

for good upon the outward man. Who can estimate the blessings which the professing Christian would derive from the possession of the Book of Truth? Even the infidel, and the scoffer, who pretend to despise its sacred contents, have obtained from it the knowledge of much that they highly esteem; and some of their happiest feelings, their most dearly cherished associations, indeed, from their earliest days may be traced to the same blessed source. The highest privileges, the most endearing comforts of social and domestic life, are direct influences of the bright beams which the gospel sheds abroad, wherever its rays extend; and its blessed effects will, in greater or less degree, be felt by all who enjoy those influences. That degree will be in marked proportion to the amount of knowledge received. So evident is this among ourselves that the religious character of our officers, from another in exact accordance with the reception given to the truths of Scripture. We observe it also in the striking difference which exists in a moral and religious aspect, between those countries where the Bible is freely circulated, and the doctrines fully explained, and those where its perusal is forbidden, and many of its vital doctrines are obscured. We need not cast our eyes to foreign lands for the exemplification of such an assertion. We have but to turn to a portion of our own country, and while a fatherland to so many of us, in this respect, long presented so mournful an aspect, we have the truth of our reflection brought before us in a most cheering light, in contemplating the happy contrast now being manifested in the disclosure of the glorious truth of the Bible, where, through the full blaze of gospel light, with the state of those who no single ray has ever shone. It is however, but imperfectly that we can make the comparison, also, like other common blessings, the privilege of possessing the Bible, and for that reason, by us as it should be; and on the other hand, we are unable to place ourselves in the situation of those who are entirely ignorant of a Divine revelation, to preserve us from harm in the midst of the evils that surround us, and to guide our feet in the way of peace, while it cheers us with brightest hopes for the future. We also know that those who are entirely ignorant of a Divine revelation are strangers to peace, and while groaning in darkness, are aggravating all the ills of life, and rushing into every excess of riot and misery; and respecting the future, they are left in utter despair.

Just then as light is contrary to darkness, so in every respect to those who are ignorant of the word, differ from those who are ignorant of its contents. Such is the reflection which we should have impressed on our minds that we may rightly estimate the book of God, and be thereby induced to read, so far as we can, in the extension of its influences throughout the world.

[The appeal of Mr. Armstrong's address was taken up with a statement regarding the interesting inhabitants of Pitcairn's Island, for the purpose of showing what blessed effects may follow even one copy of the Bible, and for the purpose of prayer and the blessing of the Holy Spirit. The statement is indeed more valuable on account of the correspondence which the Rev. gentleman had with the Island, in the way of supplying the people with clothing, books, and other necessaries, but course with many who had visited the Island, but in the month of November last, in three consecutive numbers of the Observer, we gave a long and interesting detail of all matters concerning Pitcairn's Island, we deem it unnecessary at present to give it insertion. We refer our readers to the papers alluded to.]

Such, I believe, said Mr. Armstrong in conclusion, to be a faithful, the necessarily concise account of these interesting Islanders; about as much of a similar pleasing nature might be said in regard to the other islands, where the Bible is presented. How different the present state to what it would have been had they remained ignorant of the truths of the Bible. They remain a single copy of the Bible, and their fathers had been so carefully instructed, the present generation must have been born and brought up in pagan ignorance, and would have brought down all their errors and vices to their successors. We are glad to hear that the inhabitants will ere long be compelled to leave their already too circumscribed island home, they may, in seeking abodes elsewhere, be made God's instruments in propagating the truths they so much prize, among the heathen of some of the numerous Isles of the Pacific; and in every multitude may yet be brought to feel the blessed influence of those beams which, through the pages of their solitary copy of the Holy Scriptures, so brightly shone upon the hearts of their fathers.

Say, do not such blessed fruits convincingly prove the value of the Bible; and with such a conviction, surely we shall be in earnest to do whatever is in our power to extend its influences to every portion of the globe. Let us then cheerfully give of our substance to this great cause, as if we were thus doing our part toward the fulfillment of our blessed Lord's injunction to his apostles, in which his will is declared to us also, that his word should be carried into all the world, and the gospel preached to every creature.

The following is a more outline of what the Rev. Mr. Porter said, on moving the Second Resolution. It is not a little refreshing, Mr. President, to turn from the business and conflicts of everyday life, in order to partake the hallowed engagements of an evening such as this.

