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ST. JOHN, TUESDAY, APRIL 28, 1840.

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DONALD A. CAMERON.
Office in Prince William-street, near the Market square, over the Marine Assurance Office.
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Weekly Almanack.

April.—1840.	Sun Rises.	Sun Sets.	Moon Rises.	Full Sea.
29 Wednesday - -	4 54	7 1	3 24	9 18
30 Thursday - -	4 53	7 2	3 46	10 1
1 Friday - -	4 51	7 3	Sets.	10 45
2 Saturday - -	4 49	7 4	8 37	11 29
3 Sunday - -	4 48	7 6	9 58	ev. 15
4 Monday - -	4 46	7 7	11 8	1 3
5 Tuesday - -	4 44	7 9	Morn.	1 53

New Moon 1st, 7h. 27m. evening.

BANK OF NEW-BRUNSWICK.
Thomas Leavitt, Esq, President.
Discount Days . . . . *Tuesdays* and *Fridays*.
Hours of Business, from 10 to 3.
Bills or Notes for Discount, must be left at the Bank before three o'clock on the days immediately preceding the Discount Days.

COMMERCIAL BANK OF NEW-BRUNSWICK
Henry Gilbert, Esq., President.
Discount Days . . . . *Tuesdays* and *Fridays*.
Hours of Business, from 10 to 3.
Bills or Notes for Discount, must be lodged at the Bank before one o'clock on Mondays and Thursdays.

BANK OF BRITISH NORTH AMERICA.
SAINT JOHN BRANCH.
R. H. Liston, Esquire, Manager.
Discount Days . . . . *Wednesdays* and *Saturdays*.
Hours of Business, from 10 to 3.
Notes and Bills for Discount to be left before three o'clock on the days preceding the Discount Days.

NEW-BRUNSWICK
FIRE INSURANCE COMPANY.
Office open every day, (Sundays excepted,) from 11 to 1 o'clock.
JOHN BOYD, ESQUIRE, PRESIDENT.
Committee for March.
A. S. PERKINS, JOHN WALKER, ROBERT KELTIE.
☞ All Communications by Mail, must be post paid.

NEW-BRUNSWICK
MARINE ASSURANCE COMPANY.
Office open every day, (Sundays excepted,) from 10 to 3 o'clock.
James Kirk, Esquire, President.
☞ All applications for Insurance to be made in writing

Charter Officers.

At a Common Council holden at the Council Chamber, on the 13th day of April, 1840:

ORDERED, that the following Persons be appointed Charter Officers for the ensuing Year:—

George J. Harding, M. D.; John Boyd, M. D. *Visiting Physician.*

Daniel Jordan, Daniel Ansley, Henry Chubb, Seth Wheton, *Assessors of Taxes.*

Daniel Jordan, Daniel Ansley, Henry Chubb, *Assessors of Nightly Watch and Scavenger Tax.*

William Leavitt, William G. Faulke, Isaac Woodward, Lewis Burns, Joseph Hamm, Robert Ray, Thomas Leavitt, Thomas M. Smith, Thomas Robson, David Cronk, *Port Wardens.*

Thomas Robson, *Port or Harbour Master.*

John Reed, George Thomas, John S. Anthony, John Mills, John Murray, Abraham Beatteay, Daniel Hatfield, William Seely, Edward Murray, James Reed, John Spears, William Leavitt, jr., John Wightman, James P. Thomas, Enos Vaughan, William Spears, John Scott, John Seely, John Woodley, Alex. Mills, Donald McDugall, *Pilots.*

Thomas Baldwin, *Collector of Taxes on the Eastern side of the Harbour.*

Thomas Baldwin, *Collector of Watch Tax.*

Samuel Clarke, *Collector of Taxes at Carleton.*

Samuel Clarke, *Collector of Monies arising from Statute Labour Defaulters at Carleton.*

Robert James, *Inspector of Fire-wood, Bark, &c., in the Market Slip.*

Stephen Gerow, *Inspector of Fire-wood, Bark, &c., at North Slip.*

John Paul, *Inspector of Fire-wood, Bark, &c. at Lower Cove Slip.*

Samuel Clarke, *Inspector of Fire wood, Bark, &c., at Carleton.*

Jacob Wilson, William McAuley, Francis Wilson, Edward Bennison, Richard Bradley, *Measurers of Coals.*

Jacob Wilson, William McAuley, Francis Wilson, Edward Bennison, Richard Bradley, *Measurers of Salt.*

Benjamin Chalmer, *Gauger of Wine and other Liquors.*

Samuel Gillespey, *Searcher and Gauger of Oil.*

John Knollin, *Fence Viewer.*

Samuel Clarke, *Fence Viewer at Carleton.*

Richard Irving, *Pound Keeper at Carleton.*

Levi Lockhart, Reuben Bunting, James Stockford, George Stockford, James Peacock, *Hog Reeves.*

