The Weekly Observer.

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The Observer.

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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 legal demands against the Estate of JAMES WOOD, late of the City of Saint John, Cabinet Maker, deceased, are requested to present the same, duly attested, within three months from the date hereof, and all Persons indebted to said Estate are required to make immediate payment, to

THOMAS MARJORIBANKS, *Executor.*
ANNE MARJORIBANKS, *Executrix.*

St. John, August 7, 1849.

NOTICE.

ALL Persons having any demands against the Estate of CORNELIUS McMONAGLE, late of Smyrna, State of Maine, U. S., deceased, are requested to present them within Two Months from this date, duly attested, at the Office of C. W. Stockton, Esq., Attorney at Law, or to the Subscriber; and all persons indebted to the said Estate, will make immediate payment to the said C. W. Stockton, or

JOHN McMONAGLE, *Sole Administrator.*

Sussex Vale, June 19, 1849.

ALL Persons having any legal demands against the Estate of WILLIAM SCOTT, Esquire, late of the Parish of Sussex, King's County, Farmer, deceased, are requested to present the same, duly attested, within Three Months from this date; and all those indebted to the said Estate, are desired to make immediate payment to the subscribers.

ROBERT SCOTT, Jun. } *Executors.*
WILLIAM O. A. SCOTT, }

Sussex, 7th May, 1849.

NOTICE is hereby given, that all Persons having claims against the Estate of the late GEORGE F. GOVE, formerly Merchant of this City, are requested to forward the same, duly attested, within Six Months from this date, to John Gardner, Peters' Wharf, St. John; and all Persons indebted to the said Estate, are required to discharge the same forthwith.

JOHN GARDNER,
E. LLOYD,
Executors of the late George F. Gove

St. John, 17th February, 1849.

NOTICE

IS hereby given, that I have appointed Messrs. W. & G. Ritchie to act as my Attornies, and to settle the affairs of the Estate of the late James Robertson, deceased; and all persons indebted to the said Estate are requested to make immediate payment to them, and all persons having any claims against the said Estate, will please hand them in to my said Attornies for adjustment.

CHARLOTTE ANN ROBERTSON.
Sole Executrix of the Estate of the late James Robertson.

Dated ninth day of February, A. D. 1849.

NOTICE.

ALL Persons having any legal demands against the Estate of Stephen Humbert, Esquire, late of the City of Saint John, deceased, are requested to present the same, duly attested, within six months from this date, and all Persons indebted to said Estate are required to make immediate payment.

MARY HUMBERT, *Administratrix.*
JOHN HUMBERT, } *Administrators.*
STEPHEN GEROW, }

St. John, February 21, 1849.

FLEWWELLING & READING,

No. 10, KING STREET,

Have just received per "Lisbon," from London, "Peruvian," from the Clyde, and late arrivals from the United States:—

241 HDS. Martell and Hennessey's Dark and Pale BRANDY,
10 quarter casks Old PORT WINE,
40 kegs Hall & Son's F and FF Gunpowder,
25 dozen Lazenby & Son's PICKLES, assorted
25 doz. " " Mushroom Ketchup,
5 doz. " " Essence of Anchovies,
5 boxes Sperm CANDLES, 10 brls. Currants,
3 kegs Colemans's E, SE & DSE MUSTARD,
5 cwt " STARCH,
18 dozen Robinson's PATENT BARLEY,
18 dozen " " GROATS,
1 cask NUTMEGS,
10 barrels Day & Martin's BLACKING,
2 chests Old Hyson TEA, 1 chest INDIGO,
30 chests Fine Congou TEA,
50 boxes TOBACCO, assorted, 6 tierces RICE,
1 barrel SNUFF, in bladders,
4 casks Saleratus, 10 bales Wicking,
2 casks Epsom SALTS, 1 cask SULPHUR,
1 cask ground RICE, 1 barrel Castor OIL,
20 barrels Cider Vinegar, 1 barrel Pecan NUTS.

May 1st.

LONDON GOODS.

Ex ship "Lisbon," from London:—

100 CHESTS Fine Congou TEA,
6 hhds. LOAF SUGAR,
10 hhds. Fine CRUSHED SUGAR,
3 carotoels Zante CURRANTS,
2 cases Italian LIQUORICE,
25 bags BLACK PEPPER,
10 bags soft shell ALMONDS,
30 cases STARCH,
11 boxes SPERM CANDLES,
5 tierces LINSEED OIL,
17 casks "Day & Martin's" BLACKING,
1 cask HARNESS POLISH,
2 boxes CANDIED PEEL,
10 cases MACCARONI,
5 cases VERMICELLI, 1 can ISINGLASS,
4 cases SALAD OIL, 1 tierce Pearl SAGO,
1 cask Lazenby's PICKLES and SAUCES,
100 kegs Brandram's WHITE LEAD.—For Sale by.

