The Weekly Observer.

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SAINT JOHN, N. B., TUESDAY, APRIL 2, 1850.

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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. Jardine & Co.—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.

J. WOODWARD. *Secretary*

St. John, Nov. 11, 1846.

VICTORIA HOUSE,

October 16th, 1849.

EXTENSIVE IMPORTATIONS OF

Fall and Winter Goods,

From LONDON, LEEDS, MANCHESTER and GLASGOW, per ships *Snowdon, Lisbon* and *Unicorn*, comprising—

BRITISH and French SATINS & SILKS, *in newest shades and patterns*,
LADIES' DRESS GOODS, newest styles, in French Merinos, DeLaines, Cashmeres, Cobourgs, Orleans, and every kind of newest WOOLLEN and WORSTED Materials,
Long and Square SHAWLS, in *Plaid Wool, Fine Cloth, Paisley, Maude*, &c.
CLOAKINGS, in every new style, in Plain and Fancy Fine Cloth, Tweeds, Plaids, &c., with Trimmings to suit, and a few London made FRENCH PATTERN CLOAKS,
FURS of every description, in CAPES, BOAS VICTORINES, MUFFS, Gauntlets, &c.
SILK VELVETS in Black and Fancy colors,
TERRY Velvets in all colors, with RIBBONS to match,
British and Fancy Bonnet and Cap RIBBONS, newest styles,
VELVET SATIN and Silk NECK TIES,
HOSIERY and GLOVES of every description,
Thread and Wove Laces, Edgings and Footings,
ILLUSION NETTS, white and colored, for Ladies Dresses, &c.
Fancy and Plain BOBBINETTS,
Black and colored LACE VEILS of every kind,
Limerick LACE CAPES,
French and British Embroideries, in COLLARS, Chemazetts, Habit Shirts, Sleeves, &c.
Infants' Embroidered ROBES and CAPS,
Ladies' French Cambric Pocket HDKFS., in Plain and Trimmed, with Limerick Lace,
WHITE MUSLINS, in Jaconet, Checked, Striped, Book, Mull, Tarlatan, &c. &c.
French and English Garment and FURNITURE PRINTS,
Earlston and Power Loom Heavy GINGHAMS,
Twilled and Plain Regatta Shirtings, Checks, &c.
PILOT, BEAVER, and BROAD CLOTHS,
VELVET, SATIN, and CACHIMERE VESTINGS,
FANCY TROWSERINGS, in Kerseymeres, Cassimeres, Tweeds, &c.
Gent's Silk and Satin NECK TIES, in Squares, Scarfs, Opera Ties, STOCKS, &c.
Gent's India Silk and French Cambric Pocket Handkerchiefs.
WHITE FLANNELS in Saxony, Welsh, Swanskin, &c.
Red, Blue, and Yellow FLANNELS,
BLANKETS, SERGES, &c.
MOLESKINS, Cantoons, Drills, Tickings, &c.
IRISH LINENS, Lawns, Diapers, Hollands, &c.
Damask Table LINENS, Napkins, Towels, &c.
OSNABURGS, CANVAS, &c., &c.
White and Grey COTTONS, SHEETINGS, and WARPS,
Tailors' Trimmings and Small Wares, &c., &c.

☞ *The above being personally selected in the best markets, will be sold at the LOWEST RATES, FOR CASH, and ONE PRICE ONLY.*

JAMES DOHERTY & CO.

LONDON HOUSE,

MARKET SQUARE.

The regular FALL SUPPLY of this Establishment are now being received per ships "*Lisbon*," "*Snowdon*," and "*Unicorn*," among which will be found—

AN extensive assortment of DRESS MATERIALS, in Shot and Brocaded Alpacas, Mohair and Lyonese Cloths, Shot Check Lustres, Californias, Kossuth and Venetian Stripes, Shaded and Striped Poplin de Soies, Cashmeres, Chameleons, Coburg and Orleans Cloth, Black and Col'd Plain Shot and Glacie Gro de Naps, French and Turc SATINS and Persians.
CLOAKINGS in French Meriros, Plain and Fancy Tweeds, Hungarian and Genoa Cloaks, &c., Woollen and Gala Plaids.
SILK VELVETS, colored and Black;
BONNET and CAP RIBBONS;
SHAWLS in Plain, Printed and Embroider'd Cashmere, Check'd and Plaid, Woollen, Squares and Long;
Handkerchiefs and Neck Ties; Black and Col'd Silk Neckerchiefs and Scarfs, Opera and DeJonville Ties and Stocks, HOSIERY and Gloves,
LACES, Edgings, Nets, Black and Fancy Demi VEILS, Stays, Umbrellas, &c.;
A large Stock of FURS in Muffs, Boas, Victorines, Cuffs and Cardinals, of Squirrel, Fitch, Mock Ermine, Stone Marten and French Sable;
FLANNELS in Plain Super Welch, Lancashire.
BLANKETS, Quilts and Counterpanes; Moreens, Diapers, Dowlas, Towellings, Cotton Swanskins, Linings, Osnaburgs and Ducks;
7-8, 9-8, and 5-4 Prints in great variety; Fancy Regattas and Furnitures;
BROAD CLOTHS, Pilot and Beaver CLOTHS
Doeskins, Kerseys, Tweeds and Satinetts, Napoleon Cords, Lastings and VESTINGS;
Cotton WARPS, Wadding, Batting, Fishing Thread, Ribbon VELVETS, Braids, Gimps, and a general stock of Trimmings and Small Wares.