The Resolution which you have done me the honor to propose, and to which I have just alluded, is to the comparatively small beginning of the British and Foreign Bible Society, organized under God, in the examination of Joseph Henson, when Mr. Charles, of Bath, sought assistance for supplying the West Indies with copies of the Holy Scriptures, its progress has been the diffusion of the rivers of the old world or the new, increasing in volume and fertilizing power, until many nations have been blessed by its abundant streams. With a slight alteration, we may apply to the words of Sir John Deane, in relation to a certain British river, comparatively inconsiderable as regards the mere quantity of its waters, but on whose bosom is borne much of the commerce and pleasure of a great and mighty people.

"O could I flow like thee, and make thy stream My good example, as it is my theme. Though deep thy color, though gentle yet not dull, Though without reach, through all thy flowing full."

Dropping this figurative view of the Society, the Speaker then proceeded to have been, according to the terms of the Resolution, exposed to assails and perils, unbecoming in constitution and principles, and steadily pursuing its course and extending its influence. This view is illustrated by detailed references to the "Apocryphal controversy," the "Trinitarian controversy," the "Translation controversy," and to a controversy concerning the propriety of Bible Printing, all of which, it was shown, have turned out for the furtherance of the cause of Bible circulation.

Mr. Porter then proceeded to recognize, as suggested by the Resolution, the great services of God, in the progress and present position of the Bible Society, and to present a record of its benevolent and successful operations, and to conclude by a prayer for their continuance and increase. He further alluded to the importance of determining the correct sense of Bible operations, and concluded by quoting the well known lines—

"Saint, by your nation, for the devious brook, With prevalent noise, the gates of hell shall pass; Yes, for the trial of the world, shall stand, And he is with the church who is not present."

[To be continued.]

## The Observer.

St. John, Tuesday, Jan. 17, 1854.

### Steam Communication with Great Britain.

We have received a copy of a Prospectus, issued by Messrs. W. & R. Wright and J. B. Reed, on this important subject, which we publish below, and strongly recommend to the favourable consideration of the public. We are glad to perceive, that several of our Contemporaries have taken up this interesting question at considerable length, going fully into its merits, and justly recommending it to public favour. Want of time, alone, prevents us from following their example in to-day's paper; but as we fully coincide in the opinions of our Contemporaries, and view with them, the enterprise as one of truly Provincial importance, we shall in our next issue devote more time and space to its due consideration.

"THE ST. JOHN AND LIVERPOOL LINE OF PACKET SHIPS have been in successful operation since February, 1853; during which time they have landed at this Port British cargoes of Goods and a large number of Passengers, without accident and free from disease. They have also established a character for punctuality, which the owners trust, has been satisfactory to their Patrons."

While tendering thanks for past favors, the Owners beg leave to announce that the Packets will sail from Liverpool twice each month during the ensuing year, and will respectfully solicit from Importers, the continued patronage of the Line. In conformity with the onward spirit of the age, two first class Screw Steam Ships have been contracted for and are now in course of construction, to be of the same class as the *Lord*, *Essex*, of Birkenhead, to be of the same class as the *Essex* and every other respect equal to any Screw Steamers now traversing the Atlantic; to be launched in April, the other in May next. These Packets are being built especially to fit between Liverpool and this Port, under the impression that New Brunswick will extend to this enterprise such encouragement as is granted to like undertakings by other countries. It is intended to make application at the next meeting of the Legislature for a grant of £10,000 per annum for ten years, for carrying the Mail, and if it is considered that the establishment of the proposed Line would be of advantage to the Province, and the desired aid be secured by a grant of the sum specified yearly for ten years, will be placed upon the route, but if not they must seek employment in other trades, where they would be more likely to pay.

W. & R. WRIGHT, ST. JOHN, N.B., Jan. 1854. J. B. REED.

In the meantime, we copy the unaltered appropriate observations from the *New Brunswick* of Saturday last—

ATLANTIC STEAMERS TO NEW-BRUNSWICK. During the past season, we have adverted more than once to the benefits and advantages of the line of first class Packet Ships, established between this Port and Liverpool, by some of our enterprising shipbuilders and shipowners. Although the undertaking was a new one, and rather untried, the results have been very commendable. Thirteen cargoes of valuable goods have been landed at this Port, without damage, and many hundreds of passengers have been safely conveyed across the Atlantic, free from disease, and landed here in the best condition.