William Cronk, Richard Irving, Henry Hasson, *Hog Reeves at Carleton.*

William Barlow, William Dunham, James Peacock, Thomas Miles, Charles Kay, John Kinney, John Dunn, Joseph Wilson, Samuel Gillespey, James McConnell, Samuel White, *Inspectors of Pickled Fish.*

Samuel Strange, Henry Nice, William Colwell, Joseph O. Dunham, John Christopher, jr., Robert Brittain, Charles T. Vail, *Inspectors of Pickled Fish at Carleton.*

William Barlow, Francis Gallagher, Samuel Gillaspey, *Culler of dried Fish.*

William Barlow, Charles Kay, Thomas Miles, James Peacock, James McConnell, James White, Samuel Gillespey, *Inspectors of Lathwood, Staves, Hoop poles, &c.*

Samuel Jordan, Alexander M'Whitty, John Jordan, John G. Jobin, George Cassie, Joseph Sherwood, William H. A. Keans, James H. Fairweather, Thomas Leach, Thomas Fairweather, George W. G. Fairweather, William Fairweather, John Sherrard, Jeremiah Gove, Jacob Snider, Thomas Nixon, Alexander McGrotty, jr., George H. Robertson, William Shives, John Gallivan, Richard S. Dixon, Richard Langtry, Ezekiel Jordan, Robert B. Taylor, John Patterson, Michael Hawley, Charles Calkins, Thomas Power, Alfred Quinton, Joseph Wetmore, William Hawley, *Surveyors of Lumber.*

Charles Davies, John Berryman, William Bookwood, Thomas Marjoribanks, Nathaniel Clinton, *Inspectors of Flour.*

James O. Betts, Robert Rodney, *Inspectors of Beef.*

James O. Betts, David S. Marshall, *Inspectors of Lime.*

Robert C. Minnette, *City Surveyor.*

FIREWARDS.

George Harding, John V. Thurgar, *Firewards nominated to District No. 1, King's Ward.*

Thomas Barlow, Henry Porter, James Kirk, Thomas M. Smith, *No. 2, King's Ward.*

Ambrose S. Tilsaits, Thomas Leavitt, Barnabas Tilton, *No. 3, King's Ward.*

John Ward, jr., James T. Hanford, William Mullin, Isaac Woodward, Robert Ray, *No. 1, Queen's Ward.*

Daniel Ansley, George A. Lockhart, *No. 2, Queen's Ward.*

Thomas Harding, Thomas L. Nicholson, *No 1, Duke's Ward.*

John R. Partelow, George D. Robinson, *No. 2, Duke's Ward.*

John Paul, William M'Kay, John Sandall, *No. 1, Sidney Ward.*

Gregory Vanhorne, John Moyes, Ewen Cameron, *No. 2, Sidney Ward.*

William Olive, Robert Salter, Thomas Coram, *Guy's Ward.*

George Bond, Joseph Beatteay, *Brook's Ward.*

Elisha D. W. Ratenford, William Wright, Chas. C. Stewart, John Knollin, Wm. Haggerty, Ezekiel Barlow, John Robertson, John Hooper, Edw. L. Jarvis, Gilbert F. Ray, *Additional Firewards.*

David S. Marshal, John Knollin, William Haggerty, *Fire Inspectors.*

Ordered, That unless the several persons this day appointed Charter Officers, do take out their Warrants of Appointment and quality for their respective situations, on or before the 10th day of May next, their Warrants will be withheld and their Appointments considered void. And all persons acting as Charter Officers after this date, and before such qualification as aforesaid, will be proceeded against for the penalty thereby incurred.

Extract from the Minutes.

JAMES PETERS, Jun. C. C.

MANCHESTER GOODS.

Per "Columbus" from Liverpool:—

38 PACKAGES, containing, 500 pieces Grey Cottons, various qualities; 200 do. White do. do.; 380 printed do. do.; 50 dozen Regatta Stripe; 12 bales Cotton Warps, assorted No.'s; 2 do Blue do. (Indigo dye); 12 do. 3 thread Cotton Candlewick; 39 pieces Drab Moleskins; 25 do. Printed do; 10 Ends dark mix'd Sattinetts; 15 do. fashionable do. Doeskins; 10 do. very superior Blue, Black, and Color'd CLOTHS; Raven's Sewing Silk and Twist, &c. &c.—Which are offered for sale at a small advance for prompt payment.

W. H. SCOVIL,
23d March, 1840. *North Market Wharf.*

WANTED, a Servant Woman in a small family, who can be well recommended.—Also, a Man that understands Horses, and is handy about house.—Inquire at this Office. 17th March.—3t

RULES OF COURT.

JUST PUBLISHED,
And for sale at the Observer Office—Price 2s. 6d.

A REVISED EDITION OF THE
Rules of the Supreme Court
OF THIS PROVINCE;
WITH AN
INDEX & REFERENCES.

A List of the Judges from the first establishment of the Court, with the dates of their appointments, are added. Also, a Catalogue of the Books of the Law Society.