☞ *WHOLESALE and RETAIL.* ☜

October 2. T. W. DANIEL.

NEW FRUIT, &c.

Landing per *Cuba* and *Jane Alison*:

150 WHOLE, Half, and Q'r. Boxes Raisins; 10 kegs Cooking do.
21 boxes TOBACCO,—choice brands.

Just received from Sackville:

130 firkins PRIME BUTTER;
10 brls. Pot Barley; 10 barrels OATMEAL.

FLEWWELLING & READING.

December 4.

Sugar! Sugar!

Landing this day, Tuesday, 8th January, ex the schr. *Charles*, from Halifax:—

12 HHDS. very Bright Porto Rico SUGAR, will be sold low by

JOHN V. THURGAR,

January 8th, 1850 *North Mkt. Wharf.*

No. 1, SOUTH WHARF!

HARDWARE, &c.

WALKER TISDALE & SON

Have received per *Unicorn*, *Charlotte* and *Olive*, a perfect assortment, which, with their stock on hand in the above line, will be sold at greatly *reduced prices for cash.*

6 SHEETS LEAD, 3 to 5 lbs.;
1 ton SHOT, assorted Nos.;
Pots, Bakepans, Frypans, Griddles, Teakettles, Saucepans and Fish Kettles;
Ox Chains, Horse Traces, Short link Chain;
Cut and Wrought Board Nails, Horse and Ox Nails, Clout and other Nails;
Cut and Wrought Tacks, Spikes and Sheathing Nails;
Cart and Waggon Boxes, Patent Axles, Block Bushes and Rivets;
Heel and Toe Sparrowbills, Heel Plates, Tip NAILS;
Smiths' BELLOWS, Vices, Anvils, Hammers and Sledges; *Naylor's* CAST STEEL;
Blister, German and Sleigh Shoe Steel;
Vickers' Mill, Cross-cut, Smiths' and other FILES and Rasps;
Hoole, Staniforth & Gray's 5½, 6, 6½ feet Mill SAWS;
Welch & Griffith's 5½ and 6 feet Mill Saws;
Do. do. 18, 20, 22, 24, 26, 28, 30, 32, and 36 inch warranted Circular SAWS;
Rowland's Philadelphia 5, 5½, 6, 6½ and 7 feet MILL SAWS;
Also, Cross-cut, Hand, Tenon, Buck and other SAWS by the above makers;
Shovels, Spades, Manure and Hay Forks; Cast Steel American SHOVELS;
Axle Sash Pullies, Sash Cord and Fasteners, Door Springs, Bolts, &c.
Carpenters' Bench and Moulding Planes;
A superior assortment of Locks, Hinges, Latches, Mortice Locks, with Mineral, Glass, China, and Porcelain Knobs;
Chest, Pad, Cupboard, Desk, Till, and other Locks in brass and iron.
Hair CLOTH, plain and figured; Curled HAIR;
Iron Wire, Copper and Brass Wire; House Bells, Sleigh Bells, strung or otherwise; Brass Balls for cattle's horns; Gridirons; Italian Irons; Sad Irons, improved make; Iron WEIGHTS and SCALES; Fire Irons; And IRONS and Fire clogs; COFFIN Furniture, &c. &c.
BRASS GOODS in great variety;
A good assortment of CUTLERY;
HORSE and OX CARDS and Curry Combs;
Thomson's AUGERS, Axes, Zinc;
5000 feet 9x7, 10x8, 12x10 Window GLASS, &c.

December 4.

HARDWARE, &c.

