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SAINT JOHN, N. B., TUESDAY, FEBRUARY 16, 1847.

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THE OBSERVER,

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☞ The postage on all Letters (except those containing money, or from Agents.) must be pre-paid, or they will not be attended to.

MAIL CONTRACT.

TENDERS addressed to the Duputy Post Master General, St. John, will be received until 12 o'clock at noon, on Monday, the 8th day of March next, from such persons as may be willing to enter into a Contract for conveying Her Majesty's MAILS, twice a week each way, between SAINT JOHN, N. B. and AMHERST, N. S. commencing on and from the 6th day of July, 1847, the Sum per annum to be stated in Halifax Currency, for which they would be willing to perform the Service.

The Particulars of the Contract are, that the Mails shall be conveyed on such days and at such hours as the Deputy Post Master General may from time to time apppoint, in a Waggon of suitable size, (to be approved of by an Officer of the Department,) to be drawn by not less than two Horses. The Mails to be carried at a rate of speed of not less than Seven Miles per Hour, including stoppages. The Contract will be entered into for Three Years, after which period, either party shall have power to annul the same, by giving a Notice of Three Months. The Contractor will be bound to afford perfect Security to the Mails, and means to protect them against the Weather.

Tenders will at the same time be received for conveying the Mails on the above conditions, THREE TIMES PER WEEK each way between Saint John and Amherst.

J. HOWE, *D. P. M. G.*

General Post Office, New Brunswick, 5th December, 1846. } 3m.

MAIL CONVEYANCE between Truro and Amherst.

ANY Persons desirous of entering into a Contract for the Conveyance of Her Majesty's Mails, (*it being understood that the Courier will not be allowed to convey any Passenger with the Mails,*) between Truro and Amherst, twice in each week each way, to commence after the 5th July, 1847, are requested to send in Sealed Tenders, addressed to the Deputy Postmaster General, Halifax, stating the Sum per annum, in Currency, for which they would be willing to perform the Service. The particulars of the Contract are, that the Mails shall be conveyed on such days and at such hours as the Deputy Post Master General may from time to time direct, without reservation. The Mails are to be carried in a Waggon of a suitable size, to be approved of by an Officer of the Department, and to be drawn by not less than Two Horses, and at a rate of speed not less than Eight Miles per hour, between 1st May and 1st November, and not less than Six Miles per hour between the 1st of November and 30th April, in each year.

The Contract will be entered into for Three Years, after which period either party shall have power to annul the same by giving a notice of Three Months. The Contractor will be bound to afford perfect security to the Mails, and means to protect them against the weather.

Sealed Tenders will also be received, addressed as above, from such persons as may be willing to carry the Mails upon the above conditions, with permission to carry Six Passengers. Security will be required for the faithful performance of the service.

Tenders will be received for both Services on the 8th of March next, after which time none will be noticed. A. WOODGATE, D. P. M. G.

General Post Office, *Halifax, November 27, 1846.* } 3m.

WM. A. ROBERTSON,

Tailor, &c., Dock Street,

WOULD inform his friends, and the public generally, that he has removed to his Store in Dock-street, lately occupied by Messrs. T. & J. C. Hatheway,—where he has on hand an assortment of the best Superfine CLOTHS, Cassimeres, Doeskins, Tweeds, Fashionable VESTINGS, &c., which he will make up to order, in the first style of workmanship, at short notice.

St. John, May 26, 1846.

S. M'LEOD, Tailor,

A few doors below the Saint John Hotel,

KING STREET,

RESPECTFULLY tenders his thanks to his friends and the public, for the kind patronage hitherto extended to him, and would inform them that he now keeps on hand an assortment of GOODS in his line, suitable for the season, with TRIMMINGS to match, which he will make up to order on very liberal terms.

St. John, June 23, 1846.

Liverpool, 1st May, 1846.

23, Sefton Street.

THE Business hitherto carried on by Ashcroft, Mackay & Co. has been dissolved by mutual consent.

We, the undersigned, have this day entered into Co-Partnership, under the Firm of A. F. & D. Mackay, as Wood Brokers and Measurers, and solicit a continuance of past favors.

A. F. MACKAY, D. MACKAY.

☞ NOTICE.

