

Carleton Place

VOL. IX.

CARLETON-PLACE, CANADA WEST, JANUARY 6, 1859.

No. 17.

POETRY.

BOTH SIDES.

A man in his carriage was riding along,
A gayly dressed wife by his side;
In calm and peace he looked like the queen,
And no like a king in his pride.

A wood-avenue cool on the street as they passed;
The carriage and couple he eyed;
In calm and peace he looked like the queen,
And no like a king in his pride.

The man in the carriage remarked to his wife,
"O, how I wish I could see a log,
I'd give my wealth for the strength and the health
Of the man who sawed the wood."

A pretty young maid, with a bundle of work,
Whose face, as the morning, was fair,
While trudging along with a smile of delight,
While humming a love-lavishing air.

She looked on the carriage; the lady she saw,
Arrayed as she was in
And said in a whisper, "I wish from my heart
Those ladies and ladies were mine."

The lady looked on the maid with her work,
No fair in her countenance;
And said, "I'd relinquish position and wealth,
For beauty and youth to possess."

Thus it is in the world, whatever our lot,
Our minds are out of our eyes;
In longing and sighing for what we have not,
I'll give you what we enjoy.

We welcome with pleasure for which we have sighs,
The hand has a voice in its still;
Grow deep and deep in the soul we live,
That nothing but heaven can fill.

THE PHILOSOPHY OF SLEEP.

It is a well known fact that every form of organic life embodies two antagonistic principles. One of these is principle of waste or decay, and the other is that of restoration or repair. An organism, no matter what grade it may be, is only a temporary form, to which myriads of particles, passing through a determinate career, give rise. It is like the flame of a lamp which presents for a long time the same aspect, being ceaselessly fed and ceaselessly wastes away. But we never permit ourselves to be deceived by the seeming unchangeableness which such a natural appearance offers. We recognize the flame of a lamp as only a form, arising from the course which the disappearing particles take. And so it is even with man. He is fed with more than a ton weight of material a year, and in the same time wastes more than a ton away. The condition of life, then, is death. No part of a living mechanism can act without wearing away, and for the continuance of its functions there is an absolute necessity for repair.

Since full one third of life is spent in the repose of sleep, the remaining two thirds must form a period of greater or less activity; and it is during this period that the waste of the system takes place most rapidly. It is obvious that this waste, or as it is sometimes called, interstitial death, leads to routine without a corresponding degree of repair, the body would rapidly disintegrate, and the career of the living being would be terminated. The condition of old age presents the case just supposed. During that period death is progressing rapidly—that is, the waste of the system greatly exceeds the repair, and eventually the principle of decay obtains the mastery, and the individual disintegrates.

During the active period of the day we take into the system the materials which are to supply this perpetual waste, in the shape of food and drink; and at all times we inhale the air which everywhere surrounds us, and which also furnishes material for the support of the body. Dependent of air for a few seconds, and for a few hours, and food for a few days, we should cease to exist. The great object of life, therefore, is to supply these wants—to repair the waste of the body. But food and drink and air alone are not enough to perform this all important work. Sleep comes in to complete the system of means by which the tone and vigor of our powers are preserved. The material for supplying the waste must not only be furnished, but a season of diminished activity, a period of repose, must be secured, in which these materials may undergo the transformations necessary to fit them for supplying the place of those removed from the body.

The necessity for sleep arises, therefore, from the propinquity or excess of the waste of the system over its repair during our waking hours. By bringing the animal functions into a condition of rest, an opportunity is afforded for restoration, and the equilibrium is thus restored and maintained. In early infancy, when it is necessary for the nutritive operations to be carried on with the greatest vigor, and attended with as little waste as possible, nearly the whole time is spent in eating and sleeping. Hence that beautiful appearance which infancy generally presents. The waking period is gradually increased as the child advances, but not so much as to be continuous, for the day is broken into intervals of sleep. Even at three or four years of age, we sleep more than once in a day.

In mature life eight hours are, in an average, required; but the precise time varies with different individuals, and even with the same individual in different constitutional states. The time is not, however, always a true measure of the amount of repair required; for sleep varies very much in the degree of its completeness or intensity. There is a slumber so disturbed that we are unrefreshed by it, and a sleep so profound that we awake weary. Various accidental and other circumstances are liable at all times to disturb its regularity and its soundness. Among these are extreme heat, a disagreeable or unreasonable hour, an ill-drawn curtain, and still more frequently, a hard, misshapen, and uncomfortable bed.

