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The Observer.

Published on TUESDAY, by DONALD A. CAMERON at his Office, corner of Prince William and Church Streets, over the Store of Messrs. Flewwelling & Reading.—TERMS: 15s. per annum, half in advance.

MUTUAL INSURANCE COMPANY.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.

St. John, Nov. 11, 1846. *Secretary.*

☞ NOTICE

ALL Persons having any demands against the Estate of The Honorable HUGH JOHNSTON, deceased, are requested to present the same, duly attested; and all those indebted to the same Estate, are required to make immediate payment to JOHN M. ROBINSON, one of the undersigned.

HARRIET M. JOHNSTON, *Executrix.*
HUGH B. JOHNSTON, } *Executors.*
JOHN M. ROBINSON, }

St. John, May 7, 1850.

PIANO and ORGAN.

MR. F. W. CLEAR, Teacher of the Piano Forte, Organ, and SINGING, would notify his friends and the Public, that he has REMOVED from his former residence to the house of Mr. John Armstrong, Charlotte-street, four doors north of King's Square.

Mr. C.'s terms for instruction are 30s. per quarter; and he pledges himself to give satisfaction, or no charge will be made. January 1st.

NORTON

LEAD AND SILVER MINE.

THE undersigned having obtained from Government a Licence for a term of years of Mining upon a Tract in the Parish of Norton, in King's County, comprising 640 acres, situate near the Finger-board tavern, distant only 33 miles from this City, and having ascertained beyond all doubt that a rich deposit of Galena or Lead Ore, with a considerable proportion of Silver, exists upon the said tract, they are willing to admit the Public to a participation of the benefits of the Lease upon equitable terms, and with that view and for the purpose of raising Capital to carry on the work of Mining in an efficient manner,

IT IS PROPOSED

to form a JOINT STOCK COMPANY of 2,500 *Shares, of Five Pounds each*, payable by such instalments as may be required during the progress of the work. The Stockholders to choose Directors, and appoint a competent Engineer or Superintendant. The compensation to the undersigned for monies already expended by them in explorations, mining tools and buildings, and for their present interest in the Lease, to be fixed at £1000, to form a charge upon the future profits of the concern, and to be paid out of such profits, before any general dividend be made among the Shareholders.

As it is the well-known desire of the Government and Legislature of the Province to aid by all practicable means the developement of its natural resources, there can be no difficulty in obtaining a Charter, with such enlarged privileges as may be considered just and reasonable.

The site of the mining ground presents peculiar advantages. It is scarcely two miles distant from water communication with this City, by means of the river Kennebeccasis; the intended line of the Shediac Railway passes within one mile of it; a stream of ample power for machinery crosses it; as does also the present highway from Fredericton to the great Westmoreland road; it is covered with abundant wood for fuel, and with good building-stone for constructing furnaces. These facilities will obviate many of the difficulties incident to similar undertakings, and it is confidently believed that the Stock cannot be otherwise than highly remunerative.

Persons willing to take Stock will please send in their names to either of the undersigned without delay, as it is desirable to commence operations during the present favorable season.

A Stock Subscription List is also open for signature at the Office of CHARLES L. STREET, Esq., General Agent, St. John, N. B., where specimens of the Ore may be seen and full information afforded.

WILLIAM WRIGHT,
JOHN STEADMAN,
OLIVER BARBERIE.

St. John, July 13, 1850.—3m.

HATS & CAPS.
Spring Styles for 1850.

C. D. EVERITT & SON,

Have received per "Olive" and "Harriott" from Liverpool, and "Maid of Erin" from Boston, their Spring Supply of—

SATIN and SILK PLUSHES, and HAT and CAP Materials, and are now prepared to furnish the Public with *Fashionable* HATS & CAPS at prices which defy competition—for *Cash only.*

We have imported a quantity of the *very best* FRENCH PLUSH, from which we are manufacturing SATIN HATS of a quality superior to any imported into this market—Price 20s.

Our present Stock consists of Satin, Molesskin, Silk, Beaver, Angola, Sinnerett, California, Kersey, and other HATS; Cloth, Silk Glazed and Cotton Glazed CAPS, in various fashionable styles, manufactured by ourselves, of the very best materials—WHOLESALE AND RETAIL.

☞ Cash and the highest prices paid for Furs.

C. D. EVERITT & SON.

St. John, May 28. 1-50.

Ladies' Boots and Shoes,

Manufactured in England for the Brunswick Shoe Store, German-Street.

