

THE INFLUENCE OF RAILROADS.—A Railroad Convention was held at New Haven, Conn., on the 13th inst., for the purpose of taking active measures to finish an air line from New York to Boston. A number of very excellent speeches were made, but the one made by Prof. Silliman, who has returned recently from Europe, presents something so new on the subject that it cannot fail to interest our readers.

He adverted to those portions of Europe where he had lately been, that possessed railroads, as being inhabited by a people of superior intelligence. For example, in those parts of Italy, particularly in the Pope's dominions, where railroads did not exist, there was squalid misery, rags, and the most importunate begging, while in Tuscany and Lombardy, and other parts of Northern Italy, the people showed a better spirit, a high degree of prosperity, and there railroads prevailed. In England and Scotland the progress of railroads was wonderful. The country was covered with them, and he had been on some of them on which the trains went at the rate of seventy-two miles per hour by the watch, while the average was fifty miles. They moved faster than the wind, or the winged dove; and it was impossible but that some accidents should take place. He hoped that this should be a model railroad, not only in point of construction but for the vigilance of its police. In Germany he saw all along the railroads, a man in charge of every mile, with a signal ready to give warning in case of danger. Though in these countries they were ready to sacrifice men in locomotives, there was less loss of life and limb by railroads in Europe than here; and Europeans showed a commendable care which Americans lacked. He was not so much in favor of going ahead as some people. It was better to look ahead first, and then go ahead. For want of precaution many went ahead and broke their heads.—*N. Y. Scientific American.*

ELECTRICITY.—It has for sometime been believed that we were on the verge of making some extraordinary discoveries as to the application of Electricity and Magnetism to the great purposes of life. The following extract from a letter, sent us by a friend in Dundas, will be read with the deepest interest as indicating a discovery which may probably affect the most important changes in the economy of light and heat. Mr. Bates, who has made this discovery, formerly resided in this city, and was the original projector of our Mechanic's Institute:—"Mr. Bates, of this place, has made a very important discovery. Some time ago, from the published description of Payne's alleged production of light by means of the decomposition of water, Mr. B seized the conception that this simple subtle element might be produced by the more natural means of the decomposition of atmospheric air; as being in its nature more congenial with light, and as a medium of its transmission of much less density than water. Contemplating from this source a result similar to Payne's, he was encouraged to enter upon a series of experiments, and has now hit upon a simple and ingenious method of producing light of snowy brightness, from a peculiar-

ly modified decomposition of common air—a method which combines clear smokeless brilliancy, with absolutely perfect safety, with extreme cheapness, (such as must put out of use gas, or carburetted hydrogen) with simplicity, and with facility of management and contrivance augmenting or reducing its intensity at pleasure. He intends shortly to exhibit it to the public, and to apply for protection by patent."—*Examiner.*

NEW YORK, Nov. 24.—*A Crash.*—About noon to-day, a portion of the wall of Gregory & Hartman's brewery fell upon the blacksmith shop of R. Hoe & Co., crushing it in, and instantly killing two men named McKay and Brown, and injuring Robert Sears and William Conquest.—It was feared others were buried in the ruins, but we have not heard of any being discovered.

A MELANCHOLY ACCIDENT, which resulted in the drowning of four men, occurred in the harbour on Tuesday night about twelve o'clock. Three of the crew of the steamship Asia, who had been ashore on a visit, attempted to get on board that vessel,—which was lying at anchor off Cunard wharf—in a small dory, accompanied by two boatmen. The wind was blowing a gale at the time, rain poured down in torrents, and when about half-way between the wharf and the steamship, the boat was swamped by a heavy sea and four of the five passengers were drowned.—Their names were James Haseith, cook; David Watkins, second steward of the forward cabin; Alex. Turnbull, bar-keeper—all of the steamship Asia; and John Sumner, watchman, who resided in Bessen court, East Boston. The boatman, Henry Davidson, saved himself by clinging to the boat until rescued by assistance from the shore. Only one of the bodies, that of Mr. Haseith, has as yet been recovered. It was found in the bottom of the boat, and was yesterday taken to the dead house in Court square where an inquest is to be held over it. Mr. Sumner was a widower, but he leaves three helpless orphans.—*Boston Courier.*

THE NATIONAL REVENUE OF THE UNITED STATES—We have authentic intelligence from Washington, to the effect that, during the last fiscal year, ending June 30, the revenue for Customs amounted to \$49,000,000
From Public Land, to 2,000,000
Total, \$51,000,000

Kossuth arrived in New York on the 4th inst., there was great *furor* on the occasion. Lola Montes had also arrived.

MELANCHOLY ACCIDENT.—A young girl aged about twelve years, living in the neighbourhood of Amherst, a daughter of Mr. John Horton, while attempting, lately, to draw a pail of water from a well, provided with a swing pole, accidentally slipped; as was supposed, and was subsequently found drowned in the well. How careless not to have wells properly curbed! We record similar accidents from town and country almost every season.—*Recorder.*