But although this line of Packets has been useful to importers, and has afforded to emigrants the best and most comfortable mode of reaching New Brunswick, yet we do not wish to be understood as recommending it as the only mode of doing so. These are the only advantages it has conferred. The fact that such a line of Packets has been successfully established and maintained, has made not only the Port of Saint John, but the whole Province, more generally known, and more highly appreciated, by those who previously had been ignorant of its whereabouts.

We are glad to find that the proprietors of the line have made efficient arrangements for its continuance during the whole of the coming season, by semi-monthly Packets, all of them first rate for tonnage, under competent and trustworthy command. And we are further pleased to learn, that in order to meet the progressive spirit of the age, and the steady march of prosperity in every part of the Province, the owners of these Packets propose, in case they receive certain assistance from the Legislature, to add to the line two first class Screw Steam Ships, of 1500 tons each, now in course of actual construction by the well known builder of iron steam ships, John Laird, Esq., of Birkenhead, which will cost £45,000 sterling each ship. With regard to speed, in every other respect, they will be fully equal to any of the screw steamers now traversing the Atlantic; they are being built expressly for the route between Liverpool and this Port, and in the event of the proposed aid being granted, they will be fitted up and furnished in such manner as will best suit the trade, and afford the greatest amount of comfort and convenience to passengers of every class.

It can scarcely be anticipated that such an enterprise, undertaken as the owners propose, will, in the first instance, be remunerative; and the proprietors therefore anticipate receiving such Provincial aid as the nature of the enterprise would seem to demand, and as similar enterprises have been aided in other Countries.

Without advertising to the large sums paid by the Imperial Government to Mr. Cunard, for the support of his steamships, or the heavy amounts paid by the Government of the United States to the Messrs. Law, Vanderbilt, and others, in support of their several lines of steamers, it is not necessary to allude to the amount agreed to be paid by the Canadian Government to Messrs. McKean, Murray & Co., of Liverpool, by the contract entered into between these gentlemen and the Canadian Board of Works, Canada, to ply their Canadian Board of Works, Canada, for a number of years, for a line of screw steamships plying six months of the year from Liverpool to Quebec and Montreal; and the contractors receiving the further sum of £50,000 sterling per annum, for the purchase of the steamships, and the strong desire expressed to find fault with the Government, we believe no act of this kind has met with more universal approval than the contract for these steamers, of whose success, establishment as a regular line every Canadian seaman is proud.

We believe it is proposed that the steamships to be sent to this Port should also convey mails, thus increasing our facilities for communication with Europe. Besides this advantage, which New Brunswick will not feel proud of stepping out beyond a solid steamship, owned by his fellow countrymen, and sailing direct from his own shores to those of the United Kingdom?

Probably one of the best advertisements that this Province could have in relation to the establishment of a direct line of mail steamers from the United Kingdom to New Brunswick.—A mail to America by this route would very soon become known throughout Great Britain, and all over the Continent, by the Post Office directors and other official announcements. The result, undoubtedly would be, that inquiries would be made, the infinite resources and capabilities of our country would be known, and in this way, a better class of emigrants than we have yet seen, would be induced to cast their lot among us as settlers.

As matters now stand, New Brunswick is completely shut out from view, by steamers to Halifax, and steamers to Quebec, and steamers to Portland.—We are almost wholly in the shade, and shall continue to be overshadowed by our neighbours, on the right and on the left, unless the Province makes an efficient effort towards the establishment of Atlantic steamers, thus enabling us to assume and preserve that position to which New

Brunswick, from its extent and resources, is fully entitled. There are other reasons also, why the proposed line of steamers should receive Provincial aid, but these we reserve for another occasion.

MECHANICS' INSTITUTE.—On Friday last the Rev. Mr. Caswell delivered a highly instructive and fascinating lecture to a very respectable and attentive audience. The object of the lecture was to exhibit some "Aids to Self Culture," by the use of which Young Men may improve their minds and arrive at Intellectual and moral eminence.—Among those Aids were mentioned the study of the Visible Universe and Nature generally; attention to Intellectual Philosophy and Moral Science; the study of our Native Language; the power and expansiveness of Music; a habit of detecting the Beautiful and Grand, and Religion as it is contained in the Bible. These were all beautifully, eloquently, and powerfully enforced.