C. & W. H. ADAMS

Have received per late arrivals, an assortment in the above line, which, with Goods on hand, will be sold as low as any in the market—Amongst which are

A GOOD assortment of LOCKS, LATCHES and HINGES, containing a few *American Mortice Locks* and Pearl White Porcelain Knobs, with Silver Plated Furniture.
Mineral and Glass KNOBS;
Carpenters' Patent Hall Door Rim Locks, with night keys;
Axle Sash-pullies, Sash Cord and Fasteners;
GRIDDLES, Bake Ovens, Pans, Tea Kettles, Sauce Pans, &c.
Wood STOVES, Sleigh Shoe Steel, Sleigh Bells, (white and yellow.)
Horse and Ox NAILS, Borax, Rasps and Files,
TRACES, Ox Chains;
Cattle Ties, Halter and Dog CHAINS, Sad and Tailors' IRONS;
Cart and Waggon BOXES, Curry Combs, Wool and Horse Cards;
CARPENTERS' EDGE TOOLS, a good assortment, and of the best manufacture;
Glass, Signal and Smiths LANTERNS;
Seal's and WEIGHTS; *American Cast Steel Shovels and Forks*; Grain Shovels, Socket do.
Sanderson's Axe Steel;
Hoole & Co's SAWS and MILL FILES;
Vickers' Files; CUTLERY;
Plough Moulds and Plating, Heel Plates, Tip Nails, Sparrowbills, Cut and Wrought Nails, Brads and Tacks, Block Bushes and Rivets, Blacksmiths' BELLOWS, Anvils and VICES, Steel Yards, Plate and Dish Covers, Tea TRAYS, Hearth Brushes, School Slates, Improved Japaned Coat and Hat Hooks, Cesspools, Improved Door SPRINGS, Carpet Hammers, Hand Bells, Coach Wrenches, Joiners' BENCH HOOKS, Flush Chest Handles, Tinn'd Copper Tea Kettle Bottoms, Toy Sad Irons and Stands; Japanned Jacket LAMPS; Blind Fastenings, &c.

Daily expected, per Olive—

SHEET LEAD, SHOT, HINGES, BRASS GOODS, COAL SCOOPS, &c.

November 20.

NOTICE is hereby given, that JAMES KIRK, of the City of Saint John, Merchant, has this day executed to us an Assignment of all his Property, Real and Personal, in Trust for the benefit of his Creditors, and of such persons as have drawn, accepted, or endorsed any Bills of Exchange or Promissory Notes for his accommodation, or otherwise become liable for the payment of his debts. All such parties, therefore, who are resident in this Province, are required to execute the Deed of Assignment within Three Months after the first publication of this notice; and all such parties as are resident out of this Province, are required to execute the said Deed of Assignment within Four Months after such first publication, or they will be precluded by the terms of the said Deed from deriving any benefit therefrom.

The Deed is left for execution by Creditors, and others entitled to execute the same, at the Office of the New-Brunswick Marine Assurance Company, Commercial Bank Building. Dated the 13th December, 1849.—First published 18th December, 1849.

JOHN DUNCAN,
JOHN WISHART,
JOHN V. THURGAR, } *Trustees.*

LONDON GOODS.

Landing ex "*Catherine*," from London:

100 CHESTS Fine CONGO TEA;
10 hhds. Crushed Loaf SUGAR;
100 kegs Brandram's WHITE LEAD;
5 casks *Day & Martin's* BLACKING;
3 carroteels Zante CURRANTS;
30 boxes Valencia RAISINS;
1 case Cayenne PEPPER;
20 kegs *Colman's* MUSTARD,
1 case WINDSOR SOAP,
30 boxes SPERM CANDLES,
25 boxes BLUE STARCH,
2 casks Boiled Linseed OIL,
1 chest INDIGO; 3 cases Salad Oil,
1 case *Robinson's* BARLEY and GROATS,
1 case MACCARONI,
1 case ISINGLASS,
3 cases Candied PEEL,
1 cask *Lazenby's PICKLES and SAUCES*,

For Sale by

Dec. 25. JARDINE & CO.

The Garland.

[FOR THE OBSERVER.]

OH! SING ME A SONG.

Oh! sing me a song about breathing flowers,
And gardens and happy groves,
Where birds and butterflies rove at will,
And a thousand sportive loves
Wreath roses around the ancient trees,
Fling caronals in the air,
Ye gems of earth, ye lovely things,
So fading, frail and fair.

Oh! sing me a song of poesy,
Gushing forth from fount and rill,
Where nymphs repose in wild wood shade,
At noontide bright and still;
Or fairy folk their revels held,
What time the moon did fling
A silvery gleam on the crystal stream,
To light the festive ring.