WE have received by *Hermann*, a part of our Stock of *Ladies' Fashionable Prunella Boots, &c.*, manufactured expressly for Ladies and Misses of New Brunswick, and are of the same workmanship as those of last year, which gave such substantial evidence, that Boots and Shoes can be made, *which will not Rip.*—Only try one pair and the fact will be demonstrated.

Country Ladies will please give a call at Henniger's corner, nearly opposite old Trinity Church.

May 21, 1850. FAULKE & HENNIGAR.

Street's Express and City Parcel Delivery!

CONDUCTED on the same principle which is adopted with the greatest success in all the leading American Cities. Parcels, Notices, &c. can be left at either of the following places, viz:—

JOHN G. SHARP, Chemist, Market Square;
FELLOWS & Co, Chemists, King street;
ST. JOHN HOTEL, do;
EXPRESS OFFICE, Prince William Street;
WILLIAM MILLIGAN, Indian Town;

The Boxes will be examined and deliveries made at 10 A. M. and 3 P. M., daily. Parties wishing to prepay can place their names on the package—the charges will be from One Penny, upwards, according to size and value.

The most prompt attention will be given to this branch of the Express Business, and the Proprietor trusts that the public will avail of this arrangement, which is calculated to provide great accommodation with a saving of time and expense. CHARLES L. STREET,

Street's Colonial and Foreign Express Office

August 20.—1m.

Teas, Sugar, Wines, &c.

Landing for the Subscriber, this day:—

20 HHDS. bright Porto Rico SUGAR; 50 chests London Congou TEAS;
ALSO—5 quarter casks } SHERRY WINE;
20 octaves }
10 qr. casks Port do.

—For Sale low by

Aug. 24. JOHN V. THURGAR.

Oil, Nails, and Tin.

By the Ship "Avon," from Liverpool—

11 PIPES Raw Linseed OIL.
25 boxes DC Charcoal Tin Plates,
25 do IX do. do.
25 do IXX do. do.
60 casks rose-head Wrought NAILS—4d, 6d, 8d, 10d, 12d, and 14d;
10 casks 6d. and 8d. clasp-head Nails;
40 casks 8d. and 9d. HORSE NAILS;

For Sale by JOHN KINNEAR.

August 27th, 1850.

News! News!

RETRENCHMENT ought to be the ORDER of the Day.

On MONDAY, June 17th,

WILL BE OPENED THE

MANCHESTER HOUSE,

KING STREET, Saint John.

JAMES FORSYTH & CO.

J. F. & Co. beg leave to intimate to the Inhabitants of St. John and the Province generally, that they will open the above Establishment with a large Stock of

DRY GOODS,

selected with great care, in the principal manufacturing towns of Great Britain.

J. F. & Co. think it quite unnecessary to follow the plan usually adopted in this Country of particularising their Stock; suffice it to say, that it will be found to comprise everything requisite to constitute the Stock of a *FIRST RATE DRAPERY ESTABLISHMENT*; which will be found to combine the best of Qualities, with Styles the richest and rarest of the season,

and at Prices hitherto without a precedent in this place!

J. F. & Co. wish particularly to call attention to a lot of Goods they have on hand, the remains of a *Bankrupt's Stock*—purchased at a desperate price, and of which they are determined *to effect a* CLEARANCE *of a singularly Low figure.*

J. F. & Co. are well aware that PUFFING is characteristic of the Age, but they would eschew all such means of notoriety, perfectly conscious that with the superior advantages they possess, they will be able to give tangible proofs of the truth of their pretensions.

The advantages which they possess, are simply *these, long residence in Manchester, extensive commercial relationships with that City, intimate acquaintance with the leading manufacturing towns of Great Britain, a thorough knowledge of the business, and added to this, a firm determination to make their Establishment known as*

THE CHEAP CUTTING HOUSE.

Commencing business under such favorable auspices, and with such a resolution, they hope to command a large share of PUBLIC PATRONAGE.

JAMES FORSYTH & CO.

Manchester House, June 15, 1850.

JAMES BURRELL

BEGS *to acquaint his Friends and the Public generally, that he has received per Catharine from Glasgow, and Lisbon from London, at the Store recently fitted up at the corner of King and German Streets, a portion of his* SPRING SUPPLY *of New and Fashionable GOODS, suitable for the coming Season, consisting of—*

DRESS GOODS,

In Madonnas, Camelions, Striped Orleans, Muslin de Laines, Bareges, Printed Cashmeres, Roslyn Lustres,

COBURGS and PARAMATTA CLOTHS,

Black and Colored GRO DE NAPS,

MUSLIN DRESSES,

Earlston and Linen Ginghams,

SHAWLS,

In Printed and Filled Cashmere, Black & Colored SATIN, *Black Italian, Barege, White and Colored Crape.*

Linens, Lawns, Lawn Hdkfs.

