conferred on me. I endured privations. I bore—what has been properly enjoined—the yoke in my youth. I was after a time successful. I never was, and never will pretend to say that I am, the originator of cheap literature. All I presume to claim is, that in the reign of William IV, about 1832, there was an extraordinary aptitude for the purchase and reading of cheap literature. Most of it was of a very poor an meagre kind—not of a quality which, I think, ought to have been addressed to intelligent readers. Having for some time accustomed myself to literary composition, I endeavored to turn the tide of popular taste, and get for it that material for which there was a craving, and in that attempt I was, as you are aware, eminently successful.

"*Chambers's Journal*, which was originated in the month of February, 1832, about six weeks in advance of the *Penny Magazine*, was received with a degree of acceptation which astonished me, and which astonished my friends and acquaintances. Assisted by my brother I entered on the career. With his graphic and elegant papers, that publication soon became more successful than I had ever any reason to expect. It went on and goes on now, with a degree of popularity which has astonished and surprised all who are connected with it. Having gained the public ear in 1832, it has not lost it in 1859. One thing led to another; other interprises were attempted, and which were also successful; and, at length, from the poor boy who left Peebles in December, 1813, I came back in 1849, the proprietor of an estate in Peebleshire."

The Telegraph Projects of the World.—There is no discovery or invention which has come so immediately and extensively into use as that of the magnetic telegraph. Every government seems to feel the necessity for it; and even in Japan it has been adopted as a useful agent for the government. Very soon the whole globe will be covered with telegraph wires, and every part of it be brought into closer connection and closer interests. Russia has determined to establish a line from St. Petersburg across Siberia to the river Amoor, and thence to Russian America, which will be but a short distance from our Pacific States. This will probably be the first reliable connection which will be made between the two continents. A project is already on foot for submarine cables from India to Australia, to be laid by the united actions of the governments of England and Holland. The English home government and the East India government bind themselves to connect the India peninsula with the island of Singapore; the Dutch government agrees to carry out the connection to the southeast point of the Island of Java, which belongs to Holland; and the Australian government will unite their continent to Java.—*Scientific American.*

The Climate and Resources of Morocco.—Morocco is called by the Arabs, "the land of the extreme west," from its position in Africa. Its territory is about 500 miles long by 375 miles wide, intersected from S. E. to N. W. by the chain of the Atlas mountains. The climate is very hot during the months of June, July, and August—the rainy season continues from September to April. Much of the year, however, the climate is pleasant and agreeable, and the winter is frequently interrupted by intervals of fine weather.—The soil of the country is fertile, and yields three crops in a year. Indeed, such is the productiveness of this empire, that if it were well governed, and proper encouragement given to agriculture and commerce, it could supply all Europe with wheat, barley, rice, and maize. In some portions, tobacco, cotton, saffron and sugar-cane are cultivated. Pastoral industry is most pursued however, the Berbers and Chelloks devoting themselves to it almost exclusively. According to the latest accounts, supplied by the European consulates, the live stock of the country comprises 500,000 camels and dromedaries; 400,000 horses; 2,000,000 mules and asses; 5,000,000 cattle; and 50,000,000 sheep and goats. These statistics, which are not far from the truth, show the resources of the country.

The piles under London Bridge have been driven 500 years, and on examining them in 1815, they were found to be little decayed. They are principally elm. Old Savoy Place, in the City of London, was built 650 years ago, and the wooden piles, consisting of oak, elm, beech, and chestnut, were found, upon recent examination, to be perfectly sound. Of the durability of timber in a wet state, the piles of the bridge built by the Emperor Trajan, over the Danube, afford a striking example. One of these piles was taken up, and found to be petrified to the depth of three-quarters of an inch, but the rest of the wood was not different from its former state, though it had been driven 1600 years.