Oh! sing me a song about love, the true,
The love of the olden lays,
Of undying faith, of heroic deeds,
Achieved in those glorious days;
When chivalry's laws were omnipotent,
And all save honor, was given,
To win one sigh from the worshipped one,
"The sigh that makes earth a heaven."

Of nature, oh sing, of art divine,
Of aught that hath power to raise
The spirit borne down, and crushed beneath
The weight of these leaden days.
Air, water, earth, I demand of thee
A medicine for the soul,
But, all will be vain, till "Genius" thou
Dost consecrate the whole.

St. John, March 20th. —FTZ.—

Miscellaneous.

THE RIVERS OF IRELAND.

Few countries of the same extent possess so many facilities for inland navigation, and have an equal amount of water power fitted for industrial purposes, afforded by rivers, lakes, and natural dams. The Shannon, the principal river, ranks third among the streams of the United Kingdom in regard to the extent of its basin, draining an area of 6,946 square miles, yielding only in this respect to the Humber and the Severn; but its line of navigation surpasses that of any river in the British Isles, amounting to 213 miles from the entrance of the estuary, the navigation of the Thames extending only 193 miles from the Nore Light, and of the Severn only 193 miles from its mouth. This noble stream has its source in a limestone cavern in the county of Cavan. It then passes through a series of lakes, some of the most capacious in the island, or rather forms them by its own expansions, dividing Leitrim, Longford and Westmeath from Roscommon, Tipperary from Galway, and Limerick from Clare, on its way to the Atlantic, exhibiting the somewhat rare occurrence of its fall being the greatest in the lower part of its course. Out of an entire fall of 345 feet in 225 miles, it descends 97 feet in about 17 miles, between Killaloe and Limerick, forming there the Rapids of Doonas, where the navigation is conducted by a lateral cut.

The next important river-system is that of the Barrow, Suir, and Nor, sometimes called the Three Sisters, from their sources lying in the same ridge of mountains, and their junction after a long separate course before reaching the sea. They rise in the Slievebloom Mountains, drain Tipperary, Queen's County, Kilkenny, and Carlow, with part of King's County, Kildale, Wexford, and Waterford, and have their common estuary in Waterford Harbor. The Lee, which terminates its course in Cork Harbor; the Blackwater, in Youghal Bay; the Slaney, in Wexford Harbor; the Liffey, in Dublin Bay; the Boyne, below Drogheda; the Foyle, in Lough Foyle; and the Bann, which flows through Lough Neagh to the north coast of Antrim, are the other considerable streams.—*Milne's Descriptive Atlas of Astronomy and Geography.*

BRITANNIA BRIDGE.—The opening of the Britannia tubular bridge over the Menai Straits, took place yesterday morning at dawn, when the tubes successfully bore the three several tests to which they were submitted. First, Mr. Stephenson and party passed through with three locomotive engines, weighing ninety tons, at a slow stately pace, coming to a stand still at the centre of each of the three great spans, without causing the slightest deflection. Next a train of heavily laden waggons, of an aggregate weight of three hundred tons, was drawn deliberately through at a rate of from eight to ten miles an hour:—

"During the passage of this experimental train through the tube, a breathless silence prevailed that was almost solemn, until the train rushed out exultingly, and with colours flying, on the other side of the tube, when loud acclamations arose, followed at intervals by the rattle of artillery down the stairs. An ordeal stronger still was then resorted to; a train of two hundred tons of coal was allowed to rest, with all its weight for two hours in the centre of the Carnarthenshire tube, and at the end of the time, on the load being removed, it was found to have caused a deflection of only 4 10ths of an inch. It is remarkable that this amount of deflection is not so much as one half hour of sunshine would produce upon the structure, it being moreover calculated with confidence that the whole bridge might with safety, and without injury to itself, be deflected to the extent of thirteen inches. These loads it is most material to remember, are immensely more than the bridge will ever be called on to bear in the ordinary rate of traffic, though the engineers are of opinion that it would support with ease, and without much show of deflection, a dead weight on its centre of a thousand tons. Twelve miles an hour is the limit of speed at which Mr. Stephenson intends that trains shall at first go through, more particularly as there are sharp curves at the termini of the tube."