HOLLANDS,

DAMASK TABLE LINEN.

Counterpanes and Marseilles Quilts,

Toilette Covers, Towellings,

Jaconet, Mull, Book, and Fancy Check

MUSLINS.

Figured BORDER BOOK, for Long Curtains

Grey, White and Printed COTTONS.

CLOTHS, VESTINGS, Moleskins, TWEEDS,

Brown and White DRILLS.

Parasols and Umbrellas,

Sewed Muslin COLLARS and Habit SHIRTS,

Infant's Caps, Frock Bodies and Robes,

Infant's Hoods,

Jaconet and Book Muslin Insertions, Thread Laces, Edgings, and Insertions, Egyptian and Wove Thread Edgings and Laces,

Dutch and Nun's Laces, Black Silk Lace,

Black and Colored Silk Fringes.

Gimps, Algerine Fringing, Worsted Braids,

French and English Bonnet and Cap RIBBONS,

STRAW BONNETS.

Ladies' Neck Ties; Artificial Flowers; Pom Poms; Gent's Silk Pocket Hdkfs, Gingham Cravats, Fancy Silk NECK TIES,

Gent's Linen Collars and Shirt Fronts,

Braces, Combs, Brushes, Thread,

Reels, Smallwares, &c. &c.

☞ An assortment of MILLINERY constantly on hand—Mourning made to order at the shortest notice. Country orders punctually attended to.

JAMES BURRELL.

May 21. *Corner of King and German Streets.*

Miscellaneous.

YOU REMEMBER IT—DON'T YOU?

You remember the time when I first sought your home,
When a smile, not a word, was the summons to come,
When you called me a friend, tal you found, in surprise,
That our friendship turned out to be love in disguise.
You remember it—don't you?
You'll think of it—won't you?
Yes, yes, of all this the remembrance will last,
Long after the present fades into the past.

You remember the grief that grew lighter when shared;
With the bliss, you remember, could aught be compared?
You remember how fond was our earliest vow;
No longer then that which I breathe to thee now.
You remember it—don't you?
You'll think of it—won't you?
Yes, yes, of all this the remembrance will last,
Long after the present fades into the past.

Newfoundland and Newfoundlanders.

The climate of Newfoundland, as it developed itself in my experience, was far less cold in autumn and the early part of winter, than I had been led to expect. It was not until late in December that there was snow enough to make anything like respectable sleighing; and even that melted away in a day or two, leaving the gravel roads entirely bare until more than a week of the new year had elapsed. The comparative warmth of autumn in Newfoundland is attributable to the deep and summer-heated waters of the surrounding ocean, and the lateness and cheerlessness of spring is as legitimate a result of the ice-chilled waves, which even at the approach of summer, lave the iron-bound promontories of the island.

St. Johns, the capital of Newfoundland, is pointed out to the mariner by an excellent light-house, at a height of some 400 feet above the level of the sea. The entrance to the harbour is a narrow gorge between two frowning mountain chains of rock; it is called the "Narrows," and is but 150 or 200 feet in width. Across the "Narrows," in the good old days of the Franko-Terra-Novian dynasty, a large chain was stretched, which, in cases of threatened invasion, was raised by cumbrous windlasses near to the surface of the water, in order to secure the inhabitants from too dangerous a proximity to a hostile fleet. Part of this chain and a ring of immense dimensions are now lying very innocently on the top of the "chain rock," to which they were attached in those olden days, and over which they have ever since kept watch and ward. After passing the Narrows, the harbour opens out into a broad and beautiful sheet of water, almost surrounded by a magnificent amphitheatre of hills. On the right hand side, a city of some 23,000 inhabitants stretches up from the harbour's margin—the ocean-nursed city of St. Johns.

Until a late period, the city or town was a most medley jumble of buildings in any and every variety of confused architecture. A spirit of improvement, however, at last exhibited itself, and this, aided by the innovating action of an extensive conflagration, which swept away all the wharves, with one or two exceptions, and all the buildings back to the third street for more than a mile along the harbour side, led to the widening and straightening of the thoroughfares, the erection of fine rows of substantial dwellings, the formation of better wharves and storehouses, the introduction of water-works on an extensive scale, the lighting of all the principal streets with gas, and the erection of more spacious and ornamental public buildings.