St. John, February 4, 1840.

SHOE STORE.
SPRING SUPPLY
OF
New and Fashionable Boots & Shoes.

THE subscriber has just received per ships *Columbus* from Liverpool, *Glasgow* from Glasgow, and *Eagle* from London, a full supply of New and Fashionable BOOTS and SHOES:

—COMPRISING—

Ladies' fancy color'd and black "*Victoria*," Adelaide, and new side lace Prunella BOOTS, of every quality and price;
Ditto black double soled Prunella Boots, golosh'd, and of a variety of patterns;
Ditto "Victoria," "Queen's," "Brighton," Adelaide and Ulverston Slippers—*All of which are of the Newest Fashions;*
Ditto Prunella, Russia Kid and Seal Walking Shoes;
Ditto very low priced Shoes and Slippers of all kinds;
Girls' black and colored Prunella Boots;
Ditto Russia Kid and Seal Skin do.;
Ditto Prunella, Kid and Seal Slippers and Ties of all qualities:
Youths' stout Boots, Boottees and Buskins,
Boys' strong Leather Boots & Shoes, of all kinds;
Children's Boots and Shoes of every color, description and quality that can be mentioned;
Gentlemen's Pumps, Shoes, and Slippers;
Webb Shoes of several qualities.

For sale Wholesale and Retail.

S. K. FOSTER.

☞ 60 very superior London made TRUNKS of all sizes for sale. 7th April, 1840.

☞ NOTICE.

THE Proprietors of an extensive and valuable Establishment in Nova Scotia, about 80 miles from St. John, comprising a large Saw-Mill, Store, Blacksmith Shop, Dwellin. Houses, and other Buildings, with a Ship-Yard complete and commodious in every respect—also, a valuable Herring Fishery; are desirous of associating with themselves some person or persons who would make a certain advance of Capital and take the personal superintendence of the concern, becoming interested to a certain extent.—The Buildings have been erected within the last three years, and are, together with the whole Establishment, in a most efficient state, and adapted, from the peculiar advantages of situation and construction, to carry on an extensive business in ship building, lumbering, and other departments. For further particulars apply to JAMES T. HANFORD.

St. John, April 31. 1840.

TO LET,

THOSE elegant and truly comfortable Premises, now the residence of the subscriber; consisting of the COTTAGE in Wentworth street, and the grounds surrounding it.—Possession may be had on 1st May next, or sooner, if required. Apply at the office of George Wheeler, Esq., or to

Feb. 11. Z. WHEELER.

FLOUR AND BUTTER.—A few Barrels Superfine FLOUR, (put up expressly for family use); and Firkins BUTTER,—just received and for sale by RATCHFORD & BROTHERS.

The Garland.

MY NATIVE VILLAGE.

BY MRS. SIGOURNEY.

Sweetly wild, sweetly wild,
Were the scenes that charm'd me when a child.
Rocks, grey rocks, with their caverns dark,
Leaping rills, like the diamond spark,
Torrent voices, thundering by,
When the pride of the vernal woods swelled high,
And quiet roofs, like the hanging nest,
'Mid cliffs, by the feathery foliage dressed.

Beyond, in those woods, did the wild-rose grow,
And the lily gleam out where the lakelets flow,
And the trailing arbutus shroud its grace.
Till its fragrance betray'd its hiding-place,
And the woodbine hold to the dews its cup,
And the vine with its clustering grapes go up,
Up, to the crest of the tallest trees,
And there, with the humming-birds and bees,
On a seat of turf, embroidered fair,
With the violet blue and the columbine rare,
It was sweet to sit, till the sun threw down
At the gate of the west, his golden crown;
Sweetly wild, sweetly wild,
Were the scenes that charmed me when a child.

THE DEPARTURE.

Affectionately inscribed to his elder Sister.

BY MELZAR GARDNER.

A bright, a glorious day in Spring!
No cloud upon the azure deep:
A morn so lovely, it might bring
New sweetness to an infant's sleep!
The seaman fondly lingers there—
The white sail woos the fragrant air—
His heart with Hope is beating high—
A tear is in the young wife's eye!

'Tis noon!—across the broad blue sea,
The gallant bark speeds proudly on;
And joy-lit eyes look up to see
Her pennons floating in the sun.
The whirling eddies mark her way,
And 'neath her prow, the snow-white spray,
Like newly crumbled silver gleams
And sparkles in the day-god's beams!

'Tis eve!—the sea-bird sports beside
Her glowing path-way o'er the deep,
Where, like a war-horse nerved with pride,
From wave to wave she seems to leap.
Each pulse is quickened, as the blast
Distends the sail or bends the mast;
And when the sun hath left the sky,
Hope warms the heart and lights the eye.

Alone—upon a beetling hill,
That braves the ocean's breaking surge—
The fond young wife is lingering still,
And gazing on the horizon's verge.
One long, long look of love—the last!
The proud ship from her sight hath passed!
She turns away—she breathes a prayer—
Her hope, her love, her heart is there!