JARDINE & CO.

St. John, April 21, 1849.

Whiting, Paint, Alum, &c.

Ex Brig John & Isabella from Newcastle-on-Tyne.

5 TONS WHITING, in brls and hhds.;
2 do. COPPERAS,
4 do, LAMPBLACK, 2 do. ALUM,
3 do. Washing SODA, in all sized packages;
100 kegs finest No. 1 WHITE LEAD,
100 bags SHOT, from 4 to A.

For sale at low rates, by H. G. KINNEAR,
Hammond's Buildings, 20 Dock-street

April 21

May 1st, 1849.

SPRING GOODS!

Received per *Infanta* and *Portland* from Liverpool, and *Lisbon* from London—

AN assortment of Gents' Silk and Paris HATS,
Broad CLOTHS, Kerseys, CASSIMERES, CACHIMERETTS,
Doeskins, Drills, Cantoons and Moleskins,
Stocks, Braces, Vests and Drawers,
Blue and White Cotton WARPS, Flannels,
Furniture Prints, Moreens, Damask, Dimity and Fringes,
Grey, White and Printed COTTONS,
Sheetings, Shirtings, Muslins, Lineus, Lawns,
Cambries, Canvas, Duck and Holland,
HOSIERY and GLOVES of all kinds,
Gimps, Fringes and Artificial Flowers,
Fancy SHAWLS, Hdkfs, and Neck Ties,
Worked Collars and Habit Shirts,
PARASOLS, Umbrellas, Nets and Laces,
Fancy Bonnet and Cap RIBBONS,
A variety of new DRESS MATERIALS, in Mohairs, Glacies, Checks, Coburgs, Silks, Satins, Orientals, &c. &c.

Which, together with Four Thousand Pairs of BOOTS and SHOES, are offered at the very lowest market prices.

W. G. LAWTON.

Spring Importations.

Received per *Infanta, Portland,* and *Lisbon,* and to arrive per *Ant* from Glasgow—A large assortment of GOODS suitable for the season—consisting of

NEW Styles DRESS MATERIALS, in Mohairs, Glacies, Brilliants, Cashmeres, Coburgs, MUSLINS, Organdies, Balzerines GINGHAMS,
SILKS, SATINS, and Orientals,
Shawls, HDKFS., and Fancy NECK TIES,
LACES, Netts, QUILLINGS and Edgings,
Gloves, HOSIERY, Umbrellas and Parasols,
BROAD CLOTHS, Fancy DOESKINS, and CASSIMERES,
Cassinett, Tweeds, Russel Cords and Cashmerettes,
Plain and Fancy Bonnet and Cap Ribbons,
Linens, Lawns, Diapers and Twilling,
Gray, White and Printed Cottons,
Gent's Silk, Beaver and Paris HATS,
Ladies' and Children's STRAW BONNETS, in great variety.
Tailors' Trimmings, Cotton Warp.

Which are offered at very low prices, wholesale and retail.

May 1. J. & H. FOTHERBY.

May 5th, 1849.

VICTORIA HOUSE,
Prince William Street.

The Subscribers have received their

Spring & Summer Stock,

Per the ships *Pilgrim* and *Lisbon* from London, *Infanta, Harriott, Harmony,* and *Thomas,* from Liverpool, and *Ant* from the Clyde—of which the following are a part:

RICHEST French and British SATINS and SILKS, in Brocade Figures, Stripes, Shades Shot and Plain, in newest and most beautiful colourings and patterns;
Paramattas, and PATENT CRAPES,
LADIES' DRESS MATERIALS, in all the newest and most elegant designs in California, Napier, Chamelions, Madonnas, Chemese, Brilliants, Cashmere, French Delaines, Bareges, Balzarines, Llamas, Alpacas, Lustres, Coburgs, and Orleans CLOTHS;
French and British Printed MUSLANS;
French and British Garment Cambric PRINTS, 7-8, 9-8 and 5-4;
FURNITURE PRINTS;
French and British Plain and Fancy Linen and other GINGHAMS and LAWNS;
Newest work and patterns in Collars, Habit Shirts, Chemizettes, and Cuffs;
Infants' WORKED ROBES and CAPS;
Ladies' and Children's BONNETS, in all the newest and handsomest shapes and patterns, in plain and fancy styles;
Youth's and Children's Plain and Fancy Tuscan and Straw HATS;
Newest and Richest styles in French and British BONNET and CAP RIBBONS;
NECK TIES; PARASOLS, newest styles;
An immense variety of the newest and most elegant designs in Long and Square SHAWLS;
Limerick White Lace VEILS and CAPES;
Black Chantilla Lace FALLS and VEILS;
Fancy Colored LACE VEILS;
Thread Laces, Half Laces, Edgings and Footings
Machinery Laces, Edgings and Footings;
Black Thread and Silk LACES, Sewing Silk, Fringes and Gimps;
Elusion, Brussels and Paris white and colored Plain and Fancy NETS;
BLONDES and BLONDE QUILLINGS;
Drawing Room Window Nets and Muslins;
Ladies' plain and fancy French Cambric Pocket Handkerchiefs;
Gent's French Cambric and India Silk ditto ditto;
Gent's Satin and Silk Neckerchiefs, STOCKS, Opera PIES, and Braces;
Ladies', Gent's and Children's Silk, Lisle, Vigonia and Lamb's Wool HOSIERY;
Ladies', Gent's and Children's Kid, Silk and Lisle GLOVES;
French and British STAYS;
West and North of England Extra Superfine BROAD CLOTHS, in Black, Blue, and Medley colours;
SUMMER CLOTHS, in Cashmerets, Z plays and Tweeds, in black and all fashionable medley colours;
PANTALOON CLOTHS, in Single and Double Milled Cassimeres and Doeskins, in all the most fashionable and fancy colorings and patterns;
Russell Cords, Lastings, Gumbroons, Cantoons, Nankeens, and Moleskins;
VESTINGS, newest and prettiest styles, in plain and fancy Marseilles, Cashmeres, plain and fancy French Satin, Silk and Genoa Velvets;
Colored and Black GERMAN VELVETS;
WHITE MUSLINS, in Jaconets, Cambrics, Checks, Plaids, Cords, Stripes, Nainsooks, Mulls, Books, Tartatans, Lappets, and colored and white Lenos;
IRISH LINENS, Lawns, Diapers, Damask Table Linen, Napkins, Towels and Towelling, Brown Holland, Brown Undressed Linen, Plaid Linen, Drills and Duck, Osnaburg, Linen and Cotton Tickings, Marseilles Quilts, Counterpanes and Toilet Covers, Sheetings, Grey Cottons, Cotton Warps, White Shirtings, Power Loom Twilled Striped Shirtings, Power Loom Ginghams;
WHITE FLANNELS, in Saxonies, Welsh, Lancashire, and Swanskins;
Red, Blue and Yellow FLANNELS;
Moreens and Damasks, with Fringes,
LACE, and Tassels to match,
Scarlet, White, and Blue FLANNELS,
UMBRELLAS, Stays, Braces,
BUTTONS, THREADS, &c. &c.
Tailors' Trimmings and Small Wares, &c. &c.

☞ *CASH Only—No Second Price.* ☜

JAMES DOHERTY & CO.

The Garland.

KOSSUTH TO THE HUNGARIANS.

BY JOHN STORES SMITH.

Magyar People! God in heaven
Freely to you all hath given
This broad land wherein ye dwell:
Mount and grove, and plain and dell,
River rolling toward the sea,
Rugged rock and fruitful lea,
Creeping shrub and stately tree,
And whatsoever more there be
Within this mighty Hungary;
All is yours to hold and keep
Till being find its goal in sleep!

Magyar people! There were those
Who to assert this right ye rose—
Who bade you still to bend the knee
To Austria's sceptred tyranny;
Who said—ye only hold and till
At one imperial despot's will,
Lands and lives are not your own,
But fiefs escheated to a throne!

Magyar people! Proudly then
Did ye face those sinful men:
Proudly then ye spake through me:—
God in Heaven made us free,
To Him alone we bend the knee,
And in His name hold Hungary.

Cringing in his regal halls,
Despot to brother despot calls:
At the call, from out his his lair,
With whetted tusk and grisly hair,
Issues forth the Northern Bear.
Far he scents his daintiest food,
Human tears and human blood;
And from his frozen den he comes,
Like storm-flood o'er your Magyar homes.