The people of Newfoundland are of a most social and hospitable turn, and winter is their great season for enjoyment. Then it is that balls, dances, sleighing and skating parties receive the full tide of Terra-Novian patronage, and then do the daughters of the isle—fair to a fault—teach the cool in clime not to be "cold in blood."

Though the harbour was unfrozen during the whole of the winter of 1844-5, and offered no impediment to the ingress and egress of shipping, yet from the 1st of January till the 1st of March—at which time the sealing vessels begin to be fitted out—there was but little business of any kind transacted.

Catching codfish and seals is the great business of the Newfoundlander, the former being chiefly caught and cured in the summer season, and the latter during the month of March. Codfish, for domestic use, can however be caught at any season of the year, as well as herring and various other members of the fishy family.

The annual outfit of sealers from St. Johns, numbers about 300 vessels of from 60 to 200 tons each. To fit these vessels for the ice requires a considerable outlay, but the profits of one successful voyage afford ample remuneration for the expenses incurred in several enterprises, which may have proved unsuccessful. In a good voyage these vessels bring in, after a three weeks' trip, from 1000 to 8000 seals, the commercial value of which is about $1 a-piece. Many vessels, however, cannot fall in with a proper seal field, and return at the end of the season with no more than a seal for every member of their crews. The seal fishery is principally carried on by the inhabitants of St. Johns and Conception Bay. Around the shores of Conception are scattered numerous small towns with a population, in all, of about 25,000. From this bay about 500 vessels are sent out to the ice, and their success is generally greater than that of those from any other portion of the island. The towns are Carbonnear, Harbour Grace, Port de Grace, Brigus, Spaniard's Bay, Cupid's Bay, and some others of smaller note. As soon as the sealing business is over, the codfishery commences. This is chiefly carried on by boats of ten or twelve tons burthen, called "Jacks." From the headlands of every harbour—

"The snow-capped Jack is seen to skim the deep
She moves the fairest, hardy, firm and brave,
And ocean treasures, drawn from beneath the wave
By day she presses the snowy foam—at night
She marks her course by phosphorescent light."

The principal market for his codfish, the Newfoundlander finds in the Catholic countries of Spain and Italy. At times there are not less than 60 Spanish ships lying at St. Johns awaiting cargoes. These cargoes are paid for almost entirely in cash, and form an important item in the trade of the island.

During my residence in Newfoundland, the Legislature held one of its regular sessions.

This law-making body, formerly consisting of an Assembly and a combined Legislative and Executive Council, lost its constitutional character by a vote in the Parliament of Great Britain, about 15 or 20 years ago. The cause of this strange effect was a serious outbreak between the Legislature and the Judiciary of the Island. The facts of the case are somewhat curious; Mr. Kent, brother-in-law to the late Catholic Bishop of "Newfoundland and its dependencies," and then, as now, a member of the Legislature, was entering the House of Assembly one day, when he happened to meet Dr. Kelly, the then Hospital Physician.

Both being of an excitable temperament, some high words passed, which ended in a row on the part of Mr. Kent to have the family disciple of Esculapius arraigned before the bar of the Legislature, to answer for contempt extended to the august body in the person of one of its members.—The doctor was accordingly arraigned and committed to prison for his offence. Next followed a writ of habeas corpus, issued by the Chief Justice of the Island, and on this writ the doctor was released. The Legislature, considering itself the highest court in the land, could not brook any such proceedings on the part of the Judiciary, and with "one fell swoop" imprisoned doctor, sheriff, judge, and all other functionaries who disputed its supremacy. An appeal was then made to the British Parliament, where the Judiciary was sustained, and the Legislature was dissolved, to meet no more.

A long series of struggles followed for the reinstating of the Island Parliament. These at length resulted in the granting of a new Constitution, on which one of the most strange nondescript Legislatures in existence took its rise. The popular portion of this Legislature is elected by the people; the other moiety consists of the irresponsible appointments of the Governor. In case the combined body prove in any way refractory, the Governor has the power of creating a fresh batch of Legislators out of his most firm adherents, and thus he can at all times secure a decided majority, and a "strong government," though not stronger than corrupt.—*N. Orleans Crescent.*

TO THE BOYS OF AMERICA.