The fourth lecture of this moral course will be delivered by Rev. Mr. Ferris, on Friday, the 27th instant. Subject—"Choice of Company."

Last evening, Moses H. Parley, Esq. gave one of those *edifying* popular Lectures for which he is so famous. His subject was "Canada, and the Valley of the Saint Lawrence." With the aid of a very large distinct Map, which had been prepared for the purpose, he pointed out and described the general features, geographical and physical, of all the British Colonies of North America; and dwelt more particularly upon what was the subject of his lecture. The river St. Lawrence, said the great Lecturer, has its source, seated in a forest, as far as to him as the eye could reach, in the great lake of Ontario, and thence carried through Canada to the far West in the United States, and is distinctly pointed out by means of the Map. The information contained in this interesting and instructive lecture, we are sure, will be of great value to the minds of many that Mr. Parley should continue his subject, which we are sure he will do, if his other engagements will permit.

On the evening of Monday next, Henry Pith, Esq. will deliver a Lecture on "Progress in Social Condition; and Manners in England from the Earliest Periods."

THE ANGLICAN MAGAZINE.—We have received, by Mail, the January Number of this excellent periodical, which is, as usual, well filled with capital matter. The articles included in this number are very varied and highly interesting.—We would especially notice an admirable and well merited castigation of John S. C. Abbott's plagiaristic and abusively anti-British memoir of Napoleon I., as published in Harper's Magazine, (entitled, "Napoleon Bonaparte, by John S. C. Abbott, of New York.") and a most interesting and valuable article on our own Province, entitled, "Paid Pity among the Bluebeards." In this number, also, we are informed that the Editor of the Magazine has written to the Editor of the *Observer* to send him a copy of the *Observer*, and to send him a copy of the *Observer*, and to send him a copy of the *Observer*.

THE GREAT FIRE IN NEW YORK. We give below some particulars of the recent great fire in New York, by which the Metropolitan Hall and the La Farge Hotel were entirely destroyed.

The fire broke out about half-past 12 o'clock Sunday morning 7th inst. in the rear portion of Metropolitan Hall, which has lately been connected with the La Farge Hotel, just erected on the Broadway side of the same block. It is generally supposed that the fire caught from one of the furnaces, under the orchestra box of the concert hall, which flames made rapid headway, and speedily communicated to the La Farge Hotel. A general alarm was sounded by the City Hall bell, and, in obedience to the summons, most of the firemen and police in the city hastened to the scene of conflagration. The fire raged with a degree of fury which rendered it almost extinguished. As soon as this was ascertained, the attention of the firemen was directed to confining the flames to these two buildings. In this they were eminently successful, and the burning buildings escaping with little comparative injury.

In less than two hours from the breaking out of the fire, these magnificent buildings were a heap of smoking ruins. The popular excitement, while the fire was in progress, is stated to have been very great. Thousands of people were gathered about the burning buildings, filling the streets in the immediate neighborhood. The day was so vivid as to illuminate half the city, and render objects visible at a great distance.

The La Farge Hotel was one of the most costly hotels in the city of New York. Arrangements had been made for opening it to the public on the 15th inst. Had it been occupied, there might have been considerable loss of life in addition to the destruction of property. The building had a front of 150 feet; it extended 100 feet in depth, and was seven stories in height. It contained, in this three hundred sleeping rooms, and the front was built of white marble. All the appointments, furniture, etc., were of the most costly description. It had been leased in connection with the Metropolitan Hall, to Messrs. Wright, Lenox & Co., at an annual rent of \$74,000. The whole stock of furniture, two-thirds of which was in the building at the time it was consumed, was estimated at \$130,000. On this there was but \$30,000 insurance. No further news had been received from Asia. A treaty has been ratified between Russia and Persia. On the 18th Dec. the Persians were preparing to attack Bagdad.

Lord Dudley Stewart, the able and consistent friend of Poland, is at Constantinople, trying to persuade the Sultan to organize a Polish legion. The British Parliament is to assemble on the 31st January. Sweden and Denmark have formed an armed league against Russia. The arrivals of grain were moderate. Wheat had advanced 4s. to 1s. on the week. Little doing in Frowston. Tea quiet. Tallow advanced. Iron, higher prices anticipated. Money in demand; but no inconsequent scarcity. Business in general healthy.