DESCRIPTION OF THE PHENOMENON OF SLEEP.

Sleep is commonly preceded by a sense of gradualness of more or less intensity, which is gradually followed by a loss of sensibility. Objects cease to make an impression on the eyes, the lids become heavy and close. If we are not in a horizontal position, but require muscular support, as in sitting, the head droops and the hands seek a support. Successively the senses of feeling, hearing, and touch pass away, as the light fades, and before this progress is completed, we start at any sound of disturbance, voluntary muscular action being instantly assumed, though in the midst of surprise. We are nodding. If we are in the horizontal position, as in bed, the body is thrown into a form requiring the least muscular exertion—the limbs are half bent. As sight, smell, hearing, and touch again in succession fall, all voluntary motions cease, those which are now executed being by a purely automatic kind. The eyes are turned upward and inward, the iris is contracted, the heart and lungs act more slowly but more powerfully, while a gentle

delirium which exists while the centers of the nervous system are coming into repose, introduces us to a profound and unconscious sleep.

THE PHENOMENA OF WAKING FROM SLEEP. The condition of profound sleep, though it may be quickly, in yet gradually, reached by passing through certain well marked stages. Once awakened, we sleep with heaviness through the early part of the night, and more and more lightly as the morning approaches. At any time of the night sleep may be abruptly broken, the mind resuming its power after passing through a momentary interval of confusion. Toward the close of the customary time the senses resume their power in an order inverse to that to which they lost it—the touch, the hearing, the smell, the sight. For a short period after awakening, the organs seem to be in a state of unusual activity, more particularly the sense of sight. An effect arising from the dilatation of the optic nerves. From profound sleep we pass to the waking state through an intermediate condition of slumber. The length of time spent in sleep and slumber respectively is by no means constant, many causes increasing the one at the expense of the other. As a sleeping man is apt to indulge in certain muscular movements—we rub our eyes, stretch, and yawn. If we are suddenly aroused, our motions are feeble and uncertain on attempting to walk at once; but if we spontaneously awake at an unusual period, and more particularly if it be toward morning, we commonly notice a remarkable clearness of intellect or mental power.

Suppose the subject of sleep to be afforded an opportunity for repairing the waste of the system, the length of the needful time depends upon conditions that are themselves variable, such as the extent of the antecedent waste and the rapidity of repair. In winter we sleep longer and usually deeper than in summer, for the hourly waste in winter is greater.

But at all seasons nothing is more indispensable to health and happiness than an abundance of refreshing sleep. To secure this is no less worthy of effort than the daily supply of food. Indeed, if less of exertion were bestowed upon a luxurious diet, and more attention were directed to the essentials of health, the system would be better for the race. Beyond question the soundness, and hence the restorative power of sleep, depends much upon the influence of external physical agents. The purity of the air, a proper degree of warmth, that perfect repose of body which a properly constructed bed alone can give, a well ventilated bed which will permit the subject of sleep to pass off unobstructed—all these attending circumstances exert a powerful influence either in the production or prevention of that sleep which we regard as imperiously demanded. No part of the household arrangements is entitled to more thoughtful consideration than that of the sleeping department.

When the body is covered by the unnatural hardness, and the still more unnatural pressure of an ill-constructed, unyielding couch, refreshing sleep is out of the question; and this is equally true in the case of the debilitating and exclusive application of a bed of feathers. That perfect ease of body which arises from a perfect support and pressure upon every point of contact with the bed, that comfort which is secured by a perfect and easy adjustability of the couch to the varying form of the body, is the surest provocation that external circumstances can afford of the sleep that is so grateful to all.

The history of the bed is the history of man's civilization, and a standard of the greatest comfort reached by the domestic economy of a people may be accurately ascertained by the general character of their ideas and practice in regard to bedding and sleep.—*Life Illustrated.*

A BOY'S TRIALS.

The Springfield Republican has a capital article on this subject. Here are some extracts. "His REGULATIONS WITH THE 'OLD MAN.' We suppose that the first trial a boy has to undergo is to submit his will to the old man, whom he is taught to consider his father. To be restrained in doors at night, to be forbidden to go in swimming five times a year, or to be hindered from picking the rest of the children just for fun, is an interference with natural inalienable rights, every way injurious to the feelings. And then, when upon some overwhelming temptation, the boy asserts his independence of parental control, and receives a 'tanning' with a switch from a quince bush, either upon the back or face, it becomes really a very serious thing. The never could see the smart of an operation like this was at all assuaged by the affectionate assurance that it was bestowed out of pure love.