Speed on, speed on, thou gallant barque!
That gentle heart is with thee now,
Where tempests gather fierce and dark,
Or favoring breezes gently blow:—
That love shall bless thy sunny path,
That hope defy the storm-god's wrath;
And thou shalt bring, from o'er the main,
The wanderer to his home again!

Hartford, September, 1839.

SPRING.

Thou wak'st again, oh Earth!
From winter's sleep!—
Bursting with the voice of mirth
From icy keep;
And laughing at the Sun,
Who hath their freedom won,
Thy waters leap:

Thou wak'st again, oh Earth!
Freshly again.
And who by fireside hearth
Now will remain?
Come on thy rosy hours—
Come on thy buds and flowers,
As when in Eden's bowers,
Spring first did reign.
Birds on thy breezes chime
Blithe as in that matin time,
Their choiring begun:
Earth *thou* hast many a prime—
Man hath but one.

Thou wak'st again, oh Earth!
Freshly and new.
As when at Spring's first birth
First flow'rets grew.
Heart! that to Earth doth cling,
While boughs are blossoming,
Why wake not too?
Long thou in sloth hath lain,
Listing to Love's soft strain—
Wilt thou sleep on?
Playing, thou sluggard heart!
In life no manly part,
Though youth be gone.
Wake! 'tis Spring's quick'ning breath
Now o'er thee blown;
Awake thee! and ere in death
Pulseless thou slumbereth,
Pluck but from Glory's wreath
One leaf alone!

Miscellaneous.

CHINA.—MACAO.

The following is a brief history of Macao, near the entrance of the Canton River, to which Europeans are compelled to resort for half the year when the trade of of Canton is closed.

Macao, in Chinese *Aou mun*, "the entrance to the bay," is a small granite peninsula, across which the Chinese have built a wall, with a guard-house and barrier. To the south and east of the Peninsula is high land, behind which is a stripe of alluvial soil, employed in the cultivation of rice; it is situated 22 11½ N. lat., and 113 32½ long. E. of Greenwich. The climate is healthy, being freely exposed to the sea air, and the place has good water, bread, and a well-stocked bazaar. On landing you have before you a spacious semicircular bay, encompassed with rising hills, crowned with forts, convents, churches, and private buildings. The circuit of the peninsula is said to be about eight English miles, its greatest breadth nearly a mile. The good harbour which Macao possesses for vessels of small burden attracted the attention of Europeans at a very early period of their intercourse with China; and, after having had temporary abodes in it for twenty years, the Portuguese, in the year 1558, after the expulsion from Ningpo and Chinchew, obtained liberty from the local officers to take up their fixed residence at the place, and to build more substantial houses. This liberty was obtained by the seasonable use of bribery with the local authorities, and not by an imperial grant in reward for services done by the Portuguese in driving away pirates. Macao, therefore, still belongs, in fact, to the Chinese Government; and in this light it is always regarded by them. The Portuguese, also, virtually acknowledge the fact, by the annual payment of a ground rent, which has varied at different times, but is now limited to 500 taels. This sum is paid, at the beginning of every year, to the magistrate of Hean-shang, on the delivery by him of a discharge signed by the Poo-ching-sze, or treasurer of Canton.

The Portuguese are, however, under the government of their own officers, and subject to their own laws; though several Chinese authorities have, at various times, been placed among them. The Portuguese officers are, a governor and captain-general, an ouvidor or chief justice (called also the minister and the dezembargador) and a senate, which comprises among its members three vereadores or inspectors of various branches of the government, two judges and a procurador, who has the general charge of the town and the revenue, and is also the organ of communication with the Chinese authorities.

Macao was likewise early erected into a bishopric; but the see is at present vacant. The Chinese officers are a Keunmin-foo, who is an assistant to the chief magistrate of Canton department, a Tsoo-tang, or assistant to the Heang-shan district magistrate, two Wel-vuens or custom-house officers, deputed by the Canton hoppo, and a military officer, with a small force under his command, residing at Tsee-shan, or Casa Branca, a military station and village at a short distance beyond the barrier erected by the Chinese in 1597 to prevent the further ingress of foreigners.

The Portuguese and Chinese are both governed by their respective laws and officers; while foreigners are subject in some degree to the government of both parties. In civil cases between Chinese and Portuguese, the officers of the two nations correspond with each other through the medium of the procurador; but in several instances of importance the former have shown a determination to dictate to the latter in what way they are to act. Before Canton was opened to European commerce generally, the Portuguese were for nearly a century almost the only carriers between China and Europe, and possessed an exclusive trade at Canton for 50 or sixty years, as they at that time also enjoyed the carrying trade to Japan.