Boys of America, you, and the boys of Great Britain, will soon be placed at the helm of great nations, which must take the lead of all people, tribes, and tongues, in the course of civilization and Christianity. Remember the world is looking forward with earnest expectations and hope to the time when the government shall be on your shoulders. All the wealth of science, and the progress of ages; inventions, surpassing all that have yet originated in the mind of man, and which shall bring, as it were, the ends of the earth together, and make one's life and thoughts ubiquitous railroad chariots, running "like the lightnings" through the central regions of Asia and Africa, now hardly explored; commerce with nations and sea-ports now scarcely known by name to the civilized world; enterprises of Christian benevolence, of wide reaching philanthropy, to which the present are mere dew drops to a river; the power of mind, acting upon brute force and barbarous men—all these elements of moral might will be put into your hands when you shall come to be *men*.

Now, boys of America, would you be first and foremost among these men? Would you stand before the whole race as the captains of their salvation from systems of despotism that have crushed them in the dust? Then let the first act of your administration be, to abolish an old pagan custom that has beggared the world, and filled it with ignorance, misery and vice. I mean the whole Warsystem, especially the preparations for war in time of peace. And let your charity begin at home. Look into the ledger of the United States, and see how this war-breeding system has swallowed up the revenue of the country since the Revolution. From 1791 to 1832 the aggregate of our expenditures, with less than three years of actual warfare, was $442,250,891 dollars; and 805,092,844 dollars of this sum were worse than thrown away in compliance with that old heathenish maxim, "*In time of peace prepare for War*," all swallowed up by the Army and Navy, which, during that whole period, did not save a life, or add an inch to the territory, or a cent to the wealth, or the slightest iota to the true honor, glory, and happiness of the Union. Just think of it for a moment—during a period of about 40 years, all the other expenses of carrying on this Government, amounted in the whole to only 37,158,647 dollars, while 805,092,844 dollars *were thrown into the bottomless gulf of war preparations in time of peace!!!*—Take your slates and see how you could have disposed of this vast sum of money, wrenched from the hands of the poor laboring people in this and other countries.

The great Erie Canal, extending from Albany to Buffalo, a distance of 363 miles, cost originally 7,143,789 dollars. It was considered almost the wonder of the age when it was opened. The whole country held a kind of jubilee at its completion; and cities and towns grew up as in a single night, where a few years before was nothing but an uncultivated wilderness. Now how many of such public works as this might have been constructed for the sum which the United States have paid for preparing for wars which never came.

ELIHU BURRITT.

THE RECEPTION OF THE TURKISH AMBASSADOR BY THE PRESIDENT OF THE UNITED STATES.—On Saturday last, Amin Bey, the Turkish Envoy, was presented by the Secretary of State to the President. All the members of the cabinet, besides other distinguished persons, were present. The following is a translation of the address, made in the Turkish language by Amin Bey, on being introduced to President Fillmore:—

"I have had the honor to be appointed by the government of His Imperial Majesty, the Sultan of the Ottoman Empire, to visit the United States of America, with the view of strengthening those relations of peace and friendship which so happily have always existed between the two governments. I have it much at heart to execute the wishes of my Sovereign in an acceptable manner; and, though the two countries are so far separated, commerce and the increasing facilities of travel cannot fail to bring them nearer to each other. With their extension, more intimate relations will hereafter naturally arise between the Ottoman Empire and the great republic of the new world. It has occasioned His Imperial Majesty much pleasure to know that he has won the approbation of this government, and that of the American people, by the course which he recently pursued in favor of the unfortunate Hungarians, whose position had claims on those feelings of humanity and benevolence which at all times occupy the heart of his Majesty. I am instructed by my government to visit the institutions of public and private industry of this country, and to inform myself of the system of education so successfully followed in the United States, for the purpose of making a report on the same. The hospitable and kind attentions which I have received from the American people, since my arrival in the new world, I regard as so many evidences of good will and respect towards my revered Sovereign, whose unworthy servant I am; and I beg leave to take the present opportunity of expressing to you, as Chief Magistrate of this truly great country, how deeply grateful I am for them."