SITTING WITH THE GIRLS.

The next great trial of the boy is, to be obliged by a cruel master to sit with the girls at school. This is usually a cruel trial, and the development of those undeniable affections which, in after life, would tend to make the punishment more endurable. To be pointed out as a 'gay boy,' to be snubbed at grimly by the master, who is so far delighted with his own ineffable pleasure as to give the little fellow a look of scorn, and to be placed by the side of a girl who had a handkerchief, and no knowledge of the use of the article, is, we submit, a trial of no mean magnitude. Yet we have been there, and have been obliged to 'sit up close' with big Rachel, laughing and blushing till we came to hate her name. We wonder where the overgrown frowzy creature is now, and what the condition of her head is?

THE FIRST LONG TAILORED COAT.

We do not believe that any boy ever put on his long tailed coat without a sense of gloom. He first twists his back half off looking at it in the glass, and then when he steps out of doors it seems to him as if all creation was in a broad grin. The sun laughs in the sky; the stars turn to look at him; there are faces at every window; his very shadow mocks him. When he walks by the cottage where Jane lives, he dares not look up for his life. The very boards creak with consciousness of the strange spectacle, and the old pair of pants that stop a light in the garret window nod with derision.—If he is obliged to pass a group of men and boys, the trial assumes its most terrible stage. His legs get all mixed up with embarrassment, and the flap of the dangling appendage is felt upon the cheek, moved by the wind of his own agitation; he could not feel worse were there a diabolical worm as a badge of disgrace. It is a happy time for him when he goes to the church and sits down with his coat tail under him; but he is still apprehensive with thinking of the Sunday School, and wonders if any of the children will ask him to 'swing his long tail blue.'

GOING HOME WITH THE GIRLS.

The entrance into the society may be said to take place after boyhood has passed away,

yet a multitude take the initiative, before their beards are presentable. It is a great trial, either to a tender or a tough age.—For an overgrown boy to go to a door, knowing that there are a dozen girls inside, and to knock and ring with absolute certainty that in two minutes all their eyes will be upon him, is a severe test of courage. To go before these girls and make a satisfactory tour of the room without stepping on their toes, and then to sit down and dispose of one's hands without putting them in one's pockets, is an achievement which few boys can boast. If a boy can go so far as to measure off ten feet of tape with one of these girls, and cut it short at each end, he may stand a chance to pass a pleasant evening, but let him not flatter himself that all the trials of the evening are over. There comes at last the breaking up. The dear girls do their bows, and put on their shawls, and look so merry and mischievous and unexpressive, as if they did not want any one to go home with them. Then comes the pinch, and the boy that has the most pluck makes up to the prettiest girl, his heart in his throat, and his tongue clinging to the roof of his mouth, and croaking his excuses to her.

Q. "Will I see you to-morrow?"
A. "I shall see you to-morrow!"
She touches her fingers to his arm, and they walk home about a foot apart, feeling as awkward as a couple of goslings. As soon as she is safe inside her own doors, he struts home, and has really been and gone and done it. Sleep comes to him at last, with dreams of Caroline and Calico, and he awakes in the morning and makes the door of welcome to him, and the pigs squealing for breakfast.

CONCLUDING REFLECTIONS.

We have passed over charming and learning the catechism, because we are fearful of making this article too long, although we might have talked of better that would not be persuaded to come, and perpetration of a literary turn of mind, and a head that measured seven and a quarter when asked what the chief end of man was. Boyhood is a green passage in man's experience in more senses than one. It is a pleasant thing to think over and laugh about now, though it was serious enough then. Many of our present trials are as ridiculous as those which now touch the riddles in the recollection, and when we get to the other end and look upon this, and upon the infancy of the soul through which we have passed here, we have no doubt that we shall grin over the trials which we have experienced when we lost our fortunes when our mills were swept away or burned, and when we didn't get elected to the Legislature. But boys of larger growth.—*Musical World.*

ADVANTAGES OF THE PACIFIC RAILROAD.

[From the London Post, Dec. 9.] To connect the Pacific with the Atlantic has long been a favorite scheme with the projectors of all nations. It is chiefly with the view of promoting this great work that the famous Darien expedition was undertaken a hundred and fifty years ago, and this is the probability of its execution in our time that has attracted, and will continue to attract so large a share of public attention to the project of all nations. It is chiefly with the view of promoting this great work that the famous Darien expedition was undertaken a hundred and fifty years ago, and this is the probability of its execution in our time that has attracted, and will continue to attract so large a share of public attention to the project of all nations.