It is said that Louis Napoleon received the account of the Turkish defeat at Sinope with emphatic expressions of indignation. The conduct of the Turks on the occasion was severely reprobated, and he has been desperately gallant, notwithstanding the immense odds against them, and the Russians were inexorable in their cruelty.

The Russian Victory has been celebrated at St. Petersburg with enthusiastic demonstrations of joy. *Te Deums* have been sung in the principal churches. A large number of crosses and decorations have been awarded by the Czar to the generals and officers who distinguished themselves, and measures taken for the relief of those killed in the conflict.

A letter from Constantinople to the Journal de Frankfort has the following—  
M. Baltazzi, who some time since made an advance to the Porte of 35,000,000 piastres on the tribute to be received from Egypt, has also furnished 10,000 pieces of cloth, and all the wives of the employes in the war department have been set to work to convert it into cloaks for the troops. A large building has been converted into a workshop for the purpose. The women of the harem are similarly occupied, although they are not very expert at needlework.

FOR THE OBSERVER.  
Hammond River Suspension Bridge.  
Mr. Bolton.—This is emphatically an age of iron. We see this metal giving an impetus to material progress, which has been witnessed by no other age. By means of it the world has been deluged and surprised by more than one Crystal Palace; and people in 1851 were drawn together from all parts of the globe, to view the condition of the arts had advanced in the nineteenth century—the greatest glory of all being the building itself, in which the contributions were

on board. She would go directly to Bermuda, where it was thought the San Francisco would be likely to arrive.

STEAMSHIP SAN FRANCISCO FOUNDERED. LOSS OF HUNDREDS OF PASSENGERS. NEW YORK, Jan. 13.—All doubts concerning the fate of the Pacific Mail Co's Steamship San Francisco, which sailed from this Port on the 22d ult., are at an end. The ship Three Belles arrived here this morning, having on board one hundred and thirty passengers belonging to the San Francisco. The San Francisco was caught in a gale, on the night of the 12th December, and disabled. Soon after a heavy sea swept her decks, and washed overboard 340 passengers, including Col. S. B. Washington, Lieut. Smith, Capt. H. B. Field, and Mr. Taylor and wife. The ship drifted about until the morning of the 15th, when she was fallen in by the ship Three Belles from Glasgow. The Three Belles took off the crew and the remaining passengers, and returned to Liverpool, in the evening. The Three Belles arrived here this evening. Her passengers were blown away on the night of the 12th. On the morning of the 13th, the ship was seen to be breaking up, leaving the vessel totally unrecognizable, the sea striking her tremendous frowns and waves, and tearing up the planks for miles and miles. At the same time she began taking water, when the troops were organized into water balling gangs. The Three Belles, which was a heavy sea, was in the middle of the sea, and was blowing away all the upper sails, and staying the quarter deck and washing overboard a large number of passengers, including Col. Washington, Major Taylor and wife, Capt. Field, Lieut. Smith, two ladies, names unknown, the civilians also unknown, and 20 S. troops. At the same time the ship was blown away. Brooks, a waiter, the barber of the boat, and the carpenter's brother, named Duckett, were blown to Boston, where they lay until the afternoon of the 25th, getting passengers on board. Upwards of one hundred got on board, and were taken to the shore, including the crew, the captain and his family, G. W. Aspinwall, and J. L. Graham. At night, with increasing wind, and blowing from the north, the ship was blown away, and nothing was seen of her afterwards. The gale continued through the 30th and 31st, and a large number of men were sick and dying. On the morning of January 1st, spoke British ship Three Belles, which by us and on the 13th, when her boat came alongside. On the same day the ship was blown away. On Wednesday, the 4th, both ships commenced taking off passengers, provisions and water, and at sunset on the 6th had them all on board. The next morning took off the crew and officers, Capt. Watkins being the last man to leave the San Francisco. There were eleven deaths among the crew of the steamer from the time she was disabled up to January 8th.

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NEW YEAR'S DAY IN NEW YORK.—The celebration of Monday last, the beginning of New Year was very general in New York, almost all business being suspended. All accounts agree that the streets were full of intoxicated persons, and the day seems to have been made the occasion of every general license and dissipation, as well as of a ridiculous extravagance. The New York Times says:—"We have heard of a hundred dollars being paid for a sleigh and two horses for eight hours on Monday night, and a sleigh and two horses being reported to us which from forty to seventy-five dollars were expended in the same foolish and reckless manner." Many people, we presume through ignorance, have expressed themselves anxious to introduce into Boston the custom of observing the first day of the year in the "New York style." We hope it will be long before we import such manners as these.—*Boston Daily Ad.*

THE HELEN FAMILY have located in this city, and are giving instruction in vocal and instrumental music. The Misses Helen are highly gifted in their vocation, and have great success in their teaching. We hope that they will be continued successful in their new enterprise.—*Philadelphia Catholic Instructor*.