During the trial of the dead weights Mr. Stephenson drove home with successive strokes of a huge hammer, the last rivet into the plates, making exactly the 2000,000th that have been used. The ceremony was followed by the waving of hats and the deafening acclamations of the work-people.—*English paper.*

THE WOMEN OF CASHMERE.—It is the custom in the east for all respectable women to conceal the face and figure as much as possible; and although this is less the case in Cashmere than perhaps any other part of Asia, still an Englishman cannot become acquainted with the appearance of many. The girls of a marriageable age, and all those at all remarkable for personal appearance, are kept shut up. We could therefore form our opinions only from the few of the commoner classes met about the town and surrounding country. The young women do come down to the river to wash their feet and clothes; but our boat, with its gay pavilion and numerous rowers, was a marked object wherever we went; and I suppose from fear, whenever we approached, the young ladies ran off as quickly as they could. On a few occasions, turning sharply round a corner, we surprised a fair bevy of damsels, and a glimpse thus obtained confirmed the opinion generally entertained of the beauty of Cashmerian women. They better deserve the name of fine than pretty. They are tall, stoutly limbed, with a majestic walk; the nose and upper lip beautifully formed; the dark eye large and soft, like that of the gazelle, with the long, silken, black lashes, and magnificently arched eyebrows. The hair parted in the centre, gathered into several plaits behind, which are again collected into one, and worked with worsted into a tail, reaching to the ankles. A red or white fillet is bound round the head, and the dress consists of a large woollen loose frock of a red colour; this reaches a little below the knee, and sometimes they gather it round the loins with a white scarf. At a little distance it has a very pretty effect; but the coarseness of the material injures very much the appearance when seen too closely. We were told that the higher classes of ladies, in their houses, wear loose silk trousers, and a kind of silk shirt; all generally of a red colour. I saw many a bright eye from behind the closed lattice, glancing at the strange-looking Feringhees, with their ugly garments, and still uglier head-dresses. Protection from the sun was our chief aim; and the broad-brimmed hat, with a few pounds of muslin wrapped loosely round it, contrasted sadly with the graceful turban and flowing garments of their own countrymen. Occasionally, perched high up in some verandah, beyond the reach of ordinary vision, whole families might be seen seated, in the evening, and often the women accompany their husbands in the boats; but the face is concealed from the gaze of the inquisitive passer by: they might be so many mummies, for all that he sees.—*Journal of British Officers, in the Literary Gazette.*

AGRICULTURAL CHEMISTRY.—Lime is, in its natural state and in its natural combinations, a substance of the utmost importance in agriculture, but it is even more powerful as a regenerator of the soil when calcined or burnt; it then possesses all the qualities of the common carbonate in a much stronger degree; placed on clayey soils, which resists all other means, it renders them porous, and, to a certain extent, fertile, and also makes them capable of easy mixture with other soils. The extraordinary affinity which quicklime has for carbonic acid and water is one of its most valuable properties, for by its attraction of these it is quickly reduced to an impalpable powder, which can be more thoroughly disseminated than any other fertilizer. The hardest rocks are thus made available for the purposes of agriculture, and the very stones are made to produce bread. Caustic lime exerts a beneficial effect upon lands which, technically speaking, have become effete or worn out, and the addition of lime in the highly comminuted state which quicklime assumes on exposure, completely removes the evil, and, in some instances converts it into a positive benefit; thus sulphate of iron frequently exists in some soils to such an extent as to be highly detrimental to vegetation; if lime be applied the metallic salt is quickly decomposed, the sulphuric acid having greater affinity for lime than for iron, combines with it and forms gypsum, or sulphate of lime, a substance in the highest degree beneficial to most lands under cultivation; the iron thus set at liberty and having no more acids to combine with it, quickly attracts oxygen from the atmosphere, and in the form of oxide of iron also possesses beneficial properties.

We must not omit another very peculiar property of quicklime, one which is especially useful, but is not thoroughly appreciated; it is the extraordinary power it possesses of decomposing both animal and vegetable substances, and rendering them more easy of assimilation by the roots of vegetables. Thus we have in nature a provision for the supply of vegetable waste furnished to our wants in unlimited profusion.

DEATH OF BURKE'S ONLY SON.—Burke's son, upon whom his father had conferred something of his own celebrity, heard his parents sobbing in another room at the prospect of an event they knew to be inevitable. He rose from his bed, joined his illustrious father, and endeavoured to engage him in a cheerful conversation. Burke continued silent, choked with grief. His son again made an effort to console him. "I am under no terror," he said; "I feel myself better, and in spirits, and yet my heart flutters, I know not why. Pray talk to me, Sir! talk of religion, talk of morality, talk, if you will, of different subjects." Here a noise attracted his notice, and he exclaimed—"Does it rain? No; it is the rustling of the wind through the trees." The whistling of the wind and the waving of the trees brought Milton's majestic lines to his mind, and he repeated them with uncommon grace and effect:—

"His praise, ye winds, that from four quarters blow
Breathe soft or loud; and wave your tops, ye pines;
With every plant, in sign of worship, wave!"

