

## RISE OF GREAT CITIES—GLASGOW.

We know few things more interesting than to trace back the slow and gradual rise of some of the great cities of the old world. How full of incident! how affluent in variety! how rich in suggestion! It is not their recent teeming population alone that interests us; it is rather the old substratum which lies buried beneath. What is there for example about Cincinnati, or St. Louis or Chicago, to claim the attention of any body for a moment, beyond their mountains of flour and miles of pork? There is little to charm the mind or gratify the imagination of the antiquary in either. There is a certain pride, perhaps, in the feeling that fifty years ago, or even less, the ground on which an opulent and populous city now stands, was a portion of the primeval forest, and the very spot now occupied by a fine lady's drawing room, may while that lady was teething, have afforded shelter to the grizzly bear. There is the interest of a single fact and of but one idea, the starting link and nothing more; we take it in, in a moment, turn away, nor care to give it another thought.

How different with great historical cities? But we must not take up too much space in barren reflection. We intend in the present brief article to tell our readers a few things about a great city of which they have all heard, the commercial Capital of Scotland. We scarcely require to tell them that at the present day, it has reached very respectable dimensions, though without giving any signs that it has arrived at any thing like its full growth. Some four hundred thousand human beings live and move and work in a great variety of ways within its limits. They spin, they weave, they forge—they build, for no inconsiderable portion of their fellow-creatures. At this moment, one company has 15,000 tons of steam shipping building on the banks of its river, which almost within the memory of living men, a child could wade across. Not far from that very ford (which is) is rising in stately proportions a huge steam battery for the Queen of England 3000 tons burden, and to draw when launched 24 feet of water. It is not however of the present, but of the past, that we intend to speak in the present paper. We have no satisfactory account as to the time when Glasgow was first conquered from the forest, but history tells us that in 1350, or 150 years before Columbus discovered America, the good bishop Ræ built a stone bridge across the Clyde at his own expense, for the benefit of the 1500 inhabitants which at that time composed the city. This bridge did duty till the year 1850, when though still firm and staunch, it gave way to a more convenient and imposing structure. The formation of the See of Glasgow gave it importance at an early period, and drew around it the early Churchmen of piety, learning and wealth—who built their castles

and mansions in what is now the oldest but the poorest portion of the city.—The noble cathedral—a fine specimen of the architecture of the times, after a service of at least 500 years, is as august and grand as ever—the most imposing parish church in broad Scotland. These rude old Scots, after all, knew how to build fully as well as their posterity. There is a dignity in mere antiquity; and the most thoughtless as he enters this august pile,—views its vast and solid proportions—and thinks upon its age and its history, could not shake off even if he would, that earnest feeling of interest which is akin to reverence and devotion. This building has witnessed many changes. Till 1560, it rejoiced in the gorgeous ceremonies and idle superstitions of the Romish Church, but was fortunate enough to escape the general destruction which overtook the other ecclesiastical edifices in the kingdom at the Reformation. This piece of good fortune she owes to the spirit and patriotism of the citizens of Glasgow, who had sense enough to understand that they might dispense with the mummeries of a false religion, and yet retain the pride and ornament of their city. It is curious to note the slow growth of this and kindred cities. In the time of Mary, the population did not exceed 5000. In 1593, a large portion of the present college buildings was erected, though the College itself was founded in 1450. Its black and venerable walls still stand in what is now almost the dirtiest part of the city, but in those early days, was the most aristocratic. Within these 400 years, not a few of earth's greatest men have come out from its gates. It is perhaps noteworthy, that about 20 years ago, this venerable seat of learning very narrowly escaped destruction, by a very vulgar and mammon-like process. A great railway company wished the site for a railway station, and offered so extravagant a sum, that the Gothic bargain was actually struck, and arrangements were made for erecting a new and more showy structure in the new town. Fortunately, evil days came upon this great company, and they could not fulfil their agreement, so that the youthful student may yet walk in the same quadrangle where walked old Zachary Boyd—that stoutest of old Churchmen, and Adam Smith and Simpson, and Wodrow, and Burke, and James Watt and hundreds of others, whose memories are in themselves a sacred inspiration.

In 1600 the population was 7000. In 1678 a contract was made to run a stage coach between Edinburgh and Glasgow, to leave on Monday morning and return on Saturday night, D. V. Nowadays the same journey can be performed in 3 hours. In 1681, Donald Cargill, the minister of the Church, now so worthily presided over by the Rev. Norman McLeod, was executed at Edinburgh for having resisted Episcopacy. These were rude days, but they were the nurses of Scotland's present greatness. It was then no uncommon thing