

tion of the earth should not all be found on one spot, thus showing it to be his intention that mankind should benefit each other by mutual intercourse. In England, we have corn and cattle, wool and flax, metals and coal; but we have neither tea, coffee, rice, sugar, cotton, nor spices. The fruits, which grow so abundantly in hot countries, will not here come to perfection; nor have we furs, gems, pearls, ivory, silver, or gold. The wood with which we build our habitations, and form our furniture, is, for the most part, foreign growth; and a great variety of useful and ornamental commodities, which we now possess, would be unknown to us if we had not ships wherewith to cross the trackless deep. The manufacturers of England would not be of half their value if we had no opportunity of sending articles abroad. Missionaries could not cross the seas, to instruct the ignorant heathen, without ships; nor could the Holy Scriptures or tracts be sent to distant lands, as messengers of mercy, to proclaim the glad tidings of salvation to a world lying in darkness and sin.

Leonard.—Next summer we shall go to the sea side, and then we shall see plenty of ships.

Traveller.—The first ship that we read of is the ark of Noah, though that must have been very different from the vessels of the present day. It was a wonderful work, but God who put it into the heart of Noah to undertake it, enabled his hands to perform it. In savage life, a tree or a plank was doubtless the first boat on which a human being was supported in the water; for even now it is a sport among young people, in the Pacific ocean, to get astride on a plank or a log, and float out to sea.

Gilbert.—I should think that very poor sport! Why the waves would go over their heads continually.

Traveller.—They plunge under the large waves, or ride over them at their pleasure; for savages surpass us almost as much in the activity of their bodies, as we do them in the endowments of the mind. A number of planks or trees tied together form a raft, which will carry many persons upon it with safety, as well as the articles they wish to transport from one place to another. Rafts of timber, cut down in the forests of Germany, are made on so large a scale, that they require some hundreds of men to navigate them down the river Rhine.

Leonard.—What a pile of wood it must be to require so many men to manage it!

Traveller.—The next improvement from the raft, is the canoe, or trunk of a tree, hollowed out by fire, or by the hatchet. Canoes of various kinds are used among savage tribes, and made of different materials. After the canoe comes the boat; which is a firm skeleton of wood, with planks fastened around it; it is rowed along with oars. The skeleton, or frame-work, renders the boat much stronger than it otherwise would be. Next to the boat is the barge, which is much larger, and stronger built. Some barges have sails, by which means the wind drives them along. The addition of a sail was a great improvement. It is a pity that ships should ever be used for any other than peaceable purposes. In what a sad variety of ways has sin scourged a guilty world! Thousands of vessels on the mighty ocean, which ought to be the bearers of blessings to and for, do nothing but carry destruction, and pour forth dissipation and death.

Edmund.—A man-of-war must be a dreadful thing, when all its guns are being fired off at once.

Traveller.—Dreadful indeed! It would be difficult to mention all the kinds of ships which are employed in merchandise and war. Smacks, galleys, sloops, frigates, polares, schooners, brigs, are but a small part of the number. A frigate is a large ship of war, carrying many guns or cannons; but a fast man-of-war is truly one of the wonders of the world.

Edmund.—Now for a description of it.

Traveller.—In the first place it is at least a hundred and eighty feet long, and more than fifty broad. Then it has three decks, or stories, one above another, and carries from one hundred to one hundred and twenty cannons. Its three masts are each composed of three different parts, and each of several pieces of timber with sails of various sorts, managed with machinery of the most ingenious and powerful kind. There are frequently on board one thousand men, with their provisions, drink, furniture, apparel, and other necessities, sufficient to supply their wants for many months. The whole weight of the anchors, the guns, and their ammunition, the stores, the officers' and seamen's chests, the arms, and the ship's crew, is more than two thousand tons, and yet the ship is managed with almost as much ease as the smallest boat.

Gilbert.—A thousand men in a single ship! They are almost enough to fill a town.

Traveller.—And then to see the ship as it comes in gracefully

gliding through the waters, its sails filled with the fresh breeze and its steamers flying abroad. Oh, if we could forget that it was one of the thunderbolts of cruel war, and the horrors and sinfulness of the combats of ambition waged by its means, it would be one of the finest sights that the eye could gaze on. Now, compare this man-of-war, with all its beauty, and with all its power, to the plank on which the savage ventures on the sea, and then you will, in some degree, be able to judge of the value of the invention of ship building, for you will have before you the beginning and ending of the art at the same time.

Edmund.—I hope that we shall see a man-of-war next summer, but I will not forget what you say about the evils and sinfulness of warfare.

Traveller.—I was present at the opening of the Katherine Docks, in London, when a number of large merchant vessels, of different kinds, sailed majestically in that noble basin of water. You would have much enjoyed the sight. The flags of various nations were hoisted in different parts of the vessels. The yards were all manned with sailors in their best clothes. "Check shirt, blue jacket, and trousers like the driven snow." The masts were thronged, even to the very top; jack tars were seen waving their straw hats in high glee. The officers were all in full dress, tens of thousands of spectators were crowded on board the different vessels, in the warehouses, and on the quay, while bands of music played the highest tunes.

Leonard.—I should rather have seen them than a man-of-war.

Traveller.—There is one sight which I should prefer even to the opening of Katherine Docks, and that is a life-boat rising above the breakers, bearing the seamen of a shipwreck in its bosom. A life-boat is a vessel so constructed, that it cannot sink or be overturned, at least it cannot remain so, as it will only swim the right way upwards. The use of it is to rescue sailors from distressed ships in a storm; and a noble use it is too. Some thousands of men have been saved by this benevolent invention. It is a deeply interesting sight to see the life-boat set off to sea in a storm, when no other vessel could swim there; but still more pleasing is it to see the boat returning, laden with half-drowned human beings, rescued from the raging, devouring element.

Edmund.—They must be brave fellows who go out in the life-boat on such occasions.

(To be Continued.)

NEWS.

By the latest news from Britain, the revenue was in a flourishing condition, showing an increase over last year, of £5,742,078, and an actual surplus of £208,541. This of course includes the income tax.

The jury for the trial of Daniel O'Connell and the Irish repealers, has at last been struck, and there is not a single Roman Catholic out of the 24 individuals composing it. This has given great offence to the repeal party. There are seven wine merchants upon it, which shews a fearful proportion of this class of traders, and tells a sad story of the drinking habits of the upper classes in Dublin.

Prices of manufactured goods were generally looking up. Grain was firmer at a slight advance. Pork and Beef rather dull. The following paragraph concerning butter, extracted from the Circular of a Liverpool Broker, gives us encouragement—

"Butter.—There continues to be arrivals from Canada of good quality, which meet a ready sale at my quotations. The large reduction in the price of Irish, as compared with former years, militates much against the price of this article, and does not allow of a fair competition. The Canadians give strong proofs of their understanding the article, and if they continue improving, as they have lately done, they will offer fair rivalry with the Irish."

The Marquis of Westminster has joined the Anti-Corn-Law League, and Earl Spencer has declared in favour of the free trade in corn.

It was gathered as a fact that General O'Donnell Captain-General of Cuba, was openly encouraging the revival of the slave trade at Cuba. Three large cargoes of these poor miserable wretches had been recently landed there.

The Duke of Sutherland has already granted sites for a number of churches in his country, and the ministers and people of the