Macao was then a rich and flourishing settlement, "the best and most important pillar the Portuguese had in all the east." Hence, when other European nations began to compete with them, it became the constant object of mutual contention and strife. Had the offers then made by the Chinese, in the year 1717 and 1739, that Macao should be made the emporium of all foreign trade, and should receive the duties on all imports, been accepted, its former affluence and splendor might not only have been still retained, but might even have been increased. In both cases, however, this splendid offer was declined by the senate, acting under the directions of the viceroy of Goa.

The gradual decline of Macao dates from this period, when other European nations began to compete with the Portuguese in China, and in the general Asiatic market. The illiberal principle on which the merchants frequently acted accelerated its ruin, which was almost completed in the reign of Kanghe, by a prohibition to all Chinese subjects (among whom the inhabitants of Macao were included) to navigate the southern seas. At this period (1686) the shipping consisted of but ten vessels, which were reduced in 1704, to "two ships that could neither be manned nor fitted out." The number of vessels now belonging to the port is 15, being 10 less than the number to which they are limited by the Chinese.

When Portugal became united, in 1581, to the crown of Spain, Macao was also induced to submit to the government of Philip I.; and on the separation of the two kingdoms, about sixty years afterwards, it was still of so much importance as to be considered a desirable possession. Endeavours were therefore made to retain it for Spain; but a large majority of the citizens declared their adherence to the new Portuguese dynasty.

In 1662, the Dutch, being anxious to obtain a footing and possession in China, attempted an invasion of Macao. Thirteen sail of ships were sent against it, and 800 men effected a landing at Casilha's Bay, and began marching towards the town; but on coming between the two forts of the Monte and the Guia, they were routed and driven back by the Portuguese. To make amends in some measure for their defeat, they then took possession of the Piscadore Islands, in the Formosa Channel, (belonging to China,) on the pretence that the Chinese had assisted the Portuguese against them. Five years after this, the Dutch made a second attempt on Macao by blockading the port and making seizure of all vessels that arrived there. But the Portuguese contrived to take and burn the chief ship, and the others hearing that a Spanish squadron was advancing from Manilla to succour Macao, speedily took their departure.

In 1808 an English expedition, under the command of Admiral Drury, was sent from Bengal to occupy Macao, and defend it for the Portuguese against the French. But the Chinese Government immediately stopped the British trade, and refused to receive any communication from the Admiral so long as the troos remained in the place. After about three month's stay they were, therefore, quietly withdrawn.

Though the story of Macao being granted to the Portuguese for their services against the pirates be a fabrication, yet it is not without the appearance of foundation, for, since they have occupied the place, they have more than once been called upon to assist the Chinese in driving away and subduing the numerous pirates who have at all times infested the coast of Canton. In 1809 these pirates had become so powerful and daring, that they set the imperial squadron at defiance, and frequently plundered European as well as Chinese boats. On this occasion Macao furnished, at the desire of the Chinese, six vessels manned and furnished for six months; and with this assistance, accompanied by promises of rewards and honours, the chief pirates were brought to surrender to the government, while their immediate assistants were severely punished, some by execution, others by transportation.

Macao is the place set apart by the Chinese for the residence of foreigners when not engaged in business at Canton. The Portuguese government denies this as a matter of right, and has at various times shown a disposition to refuse individual foreigners permission to reside; but the Viceroy of Goa has recently issued an order, directing its being granted in all cases so long as the Court of Lisbon shall issue no orders to the contrary.

For a foreign lady landing at Macao the Chinese custom-house officers used to exact about one hundred dollars. This was in consequence of an old imperial prohibition against any new females coming to the place, issued at the same time with a prohibition against building houses in any new situations or rebuilding old ones without permission. The former prohibition, and consequent connivance, has now been got over; but the latter prohibition still continues in force. New houses are, however, built, not without much expense on the score of bribery of the local officers.—*London Colonial Magazine.*

THE HARBOUR OF NEW YORK.

For the purpose of giving an idea of an American harbour, I would select that of New York, because it undoubtedly ranks as the first port in America, and is, in fact, the second commercial city in the world, the aggregate tonnage of the vessels to the port being exceeded only by that of London.

The island of Manhattan, in the state of New York, is about fifteen miles in length, and from one to three miles in breadth. The city of New York is situate on the southern extremity of this island, in north latitude 40 deg. 42 min. and west longitude 74 deg. 2 min. from Greenwich. It was founded by the Dutch in the year 1612, and it now contains a population of about 300,000 inhabitants, and measures about ten miles in circumference. On the east, the shore of Manhattan Island is washed by the Sound which separates it from Long Island, and on the west by the estuary of the river Hudson, which, as far up as Albany, is more properly an arm of the sea than a river, the stream itself being small and contemptible. These waters, which have received from the Americans the appellation of East and North rivers, meet at the southern extremity of the island of Manhattan, and at their junction form the spacious bay and harbour of New York, the great emporium of the western hemisphere.