Famine's plague and battle's wrack,
Cities heaped in ruin black,
These are left to mark his track.
Patriots brave in conflict slain—
Captives lingering in their pain—
Infancy's unheeded sighs,
And outraged woman's sterner cries:
These the gifts the king doth shed,
On you who for his sires have bled,
Because no more ye bend the knee,
Or yield to him this Hungary.

Magyar people! On the field
We our hearts' best blood will yield;
Purple with its rain the sod,
Ere any foreign despot's power
Shall wrench from us our heavenly dower,
And rob us of the gift of God!

Magyar people! God is true,
And through all nature speaks to you:
None, He tells you, can be strong
In the force that comes of wrong.
Hope, and despair not—for, ere long,
His force shall join the unequal fight,
And Might be on the side of Right.
Hope, and despair not—valiant deed
Shall never lose its proper meed:
And every man for freedom slain
Can never wholly fall in vain.
Magyar people! cause so high,
Though ye may perish, cannot die!

Manchester Examiner.

Miscellaneous.

THE SAILOR PRELATE.

It was in the year 1580 that Sir Francis Drake returned in triumph to his native land, after a successful expedition against the Spaniards in the South Seas. He anchored at Deptford, and Queen Elizabeth honored the brave admiral by dining on board his ship. After the banquet, her Majesty conferred the honor of knighthood on her entertainer, and inquired of him whether he wished to name any captain in his fleet as peculiarly distinguished for valor.

'So please your Majesty,' said Drake, 'many there are in every ship who have borne themselves right bravely, as the subjects of their gracious mistress should; but one there is who merits praise above all, for by his steady daring alone three goodly galleons were taken. He stood himself at the guns until victory was declared, although a finger of his right hand was shot off, and he had received various grievous wounds. His name is William Lyon, commander of the Albion.'

'Let him be introduced into our presence,' said the queen; 'we love to look on a brave man.'

Sir Francis bowed, gave the necessary directions, and after a brief delay Captain Lyon was ushed into the royal presence. He was a good-featured, finely-formed man, with the blunt, frank bearing of a British sailor: in the present instance slightly dashed by a consciousness of his position. Her majesty received him with that kindly manner which she knew so well how to combine with dignity—a species of 'king-craft' which seldom fails to secure for sovereigns the warm love of their people. She asked him several questions touching the late expedition, which he answered in a sensible, respectful manner; and the queen dismissed him saying, 'You deserve to rise, Captain Lyon; and we now pledge our royal word that you shall have the first vacancy that offers.' She then gave him her hand to kiss, and the gallant seaman retired.

About three months afterwards, as the queen on a state day was giving audience to her nobles, Captain William Lyon presented himself and craved an interview with her Majesty. Good Queen Bess, among whose faults indifference to the wants and wishes of her subjects could not be classed, willingly granted his request, and smiled as she asked him to make known his wishes.

'Please you, Majesty, I come,' he said, 'to remind you of your gracious promise. You said I should have the first vacancy that offered; and I have just heard that the see of Cork, in the south of Ireland, is vacant by the demise of the bishop; therefore I hope your majesty will give it me, and so fulfil your royal word.'

'Gramarcy,' said the queen, 'this is taking us at our word with a witness! How say you, my lord,' she continued, turning to the Earl of Essex, who stood beside the throne; 'would a brave sailor, think you, answer for a bishop in our troublous kingdom of Ireland?'

'If Captain Lyon's clerkly skill, please your majesty, be equal to so grave a charge, his worth and valor (of which I have heard much) will, I doubt not, render him worthy of your Grace's favor.'

'Besides,' chimed in the captain, as undauntedly as though he stood on his own quarter-deck, 'her majesty *promised me the first vacancy;* and God forbid she should be the first of her royal house who was worse than the word of their lips!'

A less absolute sovereign than Elizabeth might probably have been offended at these blunt words, and have dismissed the unlucky speaker with scant ceremony; but thoroughly secure in power, she liked to reign in her people's hearts; and, besides, she had the rough old Tudor love for words of truth and deeds of boldness. Therefore, a right royal burst of laughter proceeded from the throne, echoed by the attendant courtiers; and when the queen's merriment had subsided, she graciously dismissed Captain Lyon, with the assurance that his request should meet with due attention. An inquiry into the seaman's qualifications was accordingly instituted, and the result as to his moral character being perfectly satisfactory, and the fact of his having received a tolerable literary education being established, the queen was graciously pleased to grant his request; and William Lyon was duly consecrated Bishop of Cork, Cloyne, and Ross.