The little girl mentioned in the Birmingham Post escaped this fate; but whether her condition is more desirable, the reader may judge. Amelia Flings, aged twelve years, had been failing for some time, owing to an unknown cause, and a few weeks ago she died, as it was thought. The body was prepared, as usual, for burial. It was cold and stiff. Forty-eight hours lay unclaimed for the great and goodly body of the child. After that time her grandfather looked at the body, raised one of the corners and noticed that the eyelids moved. The physician was informed of the fact; but he treated it as an illusion, as others had done. On examining the region of the heart, though he detected signs of life, the body was placed in a warm room, and it gradually recovered motion and speech. On recovery, she told all that had been done to prepare her for the grave. She had heard the talk over her apparently lifeless body, and knew who put the coins over her eyes.

At first, she refused food; and when forced to take it, she was so excited that, though weak before, much strength was required to hold her. She refused to be washed, and destroyed the things she supposed most highly valued. At present her condition is such that it can be known she lives only by feeling the pulse.—*Life Illustrated.*

ABUSED EYES.

People seem oblivious to the beautiful adaptation of the eye to light, and of light to the eye. The eye is light treated as an enemy! Those who see its usefulness in their own visual organs, yet fail to perceive its necessity for the health of the lower animals. Have your horses eyes, Mr. Loverlight! Good ones! How long do you expect to keep them good, shut up in a dark stable, and denied the light of the sun? Make light for that eye. Give your horse the benefit of this exact fitness, Mr. Loverlight. The eye for light, and light for the eye. As from freedom, do not deprive your domestic animals of the natural blessings to which they are entitled; but break a new and useful straight line for the company for the passengers' safety and protection, and you may be pretty certain that the chances of your being killed or maimed by a railway accident are very much in your favor—say an million to one. Railway travel is growing faster day by day. Experience shows the weak elements of the past, and points with great certainty to safe improvements.

We are improving the road bed, the superstructure, the machinery, the signals, and everything else that conduces to greater safety. The mental activity of nearly the whole civilized world is exercised upon the problem of perfecting rapid locomotion—and perfecting its safety is one of the principal aims. Some persons may foolishly keep a list of railway accidents for the purpose of governing themselves in the choice of cars. Thus they see at one accident in Maine the foremost car was smashed. Consequently they take any other car than the first. The next accident may be at the other end of the country, and the last car of the train is smashed, run off the track, or worse than the first. But this is not a safe way of reasoning. And so they shift round with every new accident they may receive. Ludicrous as this may appear to some, it is painful enough to the unfortunate individual who thus dies a thousand deaths from the mere fear of being harmed. We can only say to those to whom this all applies—bury your list of accidents, take your seat in the car with a becoming faith in the goodness of Providence, and dismiss all the idle fears which your own confined existence in the American Railway Times.

THE STATION MASTER AND THE STRANGER.

Some time ago a young gentleman,

constructing a railroad through British territory to the Pacific.

Most of our readers are probably aware that much important evidence was adduced upon these points before the committee which lately sat upon the Hudson's Bay Company; but the evidence so adduced, was generally speaking, strongly tinged with prejudice either for or against that corporation.

We believe that we should act wisely, while diplomats dispute about Central America, to turn forthwith to account the immense advantages which we already possess in the western hemisphere.

DIALOGUE ON NEWSPAPERS.

"How does it happen, neighbor B, that your children have made so much greater progress in their learning, and knowledge of the world, than mine? They all attend the same school, and for aught I know, enjoy equal advantages."

"Do you take the newspapers, neighbor A?"

"No, sir, I do not take them myself; but now and then borrow one, just to read. Pray, sir, what have new papers to do with the education of children?"

"Why, sir, I have a vast deal to do with them. I should as soon think of keeping them from school, as to withhold from them the newspapers; it is a little school of itself. Being new every week, it attracts their attention, and they are sure to peruse it. Thus, while they are storing their minds with knowledge, they are at the same time acquiring the art of reading, &c. I have often heard the wise men of understanding should overlook the importance of a newspaper in a family."