A second time he took up the sublime and melodious strain, and, accompanying the action to the word, waved his own hand in token of worship, and sunk into the arms of his father—a corpse. Not a sensation told him that in an instant he would stand in the presence of the Creator, to whom his body was sent in homage, and whose praises resounded from his lips.

THE EXHIBITION OF INDUSTRY.—The Royal Commission for promoting the Show of Industry from All Nations has notified its determination of several points. The Commissioners have fixed upon the 1st of May, 1851, for opening the show, in a fire-proof building covering a space about 16 or 20 acres in extent, or about 1,000,000 square feet, to be erected on a site granted by the Queen on the south side of Hyde Park, between the Kensington Drive and Rotten Row. They will be prepared to receive at some place in London to be named, and to keep at their own expense, all goods delivered between January the 1st, and March the 1st, 1851, inclusive, and none after. Exhibitors will deliver their "objects," at their own risk and charge, at the building in the Park; but they will be charged nothing while the goods are in the building. The productions of all nations will be exhibited together, under general classification; foreign and colonial productions will be admitted duty free (for exhibition only), and be treated as if in bond while exhibiting. Local organisation should be perfected, and extended to the Colonies. Should there be any surplus, it will be applied to purposes strictly in connection with the ends of the exhibition, or to the establishment of similar exhibitions for the future. A most interesting meeting took place on Saturday afternoon at the residence of her Grace the Duchess of Sutherland, for the purpose of adding his Royal Highness Prince Albert in carrying out the great exhibition of 1851.

BALLOON EXPERIMENT AT THE ADMIRALTY.—Mr. G. Shepherd, C. E., attended the Admiralty on Friday, and despatched several balloons from the summit of the building as experiments, the result of which was to determine the Lords of the Admiralty whether they should adopt this mode in the early search for Sir John Franklin. They were filled with hydrogen gas, and the largest took up 2500 slips of different coloured paper, having printed directions for the finders; and the slow match was so arranged as to drop small bundles every four or five miles. On being liberated, they took an easterly direction over the city of London, over which some of the papers were seen to drop. Several of these experiments have been made within the last few weeks, which have proved highly satisfactory, papers having been returned from Sussex, Kent, Isle of Wight, Essex, and many other distant places. The suggestion bids fair to be of much importance in the Arctic regions, where a party could only travel eight or ten miles per day, while the balloon would proceed at the rate of forty miles an hour, distributing its silent but cheering messages to the finders in its progress.

PRIZE ESSAY—TWO HUNDRED POUNDS.—The above sum is offered by a gentleman in the civil service of the East India Company for the best essay on the life of Christ. It is is desired that the work should be adapted to missionary purposes, and is intended to be translated into the vernacular languages of India. It should dwell upon—the original deity of the Son of God; the circumstances of his life and death, so as to show the wonders of his love in the work of redemption: and the exceeding sinfulness of sin which required his obedience unto death; the glorious exaltation of Christ, and his second coming, with its consequences. The whole work being such as to exhibit most forcible to the minds of enlightened heathen the wonderful character of the Son of God as revealed to us in the Scriptures. The adjudicators of the prize are,—the Rev. Professor Scholefield; the Rev. John Tucker, Secretary to the Church Missionary Society; the Rev. Thomas Sale, the minister of Weld Chapel, Southgate.

AN OFFICER FROM THE RANKS.—Captain Simeon Hirst, formerly of the Royal Horse Guards (Blue), died from apoplexy on the 11th February, at Brentford Bridge, the residence of his son in-law. He enlisted in the Blues on the 27th of September 1798, and serving in all the intermediate grades, retired with the rank of captain on the 27th of May 1842. He was highly esteemed for his eminent abilities and unwearied zeal in his profession, for which he was singularly adapted, by the natural comeliness of his person, his gigantic stature, and commanding aspect. There are many still living who well remember the peculiar notice bestowed upon the deceased by George III., who, at his weekly inspection of the regiment at Windsor, would lay his royal hand on the adjutant's shoulder, and say, 'Hirst, thou art the finest man in my army.' The school, of which he was no unworthy pupil, claimed Sir John Elley for its master; and those who remember that gallant officer well know that the soldier whom he honoured, esteemed, and promoted, could be no other than the best. The high state of discipline and efficiency to which the regiment was brought, while Captain Hirst was its adjutant, bore ample testimony to the judgment of Sir John Elley.—*United Service Gazette.*