Elizabeth said to him, on the occasion, 'I trust, Master Lyon, you will take as good care of the church as you have done of the state, and, indeed, contrary to all reasonable expectation, he did make a most excellent prelate—carefully extending his patronage to the most exemplary men, and laboring with unwearied zeal to promote the interests of the diocese. He built the present episcopal palace, situated near the cathedral; and over the mantelpiece, in the dining-room, hangs his portrait, very finely painted. He is represented in his naval uniform, and his right hand is minus the fourth finger.

Bishop Lyon enjoyed his elevation for twenty-five years, with reputation to himself, and benefit to the diocese. He never attempted to preach but once—on the occasion of the queen's death. When that melancholy event occurred, he thought it his duty to pay the last honors to his royal mistress, and accordingly ascended the pulpit in Christ Church, in the city of Cork. After giving a good discourse on the uncertainty of life, and the great and amiable qualities of the queen, he concluded in the following characteristic manner:—'Let those who feel this loss deplore with me on the melancholy occasion; but if there be any that hear me, (as perhaps there may be,) who have secretly longed for this event, they have now got their wish, and the devil do them good with it!'

The remains of Bishop Lyon have recently been discovered by some workmen employed in repairing the palace. In a corner of the lawn are the ruins of what was once the chapel; and when some stones and earth were removed, a tombstone was discovered, with an inscription in old English raised characters, stating that the tomb was erected for 'William Lion, an Englis man born, Bishop of Corke, Clon, and Ross, in the happi raigne of Queen Elizabet, defender of the ancent apostolike faithe.'

[From the Eastport Sentinel.]

HIS MAJESTY'S BRIG PLUMPER.

Some interest has recently been manifested by the adventures of a company of 'divers,' on the spot where the Plumper was wrecked—a quantity—we know not how much—of money and other metals has been excavated, some of which we have seen. Among them, besides the silver dollars, which is covered with a grey rust, we have seen grape shot and bullets, the brass mountings of the scabbards of side-arms, leather sheaths, &c. The company which has brought these things to light, is partly made up of three or four Irishmen who several years ago were employed by the English government, and it is said that from the wreck of one English ship on the coast of Ireland, they succeeded in bringing up nineteen tons of treasure. Their apparatus is of India Rubber, consisting of a 'jacket' which covers the divers, and in which, being supplied by air forced by an engine through tubes, he can remain on the bottom half an hour with comparative ease. The company finally came to this country and in the Fall of 1847, during their excursion, fell in with the wreck of the 'Plumper.' But little was done at that time, and now, after being sold out or united to a company from Boston, another attempt has been made to secure the wave-hidden treasures, with what success we are unable to say; only we are sure that a few of the dollars have arrived in town.

As this affair has awakened some interest in the matter, we have taken some pains to gather from Captain Simpson—(a man 74 years of age, who now resides at "Mowatt's Harbour," about 8 miles east of this place)—who was pilot of the ill-fated vessel, a few facts concerning her disaster, which may not prove uninteresting.

The 'Plumper,' was a 14 gun brig in His Majesty Geo. III's. service, and was stationed about Halifax, N. S. On the 5th Dec. 1812—the year in which our last war with England broke out—the 'Plumper,' under the command of Lieut. Com. James Bray, sailed from Halifax, for St. John, N. B., having on board at least £74,000 in specie, in boxes, which had been placed on board of her for the payment of His Majesty's troops. Wind and weather kept her about Yarmouth for several days, when she entered the 'Grand Passage;' a severe snow storm came on, and the pilot deemed it prudent to haul the vessel to the wind and lay to for the night. About three o'clock the next morning, the pilot discovered that instead of following his instructions, the commander had presumptuously kept her away, and had gained a considerable distance to the northward; he immediately told the master that he would have the vessel ashore—and it was but a few moments before they discovered breakers within a few rods ahead of them—this spot was between what is called 'Dipper Harbor' and Point Lepian, about 11 miles from this place, in a north easterly direction. The brig struck near the lows, and then swung with a crash alongside an almost perpendicular cliff, some 70 or 80 feet in height. Captain Simpson saved himself by leaping upon the try-sail or main boom, which swung towards the shore, and dropping on to the rocks—many others attempting to follow him, were precipitated into the surf and crushed among the rocks, the boom soldenly giving way. The Plumper had on board 74 souls, including two women—a Mrs. Tye, and the wife of the surgeon, who, with Messrs. Graves, Cunningham and Tye, were passengers—11 of whom were lost. The vessel was a total wreck, and nothing was saved. The survivors after much suffering reached a house about 5 miles from the beach, and in a few days were taken off.