"In truth, neighbor B, I frequently think I should like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

"Can't afford the expense! What, let me ask, is the value of one dollar a year, in comparison with the pleasure and advantage to be derived from a well-conducted newspaper? As poor as I am, I would not, for fifty dollars a year, deprive myself of the happiness I enjoy in reading and hearing my children read, in the papers. And I tell the reflection that they are growing up intelligent and useful members of a society. Oh, don't mention the expense I pay it in advance, for I shall like to take them, but I cannot well afford the expense."

Clients will not entrust their cases to advocates, however brilliant, who frequent the card table, the wine party, or the race course. It is better, in beginning life, to secure a reputation for industry and probity, than to own houses and lands, if with them you have no character.

THE COMET'S ROUND OF TRAVEL.

Though much has already been published regarding our recent distinguished visitor, Donati's Comet, there are many who will be interested in the following extracts from an article in the London Times, suggested by the calculations of astronomers, estimating the time of this comet's journey round the sun, at 2,495 years. The Times says:—

Modern science establishes that the range of our present visitor, though immensely wide compared with our planetary proportions, is strained, indeed, compared with stellar distances. He has his tether in the attraction of the sun, and he can travel, indeed, three hundred and fifty times further from the sun than we can, and about twelve times further than Neptune, the most distant and last discovered planet of our system; but even this does not carry him one thousandth part of the distance of the nearest fixed star. Let any one take a half sheet of note paper, and make a circle with a compass in one corner of it, describe therein our solar system, drawing the orbits of the earth and the inferior planets as small as he can by the aid of a magnifying glass. If the circumference of the sixpence stands for the orbit of Neptune, then an oval filling the page, will fairly represent the orbit of our comet, and the paper he had in his pocket, a derelict of St. Paul's, the length of that edifice will inadequately represent the distance of the nearest fixed star. That the comet should make more than two thousand years to travel round the page of note paper, as we have supposed, is explained by its great diminution of speed as it recedes from the sun.

At the perihelion, as we have seen it more lately, it has traveled 127,000 miles an hour, or more than twice as fast as the earth, whose motion is about one thousand miles a minute. At its aphelion, however, or greatest distance from the sun, the comet is a very slow body, sailing along as if doubtful whether to return, at the rate of four hundred and eighty miles an hour. This is only eight times the speed of railway express. At this place, even if the comet would wholly shake off the attraction of the sun, which it certainly could not, and were it to travel onward in a straight line, the lapse of a million years would find it still traveling half way between our sun and the nearest fixed star. Comets, then, can hardly be imagined visitors from our system to other, or from any other to our own.

There is every reason to believe they belong to us, and are only planets of a lighter mass, less settled construction, more eccentric orbits, and somewhat more devious path, than our own solid globe. It is hardly possible to look at them without feeling that they represent, and perhaps verify, the subtle medium through which they diffuse their bright products, and which offers a certain resistance to their motion. As to danger of collision, or blighting shower, or pernicious breath, it is as often compared with the thunder and lightning of the storm, that the chances of our being struck by them, and that threat is not weakened to the amount of one fibre by all the millions of comets which a French philosopher calculates to move in our system.

WHICH CAR IS THE SAFEST?

The frequent speculation in the newspapers, whether the forward, the hinder, or the middle car of the train are safest in case of accident, cause a great deal of uneasiness among the over-seasable travelling public. One person will not enter a forward, because if the locomotive should explode, the danger would be greater than in the last car. Another will not get into the last car from fear that it will be run into by the following train; and that it will be thrown off the track by the lateral motion of the train when going at high speed; and then again the middle cars may be crushed, &c. Now this is a lamentable fact that no position in the train will insure you from accidents, any more than walking on the left or right of the street will prevent you from being run over by a runaway horse; or save you from being run over and head crushed by a falling brick. For the comfort of those railway travellers who are so sensitive upon this point of safety we can state that it has been computed by accomplished statisticians, from the actual results of the past few years, that the chances of a passenger being maimed or killed by an accident on the railway is only one to several millions against it; and as a further comforting reflection, they may rest assured that under the more systematic and careful management—the result of great experience—of our railways, the chances for being killed are growing less and less daily. There is no sense in being afraid of being harmed.—When you enter a train take the seat that is most pleasant to you, and keep it while the train is in motion. Keep your head and arms in the car; do not thrust either out of the window to gratify some momentary curiosity; conduct yourself in the car as you would in a respectable gentleman's parlour; break a useful and regular habit made by the company for the passengers' safety and protection, and you may be pretty certain that the chances of your being killed or maimed by a railway accident are very much in your favor—say an million to one. Railway travel is growing faster day by day. Experience shows the weak elements of the past, and points with great certainty to safe improvements.