The President then replied:—"In the name of the American government and people, I bid you welcome! The country is before you, and all open to your examination and inspection. Whatsoever there is in our political organization, in our system of education and instruction, in our commercial regulations, or in the organization and equipment of our means of national defence, whether in the Army or in the Navy, will be readily subjected to your inquiry. Competent officers will be instructed to conduct you to the dock yards and public arsenals, the hospitals for invalids, and the various institutions for the relief of the poor, the insane, the blind and the impotent, will merit your attention. You will pass along, with opportunities to observe the great lines of communication, of canals and railroads; and you will visit and examine those manufacturing establishments, the produce and growth of private enterprise, which have enabled the vessels of the United States to bear samples of the skill and industry of their people all over the Levant. You will see the broad fields of American agriculture, producing wheat, maize, rice, cotton and tobacco. Finally, sir, you will have an opportunity of beholding the mountains, and the rivers, and the lakes of this continent, and be able to report, accurately, when you return to the confines of Europe and Asia, on what scale of magnitude are those natural features of the earth which have attracted your attention. While you remain in the country, Mr. Commissioner, every proper degree of respect will be paid to you, and, so far as depends on us, the wishes of your Sovereign respecting the success of your mission, shall not be disappointed; and I trust, with you, that its effect may be a greater extension of friendly and commercial relations between the Ottoman empire and the Republic of the new world. Amin Bey, you have said, and said truly, that His Imperial Majesty, your sovereign, the Sultan, has won the approbation of the American government and people, by the course pursued by him in favour of those unfortunate Hungarians whose recent condition had claims on the feelings of the humane and benevolent all over the world; that approbation, let me say, is deep, and cordial, and wide-spread. Not disposed to interfere with political occurrences which do not affect ourselves, the people of the United States are yet intelligent and well-informed, and quite observant of all that passes in the world, connected with questions of national and human rights. While they maintain a strict neutrality in all foreign wars, they nevertheless sympathize most deeply in all struggles against oppression. They are lovers of justice, of mild governments, of humanity, and of everything which promotes the cause of political and social happiness among men."

THE DUTIES OF LIFE.

A lesson from life can be learned, in the recent death of several prominent and wealthy individuals of this community. The instances to which we refer are those of individuals who, having been successful to a great extent in their business enterprises have retired from their more active cares, built themselves splendid country-seats, furnished them with all the conveniences and elegances that money can purchase, given splendid parties, and, to all intents and appearances, have adopted the language of scripture, "Soul, take thine ease." But, seemingly, no sooner is the exclamation made than they are called to "that bourne from whence no traveller returns"—they know the "last of earth"—and large circles of friends ponder, though but momentarily, on the mutability of human affairs, and find solace for their bereavement in remembrance of the virtues of the deceased.

We have known men to enter a lucrative business, devote the long hours of the day and often the nights to their plans and projects of money getting, enlarge their warehouses, accumulate handsome competences, extend their operations for a few successive years to an unlimited extent, endure all the anxiety of investments, the turmoils and trials of active business competition, the sacrifices of family associations and even health itself, till they realise their object of a golden harvest, and then retire, enfeebled and emaciated, to *enjoy*, as their vainly say and hope, the pleasures of life purchased by the means they can command. In pursuit of this object, have we seen estates purchased, grounds laid out, mansions erected, and all the luxuries of a life of ease gathered around them. This done, and a quiet evening of existence anticipated, the same individuals, with all their hopes unrealised, have been gathered prematurely to "their fathers," the wealth they accumulated through so much toil and sacrifice enjoyed by others, and all their bright anticipations unfulfilled! Such is life,—but how unsatisfactory such experience! Three or four recent instances of this kind, we say, come to our mind at the present moment. But we need not particularize. Let all, especially the young, learn that the true source of life's enjoyment is the calm, contented pursuit of an honest avocation, combined with habits of prudence, temperance and uprightness in *all* the relations they may be called upon to fulfil.—*American paper.*

