

CHINESE AND ENGLISH FASHIONS.

EUROPEANS who go to China are apt to consider the inhabitants of the Celestial Empire very ridiculous and the provincial Chinese at Canton and Macao pay back this sentiment with interest. It is very amusing to hear their sarcastic remarks on the appearance of the devils of the West, their utter astonishment at the sight of their tight-fitting garments, their wonderful trowsers and prodigious round hats like chimney pots, the shirt collar adapted to cut off the ears, and making a frame around such grotesque faces with long noses and blue eyes, no beard or moustache, but a handful or curly hair on each cheek. The shape of the dress coat puzzles them above everything. They try in vain to account for it, calling it a half garment because it is impossible to make it meet over the breast, and because there is nothing in front to correspond with the tail behind. They admire the judgement and exquisite taste of putting buttons behind the back where they never have anything to button. How much handsomer they think themselves, with their narrow, oblique, black eyes, high cheek bones and little round noses, their shaven crowns and magnificent pig-tails hanging almost to their heels. Add to all these natural graces a conical hat covered with red fringe, and ample tunic, with large sleeves and black satin boots, and a white sole of immense thickness, and it must be evident to all that a European cannot compare in personal appearance with a Chinese.

STICK TO IT, YOUNG MEN.

The very doctrine of all others, "Stick to it." Who ever knew a mortal to enrol himself under this banner, and come out the little end of the horn? Nobody we'll be bound. Its principle, acted up to with rectitude, purpose, heart and soul, would keep any man above water and in blue sky,

"Stick to it. It's the very history, all experience, the triumph of mind, art, literature, every great and noble work in its direct and appropriate illustration. He would be, do, gain, make save, achieve anything, in whatever department of life, trade, politics, religion, philanthropy, or love, must make it his first and last object of solicitude—the Alpha and Omega of aspiration and action.

Tell us, young man, who never did a thing worth a note, that did not "stick to it."—Look around your acquaintances, and see who is, and who is not "something." In him who is deservedly famous and honored, you will find the man who, years ago, in the strength, determination, energy, and light of an all-conquering resolution, said, "I'll stick to it," and who did and has stuck to it ever since.

What has made great lawyers, statesmen, divines, artists? What has made a Webster, a Choate, a Bringham, a Kossuth? Simply and solely, and truly, by choosing something real and vital, and "stick ing to it." Armed with its principles and inspirations, you may rise to undreamed of heights—wanting it, you may sink to unthought of depths.

FARM MACHINERY.—Among the most useful of machines of the farm, beyond the simple implements of husbandry, may be reckoned the threshing machine, the corn-sheller, the root and straw-cutter, the horse power, and the portable steam engine. The smaller farms will not warrant the outlay necessary for the purchase of all these, but the larger farms, which are frequently destitute of nearly every one of them, ought as a matter of economy to possess the whole.

NOTIONS OF BEAUTY.—The Japanese women gild their teeth, the Indians paint them red, whilst in Guzurat the pearl of the teeth to be beautiful must be dyed black. The ladies of Arabia stain their fingers and toes red, their eyebrows black, and their lips blue. In Persia they paint a black streak round the eyes, and ornament their faces with various figures. In Greenland the women color their faces with blue and yellow, whilst the Hottentot women paint in compartments of red and black. Hindoo females, when desirous of appearing particularly lovely, smear themselves with a mixture of saffron, tumeric and grease. In ancient Persia an aquiline nose was often thought worthy of the crown; but the Sumatran mother carefully flattens the nose of her daughter. An African beauty must have small eyes, thick lips and a large flat nose.

HAPPINESS NOT IN STATION ALONE.—There is one experience, gentlemen, to which the history of my various changes in life has peculiarly, and I will even say, has painfully exposed me—how little a man gains or rather, indeed, how much he loses in the happiness of natural and beautiful enjoyment, in passing from a narrower to a wider, and what some may call a more elevated sphere. There is not room in the heart of man for more than a certain number of objects; and he is therefore placed far more favourably for the development of all that pleasure which lies in the kind and friendly affections of our nature, when the intimacy of his regards is permitted to rest on a few, than when he stled through an interminable variety of persons and things, each individual can have but a slender hold upon the memory, and a hold as slender upon the emotions.—*Dr. Chalmers.*

THE EFFECT OF TEMPERANCE.—At a late anniversary of one of the literary societies of Yale College, Professor Silliman was called out by a complimentary toast. In the course of his remarks, the Professor proceeded, for the benefit of the younger brothers present, to say how it was that at his age (76 years,) he enjoyed such excellent health and spirits. He said that at thirty he was dyspeptic and feeble. He cut off determinedly all stimulants, and had used none since. He dieted one year, and then returned to his labor. He ate always plain, nutritious food, and drank nothing but plain, dilutent drinks. He eschewed tobacco in every form. Every morning he used the sponge and cold water, and felt now no less powers of endurance than when he was a young man, and no abatement of intellectual power.—*Salem Gazette.*

A MONSTER RAILWAY along the whole course of the Mississippi river from New Orleans to the Falls of St. Anthony, is spoken of by the *Dubuque Tribune* as being in process of construction. From New Orleans to Memphis the road lies east of the river, and the distance is 390 miles. At Memphis it crossed to the Arkansas side of the river, and traverses that State seventy miles. From the Arkansas boundary to the city of St. Louis, it is called the St. Louis and Iron Mountain Railroad, and is in charge of a company which is making preparations to run an engine on it this year. From St. Louis to St. Charles, Mo., it is called the North Missouri Railroad. From thence to Keokuk, Iowa, it is called the Mississippi Valley Railroad North, and a company has been organized to build the line one hundred and forty miles.—From thence to St. Anthony, Minnesota, companies are already chartered to build the road. When finished, as all the various divisions will be at no distant day, the road will be the longest in the world.