The bay of New York, which extends about nine miles in length, and five miles in breadth, has a communication with the Atlantic Ocean through a strait of about two miles in breadth, between Staten Island and Long Island. This strait is called the "Narrows," and on either side stands a fort for protecting the entrance to the harbour. This magnificent bay, which is completely sheltered from the stormy Atlantic by Long island, forms a noble deep water basin, and offers a spacious and safe anchorage for shipping to almost any extent, while the quays which encompass the town on its eastern, western, and southern sides, afford the necessary facilities for lodging and disloding cargoes. The shipping in the harbour of New York, therefore, without the erection of breakwaters or covering piers, is, in all states of the wind, protected from the roll of the Atlantic. Without the aid of docks, or even dredging, vessels of the largest class lie afloat during low water of spring-tides, moored to the quays which bound the sea-ward sides of the city; and, by the erection of wooden jetties, the inhabitants are enabled, at a very small expenditure, to enlarge the accommodation of their port, and adapt it to their increasing trade.

The situation of New York is peculiarly favorable for the extensive trade of which it has become the seat, by the nearness of its harbour to the ocean; the quay being only about eighteen miles from the shore of Sandy Hook, which is washed by the waters of the Atlantic. This naturally makes the communication more direct and easy, as a very short time elapses between making land and mooring at the quay; and all the anxiety which is experienced after falling in with the European land, in a coasting navigation of several days, before the mariner terminates his cares by docking his vessel in Liverpool or London, or any other port in Great Britain, is thus avoided. I may mention, in illustration, that I left the quays of New York at half-past eleven on the forenoon of the 8th of July, 1837, in the "François Premier" packet ship, Captain Pell, for Havre, with a very light breeze from the northwest; at seven o'clock in the evening of the same day, our vessel was gliding through the Atlantic with nothing in sight but sky and water. This case is strongly contrasted with what took place on my outward passage, on which occasion I left Liverpool, under no less advantageous circumstances, on the 12th of March of the same year, in the "Sheffield" packet ship, Captain Allen; but we did not clear the Irish land till two days after our leaving port.

The perpendicular rise of the tide in the harbour of New York is only above five feet. The tidal wave, however, increases in its progress northwards along the coast, till at length, in the Bay of Fundy, it attains the maximum height of ninety feet. Towards the south, on the contrary, its rise is very much decreased; and in the Gulf of Mexico, is reduced to eighteen inches, while on the shores of some of the West India Islands it is quite imperceptible.

A bar extends from Sandy Hook to the shore of Long Island, across the entrance to the harbour. Over this there is a depth of twenty-one feet at low water, which is sufficient to float the largest class of merchant-vessels.

The wharves erected for the accommodation of the shipping of New York, are formed entirely of timber and earth, in a very rude and simple manner. A row of wooden piles, driven close to each other into the bed of the river, forms the face-work of the quay, which is projected from the shore as far as is necessary to obtain a depth of water sufficient to float the largest class of vessels at all times of the tide. The situation of New York, in this respect, is very favorable, as deep water is generally obtained at the distance of from forty to fifty feet from the margin of the water. The piles, of which the face-work of the piers is composed, are driven perpendicularly into the ground, and are secured in their places by horizontal wale-pieces or stretchers, bolted on the face of the quay, and running throughout its whole extent. Diagonal braces are also bolted on the inside of the piles, and beams of wood are connected to the face-work, and extend behind it to the shore, in which they are firmly imbedded. These beams act both as struts and ties, serving to counteract the tendency of lateral pressure, whether acting externally or internally, to derange the line of quay. The void between the perpendicular piles, which form the face-work and the sloping bank rising from the margin of the water, is generally filled up with earth, obtained in the operation of levelling sites and excavating foundations for the dwellings and warehouses of the city. This hearting of earth is carried to the height of about five feet above high water of spring tides, at which level the heads of the piles, forming the face-work, are cut off, and the whole roadway or surface of the quay is then planked over. The planking used in forming the roadway of the quay is, in some cases, left quite exposed; but in general, where there is a great thoroughfare, the surface of the quay is pitched with round water-worn stones, and corresponds, in appearance and level, with the adjacent streets.

A continuous line of wooden quay-wall surrounds the city of New York on its eastern, western, and southern sides; and the inhabitants are still rapidly extending their harbour accommodation to meet the wants of increasing trade, which has now become so great, that the wooden wharf-walls, by which the city is surrounded, have attained a length of no less than seven miles. Numerous jetties, of the same construction as the continuous quay-wall, project into the harbour, from its face, at distances of from three to four hundred feet apart. The jetties are generally from two to three hundred feet in length, and from fifty to sixty feet in breadth. The vessels frequenting the harbour, for the purpose of discharging or loading their cargoes, are moored in the bays formed between these projecting jetties, where they lie closely penned together, waiting their turn to get a berth alongside the wharves.

The wood-work in the quays and jetties is of a very rude description. The timbers employed in their construction are seldom squared, and never, in any case, protected by paint or coal-tar from the destroying effects of the atmosphere. Wood is so plentiful in America, that to repair, or even to construct works, in which timber is the only material employed, is generally regarded as a very light matter.