LOUIS PHILIPPE'S PROPERTY.—A letter from Paris, of the 5th, in the Independent of Brussels, says:—"Since Louis Philippe's death the journals have been speaking of the fortune which he has left, and it has been even said that the legacy duties would amount to some millions. I find the exaggeration which I suspected in these accounts is greater than I had supposed. The landed property belonging to the late King contains about 86,000 hectares (the hectare is nearly 2½ English acres), thus divided; 45,000 comprised in the donation made by the King to his children on August 7, 1830, and of which he reserved to himself the life interest; 13,000 belonging to the King himself; and 28,000 bequeathed to him, for his life only, by Madame Adelaide, his sister.—The gross revenue of his property, calculated on an average of 10 years, is 2,989,000f. Since 1848 it has been smaller, and for 1851 will not, it is supposed, amount to more than 3,900,000f. But from all this it is necessary to deduct the expenses of taxes, insurance, management, agency, &c., amounting to 1,611,000f. There therefore remains a revenue of 2,378,000f.—which, at 3 per cent, represents a capital of nearly 79 millions. In this valuation I do not comprise non-productive property, such as chateaux, parks, and gardens, which it must be admitted, are not without importance. For instance the park of Monceaux, in the Faubourg du Roule, close to Paris, is altogether unproductive, and contains 19 hectares, worth, say, 2,000,000f.; also the Park of Neuilly, containing nearly 186 hectares, gives no revenue, yet if sold in lots it would give at least 4,000,000f. I ought to mention that I have included in this statement the property of the Duke d'Aumale's domain, of which the Queen Marie-Amelie has the life use, and which gives about 137,000f. a year. In fine, to be exact, I ought not to pass over in silence the moveable property of the king, consisting of matters held in common by him and Madame Adelaide, arising from canal shares and tontines, which, without an exaggeration, must be worth 325,000f. a year; also Government securities, belonging to Louis Philippe himself, amounting to 100,000f. a year, including 30,000f. a year in the Five per Cents., for the Chapels of Dreux and Neuilly. But this situation, so brilliant in appearance, is considerably diminished by the enormous debts contracted almost exclusively for the works undertaken at Versailles and in the Royal palaces. The names of the executors of Louis Philippe are now known; they are MM. de Montalivet, Dupin, sen., de Montmorency, Laplange, Barris, and Scribe, formerly Advocate at the Court of Cassation."

ACCIDENTS IN MINES.—A probably incomplete table of the accidents in the English mines shows that the total number of accidents during the year 1849, was 406; the total deaths and injuries, 908. Of these, 567 were killed, and 341 more or less injured. The necessity of some measures being taken for the proper ventilation of collieries is evident from the fact that one half of the accidents have been occasioned by fire damp and explosive gasses, their number amounting to 465 of which 255 were fatal. Only 16 deaths and 23 injuries have been caused by machinery; from falls of rocks and stones, 154 deaths, 53 injuries; from falling in shafts, 90 deaths, 39 injuries; not specified, 52 deaths, 17 injuries. And this, it is remarked, is "about the average annual amount."

Is it any wonder that the English public are becoming aroused on this subject, and demanding that government shall interfere and procure the adoption of some more efficient mode of ventilation? Is it, on the contrary, not a wonder that this has not been done long since? If such destruction of life and limb were caused by railroad accident, a remedy would have long since been found, but as it is, these accidents occur mostly in remote districts, hundreds of feet under ground, and their victims are among the most wretched of the laborers of Great Britain. That a great proportion of the explosions could be prevented by the adoption of some of the improved modes of ventilation, which have been proposed within the last three or four years, there can be no doubt, and if a feeling of humanity do not prompt the mine owners to introduce them, government should oblige them to.—*Boston Traveller.*

DEATH OF LIEUT. GALE, the AERONAUT.—The Bordeaux papers contain details of the death of Lieutenant Gale, the aeronaut. He ascended upon the back of a pony, and at a short distance from the City, made a successful descent. The pony was detached, and while he was in the act of exhausting the remaining gas, his anchor gave way, and the balloon, being relieved of its chief weight, rose suddenly. A tree by which the anchor held snapped, and the shock upset the car. The lieutenant clung to the ropes, and in this state was carried a mile and a quarter, when he dropped, either with the balloon or before it fell. His dead body, with all the limbs broken, was found in a wood. He has left a wife and eight children. He was engaged for twelve nights at £90 each, free of expense. It is said that the Prefect of Police in Paris intends to prohibit all balloon ascents out of the usual mode of performance.

ROBERT FULTON.—The following relation of an interesting incident in the history of Robert Fulton is published by the Buffalo Commercial Advertiser, as communicated by R. W. Haskins:

"Some twenty years since I formed a travelling acquaintance, upon a steamboat upon the Hudson River, with a gentlemen who, on that occasion, related to me some incidents of the first voyage of Fulton to Albany, in his steamboat, the Clermont, which I have never met with elsewhere. The gentleman's name I have lost; but I urged him, at the time, to publish what he related, which, however, so far as I know, he has never done.

I chanced (said my narrator) to be at Albany on business, when Fulton arrived there in his unheard of craft; which everybody felt so much interest in seeing. Being ready to leave, and hearing that this craft was to return to New York, I repaired on board and inquired for Mr. Fulton. I was referred to the cabin, and I there found a plain, gentlemanly man, wholly alone, and engaged in writing.

Mr. Fulton, I presume?

Yes, sir.