Attempts were soon after made by means of a diving bell or tub to secure some of the lost treasure, and at various times, within the last ten years, many like efforts have been made, and considerable of the precious metal recovered; but what proportion of it has been found, cannot be ascertained. Many years ago, before we had any knowledge of the affair, the many 'Plumper dollars,' were in quite extensive circulation.

The contagious character of Cholera is, we believe, considered by some physicians a question still open for discussion; and many persons flee the presence of one afflicted with the epidemic as they would one stricken with the plague. We know of a case of recent occurrence, in which a gentleman brought to his home—a boarding-house home—in the advanced stages of cholera, was refused admittance, even inside the door, by his landlady, and was obliged to remain upon the front steps until a carriage could be called from some distance to convey him to the Hospital. Cases of selfish fear like this are rare, of course, but one case is one too many, especially if the fear be altogether unfounded, as we are fully convinced it is.

An argument upon this subject, which seems to us equally beautiful and conclusive, is found in the little work upon Cholera published by Dr. A. L. Cox.— * * * But to the argument concerning contagion, which we shall condense as much as possible.—Although the etymology of the term implies contact—in contagious diseases, as our readers know, actual contact is not necessary for the transmission of the disorder. This indeed, shows their extreme contagiousness, even to the power of giving off an atmosphere charged with the poison of the disease. The Small Pox, Measles, and Scarlet Fever, are familiar instances of such contagious disorders.

In regard to these diseases, there exists in nature a remarkable and admirable, in fact a necessary law. It is that a person once affected by them is, with rare and peculiar exceptions, protected ever after against their attacks. If this limitation of contagious diseases did not exist, the consequences would be certain and horrible. For it seems almost necessary that every individual should suffer these maladies; it is difficult, indeed, to find a mature person who has not had measles, chicken-pox, &c., &c., and before the introduction of vaccination, so few escaped the small pox, that in the knee-buckle tie-wig novels it was quite common to enumerate among the wonderful perfections of the heroine, the fact that her face was not pitted by "that fell destroyer of beauty," to use the cant phrase in vogue. And such being the case, it is obvious that if the system were liable repeatedly to undergo these contagious and fatal diseases, a short time would suffice to depopulate the earth. Every case of such a disease would sow the seeds of numbers of other cases, each in turn the centre of another circle, and this would go on until there were no more victims, for the convalescent would be subject to immediate re-attack again and again. Unless nature work differently with regard to contagious diseases than with regard to any other part of her economy, they must be limited by this law; otherwise, as Dr. Cox remarks, "there would not remain on the earth two men to discuss the theory of contagion." It is also to be remarked that in contagious diseases there never has been known, nor, from their nature, can there be known such a thing as a relapse. They pass through certain stages and have a certain and well understood "resolution," as it is termed, and they never relapse from one of these stages to an earlier.

Now the cholera is well known to be unlimited as to the number of times it may affect the system, and those who suffer from it are probably more subject to relapse before perfect convalescence than if they were afflicted by any other malady. The dilemma seems unavoidable then, either that Providence has permitted the disease to visit the earth unlimited by any law which would prevent the certain extermination of the human race, or that the cholera is not contagious.—The former supposition is an absurdity, while the latter is equally accordant with reason and experience.

Let none fear to perform the duties which he owes to his friend or his fellow who suffers from this scourge, or even flatter himself with the idea of voluntary martyrdom or self-sacrifice, for, in the strong but just language of Dr. Cox, "a more unfounded apprehension was never entertained," than that of the contagiousness of cholera.—*New-York Courier.*

Advantages of the Study of Botany.—These ninety thousand species of plants contain numberless varieties, and the individuals of species and of varieties are in themselves sources of infinite and never-ending study. For each of these individual plants, although botanically identical, has a different growth from every other individual, and offers in the conditions of its life, to him who goes to nature for his models, a separate form of study and arrangement; nay, more, so infinite is nature's variety, that no two leaves on the same plant are perfectly identical in form, nor even the two sides of any one leaf. But the subject extends still further. Not only is there a study in the foliage of many species, but in the blossoming, which may most truly be said to be nature's ornament; for while the leaves have their delicate textures fitted for the purposes required of them as organs of respiration, and for adapting the juices received by the root as food for the plant, the gaily-coloured petals of their flowers are an added beauty, whose purpose in the economy of the plant is less specifically recognised, but may, without impropriety, be considered as given by the Great Creator for the especial gratification of our sense and love of the beautiful. The study to be found in an individual plant does not, however, end even here, for there is doubtless the beauty of decay. The fading hues of vegetation are often not less lovely than the full vigour of growth. He that studies the decay of vegetation will become sensible of the wonderful harmony through which the tints of the various parts pass in their passage to death. The leaf and its footstalk, often beautifully contrasted in their vigour, are differently, yet not less harmoniously, contrasted in their decay. The fruit of plants, as it ripens, harmonises with the fading foliage, and becomes a new source of beauty when the flowers have passed away. And, when all the ornament of nature fails, the bony structure of the stems, which supported that vegetation, but resting awhile to rise in renewed beauty with the renewing year, forms another source of study, and is worthy of great attention from its wonderful union of elegance with strength and utility.—*From a Lecture by Richard Redgrave, A. R. A., reported in the July number of the Journal of Design.*