TWO DAYS LATER FROM ENGLAND. The Steamship Europa arrived at New York yesterday morning, with Liverpool dates to the 11th of December. There is no striking feature in the news by this arrival. The Russians were concentrating their forces in the vicinity of Kalafat. Some skirmishes were occurring, but no important action had taken place between the Russians and Turks.

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By last Friday's issue of the *Religious Intelligencer* we learn, that that valuable periodical has been adopted by the General Conference of the Free Christian Baptists as their property and organ, to be edited as heretofore, by Elder E. McLeod; and under the financial management of Messrs. B. J. Underwood, W. Peters, and D. H. Clark. May success attend this laudable effort for the widely through this medium, the advantages of general and religious information.—*Visitor*.

WHAT IS IN A NAME?—"The Great Britain," six masted steamer, was stranded on the coast of Ireland. The "Columbia," Canada steamer, was wrecked on Seal Island, a barren rock down east, where "the sons of freedom" who happened to be on board of her, (among others, Hon. Abbott Lawrence, and family), kept Lent on the 4th of July, from scarcity of food. The "Britannia" steamer, bearing a name which should "rule the waves," was overruled by the waves of the German ocean, where she foundered one day; and "The Great Republic," like the Republic of Greece and Rome, perished. The "Ocean March," and the "Anglo Saxon" haughty names, occupy their places in that mournful diary of Lloyd's whose motto is "Every day a ship lost."

NEW YEAR'S DAY IN NEW YORK.—The celebration of Monday last, the beginning of New Year was very general in New York, almost all business being suspended. All accounts agree that the streets were full of intoxicated persons, and the day seems to have been made the occasion of every general license and dissipation, as well as of a ridiculous extravagance. The New York Times says:—"We have heard of a hundred dollars being paid for a sleigh and two horses for eight hours on Monday night, and a sleigh and two horses being reported to us which from forty to seventy-five dollars were expended in the same foolish and reckless manner." Many people, we presume through ignorance, have expressed themselves anxious to introduce into Boston the custom of observing the first day of the year in the "New York style." We hope it will be long before we import such manners as these.—*Boston Daily Ad.*

THE HELEN FAMILY have located in this city, and are giving instruction in vocal and instrumental music. The Misses Helen are highly gifted in their vocation, and have great success in their teaching. We hope that they will be continued successful in their new enterprise.—*Philadelphia Catholic Instructor*.

TWO DAYS LATER FROM ENGLAND. The Steamship Europa arrived at New York yesterday morning, with Liverpool dates to the 11th of December. There is no striking feature in the news by this arrival. The Russians were concentrating their forces in the vicinity of Kalafat. Some skirmishes were occurring, but no important action had taken place between the Russians and Turks.

No further news had been received from Asia. A treaty has been ratified between Russia and Persia. On the 18th Dec. the Persians were preparing to attack Bagdad.

Lord Dudley Stewart, the able and consistent friend of Poland, is at Constantinople, trying to persuade the Sultan to organize a Polish legion. The British Parliament is to assemble on the 31st January. Sweden and Denmark have formed an armed league against Russia. The arrivals of grain were moderate. Wheat had advanced 4s. to 1s. on the week. Little doing in Frowston. Tea quiet. Tallow advanced. Iron, higher prices anticipated. Money in demand; but no inconsequent scarcity. Business in general healthy.

It is said that Louis Napoleon received the account of the Turkish defeat at Sinope with emphatic expressions of indignation. The conduct of the Turks on the occasion was severely reprobated, and he has been desperately gallant, notwithstanding the immense odds against them, and the Russians were inexorable in their cruelty.

The Russian Victory has been celebrated at St. Petersburg with enthusiastic demonstrations of joy. *Te Deums* have been sung in the principal churches. A large number of crosses and decorations have been awarded by the Czar to the generals and officers who distinguished themselves, and measures taken for the relief of those killed in the conflict.