Do you return to New York with this boat?

We shall try to get back, sir.

Can I have a passage down?

You can take your chance with us, sir.

I inquired the amount to be paid, and, after a moment's hesitation, a sum, I think six dollars, was named. The amount in coin I laid in his open hand, and with an eye fixed upon it, he remained so long motionless that I supposed there might be a miscount, and said to him, is that right, sir? This roused him as from a kind of revery, and as he looked at me, the big tear was brimming in his eye, and his voice faltered as he said, Excuse me, sir; but memory was busy as I contemplated this, the first pecuniary reward I have ever received for all my exertions in adapting steam to navigation. I would gladly commemorate the occasion over a bottle of wine with you, but really I am too poor even for that just now; yet I trust we may meet again when this will not be so.

Some four years after this, when the Clermont had been greatly improved and two new boats made, making Fulton's fleet three boats regularly plying between New York and Albany, I took passage in one of these for the latter city.

The cabin, in that day, was below; and as I walked its length to and fro, I saw I was very closely observed by one I supposed a stranger. Soon, however, I recalled the features of Mr. Fulton; but without disclosing this, I continued my walk and waited the result. At length in passing his seat, our eyes met, when he sprang to his feet, and eagerly seizing my hand exclaimed, I knew it must be you, for your features have never escaped me; and although I am still far from rich, yet I may venture that bottle now. It was ordered, and, during its discussion, Mr. F. ran rapidly but vividly over his experience of the world's coldness, and sneers, and of the hopes, fears, disappointments and difficulties that were scattered through his whole career of discovery, up to the very point of his final crowning triumph, at which he so fully felt he had at last arrived. And in reviewing all these, said he, I have again and again recalled the occasion and the incident of our first interview at Albany; and never have I done so without its renewing in my mind the vivid emotion it originally caused. That seemed, and still does seem to me, the turning point in my destiny, the dividing lines between light and darkness, in my career upon earth; for it was the first actual recognition of my usefulness to my fellow man.

Such, then, were the events coupled with the very dawn of steam navigation—a dawn so recent as to be still recollected by many—and such as Fulton there related them, were the early appreciation by the world of a discovery which has invaded all waters, causing a revolution in navigation which has almost literally brought the very ends of the earth in contact."

THE DAY OF ATONEMENT.—Yesterday was celebrated by the Jews of this City with great form and solemnity, it being the tenth day of the seventh month of the year 5011, according to the Jewish calendar, and the anniversary of the Day of Atonement. It was observed as a day of fasting and prayer, and the strict members of the creed tasted neither food nor water for twenty-four hours, which was a severe penance this hot weather. The Portoguese Synagogue on Canal street was crowded throughout the day, a great many ladies being in attendance, and a discourse was delivered by the Rev. Mr. Nathan. The German Jew congregation, of which Mr. Gutheim is the pastor, held their meeting in the large dining-room of the St. Louis Hotel, as their Synagogue on Rampart-street is not yet finished. The ceremonies consisted of forms of prayer and chaunts. The priests were dressed in white robes with caps.—They all wore scarfs, while others were robed in white linen, to evidence their penitence. They would occasionally prostrate themselves and bow their heads to the ground. The ceremonies were very imposing, and the day was observed with great respect. Many of their stores were closed in consequence.—*New Orleans Picayune, Sept. 17.*

WHITE CROWS.—We have, several times, in the course of the present season, heard of a pair of white crows that had been seen in the vicinity of this city, but we hardly credited the story, until last Saturday, when Mr. John O. Curtis, of this city, brought one of them into our office. He said he saw them flying about, and, taking his gun, he went after them, and in a few minutes secured one of them. The bird was alive when brought into the office, and apparently not much wounded. He is a real crow,—having all the peculiarities of the crow tribe, except colour, and his voice would do credit to any of his sable brethren. We believe this is the first of the kind that has ever been captured, and although we have frequently heard of white crows, we never before got a sight of one.—Mr. C. sold him for $5, and the gentleman to whom he sold him, was offered and refused $50. "Where's Barnum?"—*Augusta (Me.) Farmer.*

THE WONDERS OF THE TELEGRAPH.—The steamship Pacific, of the Collins Line, touched her dock in New York at a quarter-past six on Saturday evening 23d. At half-past seven the foreign news which she brought was in Chicago, Illinois, a distance of more than a thousand miles from this city. This is the greatest telegraphic feat that has come to our knowledge. What would our fathers have said to it.—*N. Y. Herald.*