The Word "Respectable" not Definable.—It is extremely difficult in London to make acquaintances, and, strange to say, not only is this difficulty experienced by most foreigners, but even by the English themselves. It is true that when an acquaintance is once made, it may, and often does, spring up into a warm and lasting friendship: but previous to this, the hesitancy does not matter, the sly depredations of the fox more than the English mistrust one another. They explain this by saying that they know not if such and such persons are respectable. It would be difficult to give you the exact meaning of this word, as there is none that I know of, in the French language, that exactly comes up to it; but in the coffee-houses there are high planks placed between the tables, just in the same manner that stables are built, and all for fear that the person who is taking his coffee in the next *stall* should not be respectable. A party of pleasure is proposed, who is the first question asked is, would it be respectable? When a lady wishes to take a house, she makes first some remote inquiries to know if the neighbours are *respectable*; whilst the neighbours, hearing that the said house is likely to be let, set on foot similar inquiries respecting the said lady: in fact, this word is in everybody's mouth, and may be heard at all hours of the day. I have, therefore, for some time been endeavouring to discover *who are respectable*, and who are not so; but all my inquiries on this subject have led to no satisfactory conclusion, because the very same parties who are called highly respectable by some, are by others thought to be very disreputable people indeed. When I had made this discovery I gave up all further research.—*Mrs Whitaker on the Manners of the English.*

The Yankee.—An American has said of his countrymen that the genuine Yankee would not be able to repose in Heaven itself if he could travel farther westward. He must go a-head. Prophecy looks forward to the time when the Valley of the Mississippi shall overflow with this restless population—and Europe be subject to a new migration. "What do I consider the boundaries of my country, Sir?" exclaimed a Kentuckian. "Why, Sir, on the east we are bounded by the rising sun—on the north by the aurora borealis—on the west by the precession of the equinoxes—and on the south by the day of judgment.—*Athenæum.*

An Equivocal Compliment.—One of the toasts drunk at a recent celebration was—"Woman! She requires no eulogy—*she speaks for herself.*"

Britannia Tubular Bridge.—The preparations at the Menai Straits, for hoisting this enormous fabric to its permanent position over the Straits, are on a scale of great magnitude. The total dead weight to be lifted 100 feet from high water mark is upward of 2000 tons, or equivalent to the elevation to that height of upward of 30,000 men. A general but erroneous impression seemed to prevail, that when the tubular bridge was floated the whole operation was completed. The floating was nothing more than the launch of the great iron ferry to the precise site from which it has now to be raised, by mechanical power especially constructed for the purpose. The stroke of the hydraulic presses employed for the purpose is six feet; that is to say, they are only capable of raising six feet at one lift. The tube of 2000 tons has consequently to be suspended while the presses are lowered, and a fresh hold obtained. This will be effected by building up successive layers of masonry at every six feet lift, under the tube, to support it securely in its upward ascent, during which arrangements will be made for another six feet hoist, until the whole 100 feet are finished. Were it not for this process of building up, the operation would only occupy about a day; but as it is it will take a fortnight. To insure security some contrivances are adopted by which the supporting chains as they rise are to be continually followed up by wedges of wood, so that in the event of any accident arising to the lifting machinery, no injury, it is expected, would happen to the tube, the first lift of which willl probably take place in the course of the present week.—*English paper.*