We are improving the road bed, the superstructure, the machinery, the signals, and everything else that conduces to greater safety. The mental activity of nearly the whole civilized world is exercised upon the problem of perfecting rapid locomotion—and perfecting its safety is one of the principal aims. Some persons may foolishly keep a list of railway accidents for the purpose of governing themselves in the choice of cars. Thus they see at one accident in Maine the foremost car was smashed. Consequently they take any other car than the first. The next accident may be at the other end of the country, and the last car of the train is smashed, run off the track, or worse than the first. But this is not a safe way of reasoning. And so they shift round with every new accident they may receive. Ludicrous as this may appear to some, it is painful enough to the unfortunate individual who thus dies a thousand deaths from the mere fear of being harmed. We can only say to those to whom this all applies—bury your list of accidents, take your seat in the car with a becoming faith in the goodness of Providence, and dismiss all the idle fears which your own confined existence in the American Railway Times.

The frequent speculation in the newspapers, whether the forward, the hinder, or the middle car of the train are safest in case of accident, cause a great deal of uneasiness among the over-seasable travelling public. One person will not enter a forward, because if the locomotive should explode, the danger would be greater than in the last car. Another will not get into the last car from fear that it will be run into by the following train; and that it will be thrown off the track by the lateral motion of the train when going at high speed; and then again the middle cars may be crushed, &c. Now this is a lamentable fact that no position in the train will insure you from accidents, any more than walking on the left or right of the street will prevent you from being run over by a runaway horse; or save you from being run over and head crushed by a falling brick. For the comfort of those railway travellers who are so sensitive upon this point of safety we can state that it has been computed by accomplished statisticians, from the actual results of the past few years, that the chances of a passenger being maimed or killed by an accident on the railway is only one to several millions against it; and as a further comforting reflection, they may rest assured that under the more systematic and careful management—the result of great experience—of our railways, the chances for being killed are growing less and less daily. There is no sense in being afraid of being harmed.—When you enter a train take the seat that is most pleasant to you, and keep it while the train is in motion. Keep your head and arms in the car; do not thrust either out of the window to gratify some momentary curiosity; conduct yourself in the car as you would in a respectable gentleman's parlour; break a useful and regular habit made by the company for the passengers' safety and protection, and you may be pretty certain that the chances of your being killed or maimed by a railway accident are very much in your favor—say an million to one. Railway travel is growing faster day by day. Experience shows the weak elements of the past, and points with great certainty to safe improvements.

We are improving the road bed, the superstructure, the machinery, the signals, and everything else that conduces to greater safety. The mental activity of nearly the whole civilized world is exercised upon the problem of perfecting rapid locomotion—and perfecting its safety is one of the principal aims. Some persons may foolishly keep a list of railway accidents for the purpose of governing themselves in the choice of cars. Thus they see at one accident in Maine the foremost car was smashed. Consequently they take any other car than the first. The next accident may be at the other end of the country, and the last car of the train is smashed, run off the track, or worse than the first. But this is not a safe way of reasoning. And so they shift round with every new accident they may receive. Ludicrous as this may appear to some, it is painful enough to the unfortunate individual who thus dies a thousand deaths from the mere fear of being harmed. We can only say to those to whom this all applies—bury your list of accidents, take your seat in the car with a becoming faith in the goodness of Providence, and dismiss all the idle fears which your own confined existence in the American Railway Times.

We are improving the road bed, the superstructure, the machinery, the signals, and everything else that conduces to greater safety. The mental activity of nearly the whole civilized world is exercised upon the problem of perfecting rapid locomotion—and perfecting its safety is one of the principal aims. Some persons may foolishly keep a list of railway accidents for the purpose of governing themselves in the choice of cars. Thus they see at one accident in Maine the foremost car was smashed. Consequently they take any other car than the first. The next accident may be at the other end of the country, and the last car of the train is smashed, run off the track, or worse than the first. But this is not a safe way of reasoning. And so they shift round with every new accident they may receive. Ludicrous as this may appear to some, it is painful enough to the unfortunate individual who thus dies a thousand deaths from the mere fear of being harmed. We can only say to those to whom this all applies—bury your list of accidents, take your seat in the car with a becoming faith in the goodness of Providence, and dismiss all the idle fears which your own confined existence in the American Railway Times.