STEAM BETWEEN GLASGOW AND NEW YORK.—We alluded a few weeks ago to the fact that certain parties in Glasgow had resolved upon establishing a regular line of steam-communication between that port and the United States. Our readers will see, on reference to the advertisement of Mr. R. Lamont, that the arrangements for this design have been promptly perfected. The splendid new screw steam-ship City of Glasgow is advertised to leave the Clyde for New York on the 16th of April next, with goods and passengers. She is a very superior vessel in all respects. Her burthen is 1087 tons per register, 1607 tons over all; her engines are of 350 horse power; and as she will be commanded by Capt. B. R. Matthews, formerly of the Great Western, we may expect that she will frequently, in time to come, realise a first-rate account of her sea-going qualities. Her accommodations in both cabins—for she will carry no steerage passengers—comprise everything that can conduce to the personal comfort of the occupants. She is intended to ply regularly from Glasgow about the middle of every alternate month from April, and from New York about the middle of every intervening month. Cabin passage, 20 guineas; second cabin, 12 guineas; with large airey, and well furnished state rooms. The passage will be effected in from twelve to sixteen days.—*Glasgow paper.*

EMIGRATION OF THE DISTRESSED NEEDLEWOMEN.—On Monday the first detachment of the distressed needlewomen, of the metropolis, embarked at Gravesend, in the ship Colloden, Captain Ferguson, for Port Philip, New South Wales. They numbered 38, including matrons and submatrons. Mr. and Mrs. Sidney Herbert, and a pary of ladies and gentlemen accompanied them to the ship. The emigrants were all mustered in the presence of Mr. Sidney Herbert and his friends, and many a kind and cheering word was spoken both by ladies and gentlemen as the objects of their solicitude and their bounty passed them and proceeded to their strange and cheerless berths. Numbers appeared sorrowful, and many wept at the position in which misfortune and misery had placed them; but others looked smiling and happy.

A NATIONAL MONUMENT FOR THE HOUSE OF LORDS.—Gibson, the eminent sculptor, is now occupied in making a design in his studio at Rome, for a national monument for the House of Lords, which affords high promise of beauty, and is most rich in poetical allusions. It consists of the statue of her Majesty, supported by two figures, one representing Wisdom, the other Victory, who makes Queen Victoria's name speak really the truth, when we look to events which render her reign glorious. On the pedestal are three bas reliefs, representing Commerce, Science, and Agriculture, the triple root of Britannia's undivided grandeur.—*Art Journal.*

WILLIAM III.—William was an ambitious prince. It is puerile to believe that, up to the moment of appeal sent to him from London in 1688 he had been insensible to the desire of mounting the throne of England, or ignorant of the schemes which had long been laid of raising him to it. William followed the progress of these schemes step by step, though he took no part in the means, he did not reject the end, and, without directly encouraging, he protected its authors. His ambition was ennobled by the greatness and justness of the cause to which it was attached—the cause of religious liberty and the balance of power in Europe. Never did a man make a vast political design more exclusively the thought and purpose of his life than William did. The work which he accomplished on the field or in the cabinet was his passion; his own aggrandizement was but the means to that end. Whatever were his views on the crown of England, he never attempted to realize them by violence and disorder. To his well-regulated and lofty mind the inherent vice and degrading consequences of such means were obvious and revolting. But when the career was opened to him by England herself, he did not suffer himself to be deterred from entering on it by the scruples of a private man; he wished his cause to prevail, and he wished to reap the honour of the triumph. Rare and glorious mixture of worldly ability and Christian faith, of personal ambition and devotion to public ends!—*Guizot.*

A GOOD DAUGHTER.—A good daughter! There are other ministers of love more conspicuous than she, but none in which a gentler, lovelier spirit dwells, and to which the heart's warm requitals more joyfully respond. There is no such thing as a comparative estimate of a parent's love for one or another child. There is little which she needs to covet, to whom the treasure of a good child has so arranged as to drop small bundles every four or been given. But a son's occupation and pleasure carry him abroad, and he resides more among temptations, which hardly permit affection that is following him perhaps over half the globe, to be mingled with anxiety, until the time when he comes to relinquish the shelter of his father's roof for one of his own, while a good daughter is the steady light of her parent's house.—*Mary Howitt.*

CHILDREN.—Whatever you think proper to grant a child, let it be granted at the first word, without entreaty or prayer; and, above all, without making any condition. Grant with pleasure, refuse with reluctance; but let your refusal be irrevocable; let not importunity shake your resolution; let the particle, *no*, when once pronounced, be a wall of brass, which a child, after he has tried his strength against it half-a-dozen times, shall never more endeavour to shake.—ROUSSEAU.