The fixed crane for raising great weights, which is so generally used in the quays of Europe, is not employed in New York, nor, in fact, in any of the American ports. There, vessels generally discharge and take in cargo with a purchase hung from the yard arm. Tackling, attached to moveable sheer-poles or derricks, is also in pretty general use in some of the ports; but this apparatus proves a very poor substitute for fixed quay-cranes, which are certainly of great utility in a shipping port.

The want of proper accommodation for vessels requiring repair is much felt by the shipping frequenting the American ports. The construction of an effective graving dock is, under any circumstances, an operation of considerable expense; but in situations where the rise of the tide is small, the difficulties encountered in its construction, and the inconvenience and expense attending the use of it when completed, prove a great bar to the introduction of this useful appendage to a dock-yard. It is, in a great measure, owing to these circumstances, that graving docks, for the repair of trading vessels, are not used in the American ports; in the most important of which, the perpendicular rise of tide is so small, as to lessen, in a great degree, the advantages which, under more favorable circumstances, would be derived from their introduction.—*Stevenson's America.*

The Dead Sea.—A pilgrimage to Palestine, Egypt and Syria, by Joseph de Geramb, Monk of la Trappe, has been recently published in England. The following is a well-written and interesting description of the approach to the Dead Sea:—

"As I approached it I fell into a kind of melancholy, for which I could not account. I went at a foot-pace; I advanced unwillingly. The ground over which we were proceeding was a white sand, profusely mixed with particles of salt, and so loose in some places that the horses sank in it up to their knees. The Janissary never ceased warning and exhorting us to use the greatest caution, and thought that he never said enough. On our right rose hills of sand and chalk, which surprise the traveller by the singularity of their form; you see towers, bastions, pyramids, tents, spectres, fantastic figures.—On whatever side I cast my eyes, I perceived only a dreary and sterile nature; all objects are of one uniform colour, white or yellowish; except that, from time to time, you perceive a patch of herbage, parched up, and impregnated with salt. I have travelled a great deal, but never met with anything like this. We were now approaching the desolate shore of the sea that we had come to visit. We alighted from our horses near a heap of stones, which looked very like the ruins of some castle.—I was told it is the place where salt is extracted from the water of this sea; that on the top of these ruins are stationed sentinels, to watch that the Arabs do not carry off the animals waiting in the plain for their load. On advancing to the shores, the first remark I made was that, notwithstanding a cold and violent north-west wind, the water was scarcely curled, and that it did not break against the beach. No noise of waves ever interrupts the death-like silence which pervades this region, still horror-stricken at the crimes committed there of old, and at the vengeance inflicted on their account by the Lord. Its bosom contains not a single living creature; no vessel cleaves its waters; no bird builds its nest and sings its loves in their vicinity; not a tree grows, not a plant blossoms there; nothing is to be seen but a few sickly, stunted shrubs. I filled a bottle with water and lifted it to my mouth, but I was forced to spit it out again, upon pain of having my tongue and the roof of my mouth flayed. It is infinitely more pungent than that of other seas. It is, nevertheless, somewhat oily, and, above all so limpid that the pebbles may be seen most distinctly at the bottom of the basin which contains it. I picked up some of these stones, which I expected to find very hard; in the air they broke of themselves, and seemed to be calcined."

British Colonies and Capital in their mutual relations.—Commerce successfully prosecuted necessarily creates an accumulation of capital, for which profitable employment is continually sought. It is for the weal of the whole community that the surplus capital of the kingdom should be invested within the limits of the empire where it was created; and it is for the direct interest of the capitalist himself that he should have the principal of his money always within his control, and the dividends he expects subject to the laws of his own country, and independent of the casualties of war or peace. Vast sums of money have been expended in mining speculations in South America, or invested in foreign loans, from which neither the country nor the owners of the capital have derived the least benefit. Had this wealth been expended in the British Colonies, great losses would have been avoided, and many advantages gained for the whole empire. Colonies, therefore, afford ample scope for preventing the effects of that plethora of wealth, which is as fatal to the body politic as a superabundance of the vital fluid would be to the corporeal frame. Lord Brougham, in his work on the Colonies, published at the beginning of the present century, and full of valuable observations on the importance of the transmarine possessions of England, justly remarks as follows:—"A people possessed of an overflowing capital, is, of all others the very one that stands most in need of foreign colonies, in order to obtain new openings, and to secure the possession of these openings at all times under its own command. * * * * The prosperity of the Dutch was checked, and finally ruined, by their not having colonies sufficiently extensive for the employment of their capital." Venice fell from the same cause; the wealth of both was invested in foreign states—they became the money brokers and usurers of Europe—other pursuits were neglected, and distress and ruin ensued. There is a very great advantage in investing the capital of the mother country in the colonies; it produces a better knowledge at home of the actual condition of those colonies; it creates a greater (because a more selfish) interest for their welfare; and it binds by closer ties England and her distant connections—making the prosperity of each conducive to the general welfare of both; thus forming a really golden link, more durable than any system of government, however restricted, or unrestricted in its forms. One of the leading indications of the decline of Rome, was the wealth of Pompey, Lepidus, Crassus, &c., whose enormous riches rendered them fatal instruments for accelerating the downfal of their country. To engage in commerce or mercantile transactions, was considered by the Romans as derogatory to their rank, and the lending of money on usurious terms was the only mode in which wealth could be employed. In England, riches are accumulating in the hands of a few individuals, and it should be the duty of a far-seeing statesman to counteract this natural tendency, and to disseminate the wealth of the country over the largest extent of surface, and among the greatest possible number of individuals. Our colonies offer an almost inexhaustible sphere of operations for the profitable use of British capital, skill, and industry; the many millions of acres of fertile land which they contain would employ all the surplus capital in the world, and provide food and occupation for an incalculable number of inhabitants.—*The Colonial Magazine.*

