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who had only such luggage as could be carried in hand. were not very well pleased at having been left minus their cigars and tobacco. We arrived in Glasgow amid bustle and confusion, in getting the ship moored, the noise of steam and sailors, the shouting of porters and cabmen, the rush of passengers and dragging of luggage, &c. I passed the customs easily, and cabbed off to 45 Union street, where I exchanged my return ticket for one for a certain berth in the United Kingdom to sail on the 13th of September following. Glasgow, on the Clyde, contains about four hundred thousand inhabitants. There are several fine bridges across the Clyde, and among them is a very grand suspension bridge. Among the many elegant streets, Buchanan, Argyle, and Ingram are spacious, with very elegant and extensive shops—the crescents, squares, and isolated rows of houses are beautiful. Some of the public edifices are magnificent and beautiful specimens of architecture, among which may be mentioned the Royal Exchange in Queen street, the new County buildings, the banks Lunatic Asylum, University, and churches. The public monu ments comprise that to the momory of Nelson, in the Green, one hundred and forty-four feet in height; an equestrian statue of William III., at the Cross; the statue of Sir John Moore, a native of Glasgow; of James Watt, Sir Robert Peel, and a most magnificent doric column to Sir Walter Scott-the last four in George Square—and an equestrian statue of the Duke of Wellington. The educational, scientific, and literary institutions are too numerous to notice. The University on High street is a very elegant edifice, has twenty-two professors, from one thousand to twelve hundred students, and twelve thousand volumes in the li-The Botanic Gardens and Necropolis are well worthy of a The climate about Glasgow is moist and the air foggy with smoke. Cotton, iron, and ship-building give employment to many thousands. In 1652 the third part of Glasgow was burned. Among the great men whom Glasgow claims as natives are Gen-