ALL Persons having any legal demands against the Estate of DUNCAN CAMPBELL, late of the Parish of Sussex, King's County, Farmer, deceased, are requested to present the same, duly attested, within Three Months from the date hereof: and all those indebted to said Estate, are required to make immediate payment to

DUNCAN M. CAMPBELL, *Sole Executor.*

Parish of Sussex, King's County, 21st December, 1846. } 3m

☞ NOTICE ☜

THE Co-Partnership lately existing under the Firm of William Hammond & Co. at the South of the late William Hammond is dissolved. Parties indebted to the said firm are requested to make immediate payment to William E. Moore, Surviving Partner, who will adjust all claims against the same.

JANE HAMMOND, *Executrix.*
W. G. LAWTON,
GUILFORD FLEWWELLING,
JOHN DUNCAN,
CHAS. WARD,
WILLIAM E. MOORE,
} Attorneys.

St. John, 16th May, 1846.

☞ NOTICE.

ALL Persons having any legal demands against the Estate of WILLIAM HAMMOND, late of this City, Merchant, deceased, are requested to present the same, duly attested, at the Office of the late William Hammond & Co. within Six Months from the date hereof; and all persons indebted to said Estate are requested to make immediate payment at the said office.

JANE HAMMOND, *Executrix.*
W. G. LAWTON,
GUILFORD FLEWWELLING,
JOHN DUNCAN,
CHAS. WARD,
} Executors.

St. John, 16th May, 1846.

SPIKES & NAILS for Sale

9 TONS Rose and Diamond head SPIKES, of the following sizes:—

4 Casks,	2 Cwt. each,	4½ inch;	
3 do.	do.	5 do.	
11 do.	do.	5½ do.	
19 do.	do.	6 do.	
8 do.	do.	6½ do.	
12 do.	do.	7 do.	
5 do.	do.	8 do.	
14 do.	do.	9 do.	
8 do.	do.	10 do.	

ALSO—100 Casks Wrought NAILS, assy—

10 Casks	20dy	NAILS,	
15 do.	16	do.	
20 do.	14	do.	
50 do.	12	do.	
20 do.	10	do.	
12 do.	8	do.	
5 do.	6 & 4dy.	do.	

—ALSO—

30 Casks 7, 8, 9, and 10 HORSE NAILS.

JOHN KINNEAR, *Prince Wm. Street.*

December 8.—6i.

Receiving ex 'Themis,' at

TISDALE'S HARDWARE STORE,

No. 1, South Market Wharf, St. John, N. B.

10 PAIR Smith's BELLOWS; 6 Anvils; 1 hamper VICES;
1 cask Hand and Sledge HAMMERS,
20 boxes Tin Plates, IC. DC.;
200 TEA-KETTLES,
3 tons Pots, Bakepans, Griddles, Spiders and Frying PANS;
5 bundles long handled Frying Pans;
2½ pair FIRE DOGS,
1 case *Hoole & Co's.* MILL SAWS, 5½ to 7 feet;
1 case do. Circular Saws, 16 to 28 inch,
1 do. Cross-cut, Hand, Tenon, Buck and other Saws;
2 cases *Thompson's* AUGURS, ⅝ to 2½ inch,
1 cask London GLUE,
Heel and Toe Bills, Cut and Wrought NAILS,
Horse and Ox Nails, Copper Boat Nails,
Tacks and Counter-Sunk Nails,
Short Link CHAIN, ¼ to ⅝ inch,
1 cask Horse Traces and Ox Chains,
2 cases GUNS, 1 cask Lead Pipe, Block Tin, Spelter,
1 case Coffin Mounting, Chair Web and Hair Seating;
1 case Jack, Trying and Smoothing PLANES,
1 cask well assorted CUTLERY;
1 do. HORSE SHOES,
1 do. Horse Bells, Locks, 2-foot Rules, &c.
9 cases containing a general assortment of Hinges, Screws, Latches, Rivets, Squares, Gimlets, Bed Screws, Knitting Pins, Steelyards, Coach Wrenches, Pod Augurs, Fire and Andirons, Wire Rat Traps, Castors, Compasses, Timber Scribes, Shovel Pans, Awls, Sail Needles and Pelms, Counter and Stand Scales, Dog Collars, Candlesticks, Iron Weights, Sad Irons, Chest Locks and Handles, Fox Traps; Shoe, Paint, Horse and Scrub BRUSHES, Whip Thongs, Mattress Needles, Jews' Harps, Curry Combs, Heel Balls, Caulking Irons, Argor Butts, Oil Stones, Pins, Axes, Faucets, Stock and Dies, &c.
1 crate Iron and Copper Coal Scoops,
1 case Mill, Cross-cut, Bit and other FILES,
1 case Cast STEEL, for Axes,
1 cask Block Bushes; 1 bale Shoe Thread,
12 doz. Barn Shovels; 1 cask Miners' do.;
Plough Plating, Plough Moulds, and Round IRON, ass'd.