The Queen's Giant Cheese.—The Pennard cheese was made on the morning of 20th June last, with the milk of 750 cows, fifty dairy maids officiating at the ceremony. The shape is an octagon, the lineal edge 14 inches, depth 22; measures from angle to angle, 36 inches, containing 20,820 cubic inches; weight 10 cwt. A powerful press was made for the occasion, capable of giving a pressure of 40 tons. "The follower," is formed of a block of mahogany five inches thick, with the royal arms sunk in it, which appears in a bas relief on the top of the cheese. To preserve it effectually from vermin, &c., a prison of beautiful wirework surrounds it, covered with an octagonal pyramid of the same, surmounted by the royal crown. On the Queen's wedding-day a party from Ilminster was received by Messrs. Norris and Dunkerton, the projectors, and entertained in the most hospitable manner, in the room where the cheese stands, when a song written expressly for the occasion by Mr. T. Dibdin, and set to music by T. Williams, was sung to the great delight of a numerous company who had assembled on this joyous occasion. The following is one of the verses:—

"The Pennard men then built a cheese,
The like was never seen!
'Twas made, and press'd and fit to please
Our gracious lady Queen!
And wedded to her royal love,
May blessings on her fall,
And Pennard cheese at dinner prove
The best thing—*after all!*"

Shoemakers Straighten Yourselves.—Linnæus, the founder of the science of Botany, was apprenticed to a shoemaker in Sweden, but afterwards taken notice of in consequence of his ability, and sent to College. The elder David Pareus, who was afterwards the celebrated professor of Theology at Heidelberg, Germany, was at one time apprenticed to a shoemaker. Joseph Pendrell, who died some time since at Gray's buildings, Duke street, Manchester square, London, and who was a profound and scientific scholar, leaving an excellent library, was bred, and pursued thro' life, the trade of a shoemaker. He was descended, it is said, from the Pendrell who concealed Charles II. after the battle of Worcester. Hans Sachs, one of the most famous of the early poets, was the son of a tailor, served an apprenticeship to a shoemaker, and afterwards became a weaver, in which he continued. Benedict Baudouin, one of the most learned men of the 16th century, was a shoemaker, as likewise was his father. This man wrote a treatise on the shoemaking of the ancients, which he traced to the time of Adam himself. (Thus Adam was a shoemaker, and Eve a tailoress. "She sewed fig leaves together"—proving truly, the antiquity of these two branches of industry and skill.) To these may be added those ornaments of literature, Holcroft, the author of the Critic, and other works; Gifford, the founder and for many years the editor of the London Quarterly Review, one of the most profound scholars and elegant writers of the age; and Bloomfield, the author of "The Farmer's Boy," and other works, all of whom were shoemakers, and the pride and admiration of the literary world. Anthony Purver, who was a teacher of the languages at Andover, England, and who received £1000, for his translation of the Scriptures, served his time as a shoemaker.

Important Invention.—The Gazette du Mediel gives an account of a discovery by Count Decuppis, the Italian astronomer. He is said to have succeeded in manufacturing glasses which enable the observer to look at the sun without having the eye at all affected by its rays. By means of these glasses the sun appears of a pure whiteness, and the surrounding firmament is equally distinct. M. Decuppis is stated to have observed on the 2d inst. an unusual number of spots on the sun's disk, and having made an addition to his apparatus, he perceived, at a quarter before nine on that day, a small black spot entirely free from penumbra and of perfectly spherical form, describing an arc of about seven minutes. Reiterated observations convinced him that it had in the mean time advanced towards the sun's limb to the extent of two minutes and thirty seconds. At three minutes after nine, when M. Decuppis attempted to make a new observation, the spot had disappeared. The perfectly round figure of this spot, its blackness, the smallness of its diameter, its motion, and the penumbra, appeared to the observer to be so many proofs that it was a small planet hitherto undiscovered, which was passing over the sun's disk.

Traits of Young Wellington.—The Boyne flows lazily here amidst sedge and reeds, appearing but the dark drain of an immense morass—the discharge of the waste waters of the Bog of