The Wool Trade.—The Dry Goods Reporter says:—"The continued war in Hungary must soon be felt in its effects upon the wool trade of the continent.—Hungary is a great wool growing country, and large supplies of a very desirable quality have hitherto been furnished from her immense flocks. These flocks are now furnishing food for the contending forces. Each army in its turn sweeps the droves before it, and the poor sheep are daily slaughtered by hundreds. We question if the recent advance of wool in Germany was not in anticipation of this event; and if the war continues it must operate more powerfully another season. The natural outlets of Germany will soon be busy again as before the blockade, but the people will only labor on in sullen silence. The fire of the revolution has not gone out; in spite of the attempt to smother it, it will burn on in secret and burst forth again. Immediate success is not always healthy for a people roused to the pitch of resistance. Defeat has salutary lessons, which the German republicans will not, we trust, be slow to learn. In the meantime, labor will prove unsteady, and continental goods will probably be scarce and high. France is more quiet, and her people are turning their attention to their legitimate pursuits."

The Island of Cuba is 624 miles in extreme length, with a width varying from 22 to 117 miles, and covers an area of 37,000 square miles, being about the size of the State of Maine. It contains a population, at the present time, of 1,400,000; of which about 610,000 are whites, 190,000 are free coloured, and 600,000 slaves. Its imports in 1847 were $32389,119, of which $7,049,975 were from the United States. Its exports during the same period were $27,998,770, of which $12,394,877 were to the United States. In 1847 the number of arrivals at its ports was 3,740, and the number of clearances 3,316. Its principal harbours are the finest in the world. The amount of American tonnage employed in the trade with Cuba is 476,773 tons. It has 195 miles of railroad completed and in successful operation, and 61 miles in course of construction. It is well watered by numerous rivers, and its surface, except in the central portion of the Island, diversified with mountains. Only two-fifths of its surface are cultivated. Of the remaining three fifths, now unused, one is probably worthless, leaving one half its agricultural resources undeveloped. The climate is so genial that it yields two crops a year of many of its productions. It also abounds in materials for manufacturing purposes, and its mountains contain mines of copper which are worked to considerable advantage.—*N. Y. Sun.*

"Back Again."—Several of the students of South Carolina College resolved to drag the carriage of Doctor Maxcey into the woods, and fixed upon a night for the performance of the exploit. One of their number, however, was troubled with some compunctious visitings, and managed to convey to the worthy President a hint, that it would be well for him to secure the door of the carriage house. Instead of paying any heed to this suggestion, the Doctor proceeded, on the appointed night, to the carriage house, and ensconsed his portly person inside the vehicle. In less than an hour some half a dozen young gentlemen came to his retreat, and cautiously withdrew the carriage into the road. When they were fairly out of the College precincts they forgot their reserve and began to joke freely with each other by name.

One of them complained of the weight of the carriage, and another replied by swearing that it was heavy enough to have the old fellow himself in it.—For nearly a mile they proceeded along the highway, and then struck into the woods, to a cover which they concluded would effectually conceal the vehicle. Making themselves infinitely merry at the Doctor's expense, and conjecturing how and when he would find his carriage, they at length reached the spot where they had resolved to leave it. Just as they were about to depart—having once more agreed that the "carriage was heavy enough to have the old Doctor and all his tribe in it,"—they were startled by the sudden dropping of one of the glass door pannels, and the well known voice of the Doctor himself thus addressing them:—

"So, so, young gentlemen, your are going to leave me in the woods, are you? Surely, as you have brought me hither for your own gratification, you will not refuse to take me back for mine. Come, Messrs. ——, and ——, and ——, buckle to, and let us return; it's getting late!"

There was no appeal; for the window was raised, and the Doctor resumed his seat. Almost without a word, the discomfited young gentlemen took their places at the pole, at the back of the vehicle, and quite as expeditiously if with less voice, did they retrace their course. In silence they dragged the carriage into its wonted place, and then retreated precipitately to their rooms, to dream of the account they must render on the morrow. When they had gone, the Doctor quietly vacated the carriage, and went to his house, where he related the story to his family with much glee. He never called the heroes of that nocturnal expedition to an account, nor was his carriage ever afterwards dragged at night into the woods.—*Spirit of the Age.*

Wool Shipments.—As a proof of the rapidity with which the resources of this county are being developed, it is in the memory of an agricultural gentlemen, that, being desirous of exporting a quantity of wool, all he was able to collect was ten stones. This year a merchant in town has sold sacks which will contain 5000 stones; and it is estimated that the annual export is not less than 10,000 stones. Large quantities have been sent off both by steam and sailing vessels, within the last two months.—*John O Groat Journal.*

"Mr. Schoolmaster, do you know Algebra?"—"Alge Bray? No, but I know his father, Col. Bray, and his gals tow, I guess."