

POETRY.

The following exquisite lines are from the pen of an Anonymous writer: they are deserving of preservation.

ECHO.

I stood on the banks of a swift-flowing river, While I marked its clear current roll speedily past, It seemed to my fancy forever repeating, That the dearest enjoyments of life would not last. Oh! tell me, I said, rapid stream of the valley, That bear'st in thy course the blue waters away, Can the joys of life's morning awake but to vanish, Can the feelings of love be all doom'd to decay? An Echo repeated—"All doom'd to decay."

Flow on in thy course, rapid stream of the valley, Since the pleasures of life we so quickly resign, My heart shall rejoice in the wild scenes of nature, And friendship's delights, while they yet may be mine. Must all the sweet charms of mortality perish, And friendship's endearments—Ah! will they not stay? The simple enchantments of soft blooming nature, And the pleasures of mind—must they too fade away? The Echo slow answered—"They too fade away."

Then where, I exclaimed, is there hope for the mourner, A balm for his sorrow, a smile for his grief? If beautiful scenes like the present shall vanish, Where—where shall we seek for a certain relief? Oh! fly, said my soul, to the feet of thy Saviour, Believe in his mercy, for pardon, then pray, With him there is fullness of joy and salvation, Thy gladness shall live, and shall never decay: The Echo said sweetly—"Shall never decay."

GOOD PILOTAGE.—Nothing is more amusing than the alacrity of Irishmen in getting into scrapes, and the happy naivete and blunders by means of which they endeavour to extricate themselves. A captain of a man-of-war newly appointed to a ship on the Irish station, took the precaution, in "beating out" of harbour, to apprise the pilot that he was totally unacquainted with the coast, and therefore he must rely entirely on the pilot's local knowledge for the safety of his ship.

"You are perfectly sure, pilot," said the captain "you are well acquainted with the coast?"

"Do I know my own name, sir?"

"Well, mind I warn you not to approach too near to the shore."

"Now, make yourself easy, sir; in truth you may go to bed if you please."

"Then, shall we stand on?"

"Why,—what else would we do?"

"Yes, but there may be hidden dangers, which you know nothing about."

"Dangers?—I like to see the dangers hide themselves from me. Sure, don't I tell you I know every rock on the coast?" (Here the ship strikes) "and that's one of 'em."—Metro. Mag.

VELOCITY OF LIGHT.—Light moves with a velocity of 192,500 miles in a second of time. It travels from the sun to the earth in seven minutes and a half. It moves through a space equal to the circumference of our globe in the eighth part of a second's flight, which the swiftest bird could not perform in less than three weeks.

COURAGE, separated from piety, is not courage, but madness. A complete hero has not only that patriotism, and that imperious sense of duty before which danger vanishes, but that reverential fear of God, which excludes from the heart every other fear—that testimony of a good conscience, which strips death of his terrors—that faith which looks to a brighter recompense than sovereigns can bestow. Such a warrior might fall, but he would fall in glory; and were the drops of heaven the only tears that bedewed his unburied head, his immortal spirit is safe with his redeemer in Paradise. H. B. A.

LATIMER resigned his bishopric in 1533, on the passing of the "Bloody Act" and retired to his friend Crammer's dwelling. On the accession of Edward the Sixth, he was not restored to the bishopric, but was appointed preacher to the court. In this situation he acquitted himself with incredible intrepidity, sparing neither the profligate minister, the partial judge, the indolent priest, nor even the misguided infant king. H. B. A.

CURIOUS LAW.—"There was kept in former times, in our city of Marseilles, a poison prepared from hemlock at the public charge, for those who had a mind to hasten their end, they having first, before the Senate, given an account of the reason and motives of their design. It was not, otherwise, lawful for the citizens to do violence to themselves."—Montaigne.

STEAM ENGINES—It has been ascertained with some degree of certainty, that there are now in this country not less than 100,000 steam engines at work, some of almost incredible power. Cornwall there is one of 1000 horse power. Taking it as granted that on an average these engines are each of 25 horse power, this would be equal to 2,500,000 horses. According to Watt's calculation, 5 and a half men are equal to the power of one horse; we have thus, therefore, a power, through the medium of steam engines, equal to near two millions of men. Each horse which keeps requires the produce of two acres of land, and 750,000 acres are at the disposal of the inhabitants of Great Britain, more than if the same work, which is now done by steam, had to be performed by horses.—British Periodical.

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Recently Published, and for sale at the Stationary Store of Messrs. A. & W. McKinlay, Mr. C. H. Belcher, and Mr. J. Manro. A work entitled,

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VOLUME I.

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