipped his grasp, but be fighting against him—twelve millions left by your impolicy to be the source of his power, and the tools of his ambition. Was there ever a truth evident if this is not? And that's not all yet. Poland, with your authority and with your aid in arms will assure King Oscar of Sweden that he is not to be left a sacrifice in the hand, of an over-powerful Russia, Poland in arms gives you Sweden for bodily, and Sweden, again, occupies at least 100,000 Russians in Finland and seconded by your fleet, pushes onward towards St. Petersburg. Thus you may take Sebastopol under these conditions. It will be but a fortress with a garrison. Your 80,000 braves will do the work.

Grand Trunk Railroad of Canada.

(From the American Railroad Journal, Aug. 9th.)

We had an opportunity a few days since of passing over the Portland division of the Grand Trunk Railway, when we took occasion to examine with some minuteness, the condition of the road and to enquire into its present and prospective sources of income.

The road is unquestionably one of the best constructed works of this kind in the country. Though traversing for nearly 100 miles the most mountainous portion of the Eastern States, it has an admirable line, with no grades imposing a serious impediment to a heavy traffic. There is no road in the United States, where, to a stranger, there are so many apparent obstacles, but which disappear one after another, as they are approached. Just the appropriate kind of solutions appears to have been resorted to in each emergency, and a person riding over the road experiences a satisfaction similar to what he feels at the contemplation of any perfect specimen of art. The road is certainly one of our best specimens of engineering skill, and one in which science has contributed most in guiding and assisting labor. The work may be regarded as a *chef d'œuvre*. There is not a bad grade, nor a tunnel, nor an expensive cutting nor bridge, on the line. Every important road but this has its great work, its culminating difficulty. We are constantly on the look out for the lion on the Grand Trunk, but we never find it.

When the road was commenced, it was well understood that it could be accomplished only by the exercise of the most rigid economy of expenditure. The means for the first division of 150 miles were to be furnished by Portland, a city of about 20,000 people. The engineer had to "cut his coat to the cloth." He had to build an inexpensive road, or none at all. He saw the necessity of making a good one, to enable it to accomplish the result predicted of it. He succeeded in fulfilling both conditions. It lay with the engineer to say whether the road should be built at all. His skill saved the project from an early defeat, and is to be the means of its future success.

Since the road has been merged into the great Canadian line, a large force has been kept constantly employed for the purpose of putting the track in perfect order by ballasting and draining and in supplying additional accommodations to meet the increasing business. A great part of the road bed is of admirable material, and nearly the whole line in excellent working order. It is intended to have all the improvements completed before the close of the season.

The earnings of the road which now average about \$17,000 per week are steadily and rapidly increasing. About one half of the lower, or Portland division, or 75 miles, traverses an excellent and well settled farming country, which will compare favorably in soil, extent of production and in business capabilities, with almost any agricultural section of New England. The balance of the line to Island Point, traverses a country mainly covered by primitive forests, the transportation of the produce of which to market, is found to be the most profitable part of the business of the road. The area from which the road will draw its lumber trade is vastly increased by the proximity of the road to numerous large streams by which the lumber is floated to it. Twenty years will not exhaust the supply. During the next two years, we should judge that the amount of the lumber business will be

quadrupled; that within that time, or within three years, the earnings of the Portland division would be doubled, from local traffic alone, without taking into consideration the probable increase of through business.

The road must command a large through business from its position. The Mississippi and St. Lawrence form the natural outlets of the great interior basin of the country.—It has always been one of the first objects of all our leading commercial cities, to reach the outlets by artificial lines of improvement, which are thrown out as nearly as possible at right angles to the great water courses.

The Atlantic Division of the Grand Trunk Railroad is probably the most easterly work of this kind that will be constructed. It must therefore form a channel of communication between the West and the Canadas, and the State of Maine, and the Lower British Provinces. Between these distant sections of the country the most exclusive and intimate business relations exist, based upon the great dissimilarity of their products.—Maine, New Brunswick, and Nova Scotia, draw a large portion of their supplies of food from the Western States and Canada. The above road must soon become the route through which it will be received. To pay for this food, the products of commerce and manufacturing, and foreign merchandise, will be sent over the road, west. In addition, a large trade will always exist between the Canadas and Great Britain to which the road will supply the convenient medium of transportation. All these sources of business must, we think, secure to the Portland Division of the Grand Trunk an income sufficient to pay six per cent at least upon its cost. The road appears to be under excellent management.

The success of the road is a gratifying complement to the sagacity of its projectors, and what is still better, there appears to be no doubt that its income will sufficiently reward the parties who have invested their money in it.

Proposed Alterations in the Services of the Church of England.

(From the London Times, July 23.)

The two Houses of Convocation, as we yesterday announced, were assembled at Westminster on Thursday last to receive reports from their own committees on certain questions affecting the interests of the Church. In these reports, the substance of which we transferred to our columns yesterday, suggestions are offered of every considerable value. On two points especially we think the recommendations of the committees deserve immediate attention. One of these refers to the length and composition of the church services as now usually solemnized, the other to the ministerial agencies by which the spiritual functions of the church are at present discharged. Both inquiries, as will readily be discerned, are most intimately connected with the practical influence of the establishment.

The question of the church services is by no means a new one; in fact, it forces itself upon the notice of all churchgoers. That the service most usually frequented—that, namely, of the Sunday or holiday morning—is considerably too long very few people will be found to deny; and the arrangement appears all the more objectionable when it is recollected that the excessive length arises not from any true canonical prescription, but from the unnecessary aggregation of several services into one. The committee lay it down as "of the utmost importance in the present state of the Church that the services as now ordered in the Book of Common Prayer, should be preserved entire and unaltered"—an opinion in which we are entirely disposed to concur. But it does not follow that, because these services should be maintained

IMPORTANT TO RAILWAY TRAVELLERS.—Mr Justice Erie has decided that if a passenger gives his luggage to a porter, and state distinctly its destination, it is not negligence in the passenger to leave the care of the luggage to the porter, and to attend to his personal comforts.