THE GENTLEMAN AT CHURCH.—Comes in good season, so as neither to interrupt the pastor or congregation by a late arrival; does not stop upon the steps or in the portico, either to gape at the ladies, salute friend, or display his colloquial powers; opens and shuts the door gently, walks deliberately up the aisle or gallery stairs, and gets to his seat as quietly, and by making as few people remove as possible. Takes his seat either in the back part of the seat, or steps out into the aisle, when any one wishes to pass in, and never thinks of such a thing as making people crowd past him while keeping his place in the seat.

RAILWAY TO INDIA.

(From the Times.)

From Spithead to New-York it is 2820 miles; from Ostend to Hyderabad, on the Indus, it is only 3805. Most certainly no one has ever yet looked upon one of these journeys as being only 900 miles longer than the other; but if the 'Direct Calais and Mooltan' ever comes into operation, the longer will become actually the shorter of the two. Now, let us look at the stages of this very edifying journey. In the first place, instead of starting from Calais or Ostend, we may start from Vienna, for up to that point railway communication may be considered as already complete. From Vienna, the line is, or was, actually open to Pesth, but here we are stopped, and the next step therefore, is to carry it directly as possible to Constantinople. For this purpose it is projected to take a due southward course from Pesth, through the valley between the Theiss and the Danube, crossing the latter river a little below the junction of the Drave, and entering the European territories of Turkey just by Belgrade. From this point to Constantinople intervenes a distance of about 590 miles, over which the line will run along the valley of the Danube, pretty nearly to Nicopolis, when it will make a southward bend to cut the Balkan, apparently by a pass of its own, a little north of Eskisaro. After this the course through Adrianople to the Bosphorous is clear enough, and so we stand at length on the borders of Europe and Asia, with about one third of the whole journey accomplished, and 2400 miles still remaining before us—a longish stage certainly, but no longer than will be in actual operation in the United States before five years are out.

Turkey in Asia is now to be traversed from angle to angle—from Sentari to Basra—saying nothing, for the present about the Straits. The line will pass over the *memorable field of* Angora, the scene of Bajajet's defeat, and will then shoot with the straitness of an arrow between the Euphrates and the Tigris—the ancient regions of Mesopotamia. The ruins and relicts of Nineveh will be brought close to hand, Babylon and Bagdad cannot fail of being attractive stations even for those who stop short of Susa and Echatana; and, before we have well recovered from the sensations occasioned by the scenery, we shall find ourselves on the coast of the Persian Gulf, about 2890 miles from our starting port in the Channel. For the last 200 leagues the road will have lain through antediluvian cities, cyclopian remains, gigantic sculptures, mysterious excavations, bituminous lakes, and mosaic wells; and we may reasonably pause for a few moments before we turn our theodolites upon tracts which the most enterprising travellers have yet but imperfectly explored.

We have now two routes open to us. We may either take the great Desert of Kirman, and the wilds of Western Affghanistar, driving right through the Solyman range of mountains, and striking our Indian territories pretty high up in the Punjaub: or we may skirt the south western coast of Persia, run exactly through the centre of Beloochistan, and debouch directly upon the old capital of the Ameers of Scinde. Our surveys, traffic calculations, &c., are here mainly confined to certain statistics respecting the capacities of loaded camels, and the tracts of periodical caravans; but the project before us prudently decides in favour of the latter mentioned route; and the line accordingly passing right through the ruins of Persepolis, cuts the Belochee frontier at its middle point, and then, turning a little southward, skirts the whole length of the sea coast under the hills, and at length crosses the Indus a little below Meeance. The distance traversed in these two stages is about 550 miles in Persia, and, as nearly as possible, the same in Beloochistan. Perhaps, at this point, it may be advisable to mention, for general information, that Beloochistan is a country bounded on the north by Affghanistan, on the west and east by Persia and Scinde, and on the south by the Arabian Sea, and tenanted by an indomitable race, living under no describable Government. If, after this, we cannot snap our fingers at the Yankees, it will, as they express it, 'be a pity.'

Yet the total estimated cost of this miraculous design is only £34,050,000—a sum which might indeed have appeared considerable to Adam Smith, but which is a mere trifle according to present notions, and which, in fact, scarcely exceeds what has been actually spent upon two domestic railways. The total annual interest, on the capital is under £2,000,000, and the portion which, according to the terms of the project, would have to be defrayed by the "Government" of Beloochistan is only £275,000. "Engineering difficulties," we are well aware, have now no place in a projector's vocabulary, nor is it fit they should have; but there are other not unimportant considerations in the case of a scheme like this. However, we have at last fairly beaten the Americans in comprehensive surveys and audacious speculation, and we have abundant reasons for believing that the scheme which we have here detailed has actually been considered for years, has been digested with the aid of all accessible information, and has been devised with no other end than that of promoting a great national good.