A letter from Constantinople to the Journal de Frankfort has the following—  
M. Baltazzi, who some time since made an advance to the Porte of 35,000,000 piastres on the tribute to be received from Egypt, has also furnished 10,000 pieces of cloth, and all the wives of the employes in the war department have been set to work to convert it into cloaks for the troops. A large building has been converted into a workshop for the purpose. The women of the harem are similarly occupied, although they are not very expert at needlework.

FOR THE OBSERVER.  
Hammond River Suspension Bridge.  
Mr. Bolton.—This is emphatically an age of iron. We see this metal giving an impetus to material progress, which has been witnessed by no other age. By means of it the world has been deluged and surprised by more than one Crystal Palace; and people in 1851 were drawn together from all parts of the globe, to view the condition of the arts had advanced in the nineteenth century—the greatest glory of all being the building itself, in which the contributions were

The iron wire carries the thoughts of the "new" with the speed of light, and iron rails are along at the rate of a mile; and the iron cable carries us across which, without it, could never be bridged. These remarks suggested themselves, while paying a visit, a short time since, to Suspension Bridge that is to span the H. River at Betty's Ferry. Many years ago was contemplated at this place, but circumstances occurred to cause its erection, where the one stands, in the line of the Post Road, bridge then erected cost £1000. After a storm of six or seven years, a flood carried the main part in the river away. The next season the present bridge was built, nearly on the site of the one, at a cost, including the chains, of something like £1500. This bridge is now in such a precarious condition, that when people have crossed it they breathe more freely, and thank Heaven that they are safe this time.

The Suspension bridge at Betty's Ferry, when finished, will be a very pretty object. The span is, I believe, 100 feet; at present there is but one cable on each side; an additional one is to be put on early in the Spring. The towers are composed of four solid pieces of timber, coming together at the top, and well braced with iron. They are to be neatly enclosed and painted. The foundations for the towers are abutments of heavy stone-work built nearly on the site of the one, and the stone-work is well laid, and is very heavy. The breakwaters on each side of the river are deserving of the name. The front is laid up with squared hemlock timber, and filled in behind with stones, solid to the top. The towers were not to be disturbed by the ice being left when the cables are attached, are secured on both sides of the river, in solid stone abutments, built for the purpose. The approach on either side will be finished until the present season, when we think the bridge will only be used by pedestrians until entirely finished.

Upon the whole, the entire structure gives evidence that its builder is a good and faithful workman. The material is all good, and I venture to say that the farmers in that section of the country will not trouble themselves, when starting for market, about the height of the water, or the strength of the ice at the fording place for many years to come. This manner of bridge, for Kings County, has been built by Mr. Caleb J. Stewart, under the supervision of R. S. Matthews, Esq., Yours, &c., VIATOR.

GLASSON'S PICTORIAL. A GOOD COMPANION.—President Pierce, Queen Victoria, Emperor of Russia, King of Holland, President Santa Anna, Emperor of Austria, Pope of Rome, Emperor of China, King of Denmark, King of Spain, King of Belgium, Sultan of Turkey, King of Prussia, King of Sweden, Emperor of France, King of Sardinia, and in fact, portraits of all the monarchs of the world, at the present time, may be found in Glasson's Pictorial for the present week, being number one of a new volume. Besides the portraits of the monarchs, it contains quite a number of other fine engravings—such as New Year's festivals in Germany, China, Algeria, and the West Indies. Also a group of the New York Police, in their new regulation uniform—chief constable, private, etc. A family Register, Scenes in Turkey, A Turkish Lady at Home, A Turkish Soldier, A Turkish Soldier, A Family of excellent scenes, p.m., etc. by the best American artists, are also to be found in the above number, and to crown the volume, a new and interesting series in a series—being much beautified throughout. Terms of the "Pictorial"—one subscriber, one year, \$5; two subscribers, one year, \$2; four subscribers, one year, \$10.

ANOTHER CASE OF FEVER AND AGUE CURED. A few days ago we recorded an astonishing cure of Fever and Ague by the use of Dr. Mearns' Liver Pills. We have now another to mention, viz. that of Mr. James Shupe, of Madisonburg, who states that he had labored under this complaint for many years, and was restored by the use of those Pills. Mr. Shupe also expresses an opinion founded on observation, that the Liver Pills are the best for bilious complaints ever offered in his section of country.