—ON HAND—

PAINTS, OIL, PUTTY, GLASS, &c.
C. F. F. F. and Canister GUNPOWDER.
Rowland's MILL SAWS, &c., together with a general assortment of HARDWARE, which are offered at exceedingly low rates for Cash.

October 6. W. TISDALE & SON.

HARDWARE, &c.

T. R. GORDON

Has received per *William Ward, Queen Pomare, Coronation*, and other vessels, a good Stock of HARDWARE, Cutlery, &c. among which are

24 Tons HOLLOW WARE,

—CONSISTING OF—

21 BOILERS, assorted, 25 to 50 gallons,
1835 POTS, ¼ to 25 "
250 OVENS and COVERS, 651 Extracts, do.
Fire Dogs, Cart Boxes, Fry Pans, Spiders, Griddles, &c.;
29 barrels Fine GUNPOWDER,
1 bale CHALK-LINES, and Coffin Cord,
1 keg good RED CHALK,
2 cases best Scotch SCREW AUGERS,
1 cask Chisels, Hatchets, Hammers, Plane Irons, &c.
1 cask PLANES—O. G., Grecian Ovalve, Bead, Reed, Table, Plough, &c.
3 casks CUTLERY, well assorted,
3 casks *Vickers'* and *Marsh's & Shepherd's* FILES, RASPS, &c.;
6 rolls Sheet LEAD; 1 case Sheet Copper,
2 casks Shot and Balls; 3 cases Cast Steel,
1 cask Sheet ZINC; 1 case Sheet BRASS,
10 bundles Blister Steel; 10 bdls. Spring STEEL
110 bags NAILS and SPIKES, assorted,
15 cwt. OX and HORSE NAILS,
300 TEA KETTLES, tin'd and unin'd, assorted,
12 dozen long-handled FRY PANS,
100 dozen Socket SHOVELS,
200 pairs HORSE TRACES,
1 cask Ox Chains and Back Bands, Cart Horse, &c
100 doz. Scythes, 200 do. Sickles and Scythe Hooks,
1 basket Smith's VICES; 2 ANVILS,
12 Smiths' BELLOWS, 22 to 26 inches,
1 cask BORAX,
Sledge and hand HAMMERS, Storks and Dies, Screw Plates, &c.;
1 ton Iron WIRE, assorted,
2 cases Mill, Circular, Pit, and Cross-cut SAWS,
1 cask Strap Hinges; 1 case Tea Trays,
25 dozen SPADES and SHOVELS,
20 dozen IRISH SPADES,
2 bales Wire Riddles, Rat and Mouse Traps,
2 baskets Sand and Rag Stones,
1 cask of "Water of Ayr" STONES,
3 casks Block Bushes, assorted,
6 kegs Rivets and Clout NAILS,
1 case School SLATES and PENCILS,
1 cask Patent enamelled Stains and STEW PANS, Preserving Kettles, Wash-boxes;
1 case Britannia Metal Ware and stone PITCHERS,
3 cases GUNS and PISTOLS,
40 casks and cases, containing—

Locks, Hinges, and Screws, to great variety, Carpenters' Tools; Norfolk, rim and night Latches; Harness Mounting; Saddle-trees, Girth and Straining Webs; Chair Web; Curled Hair; Hair Seating; Lamps, Candlesticks, Snuffers and Trays; Tenders, Footman, Tails and mantles; Fire Irons; Stoves, Paint, scrub, Block-lead and other BRUSHES; Cups; plated Candlesticks, Castors, Snuffers, Bottle-stands, &c.; Zinc and Bell-metal Pressing Kettles; Mortars; Coffin Furniture; Snap-gals; Footbaths and Water-cans; Coffee-mills; Coal Scuttles and Sifters, Dust Pans, Weights and Scales, Fish hooks, Hooks, Rakes, Toy Spades, Curry Combs; Tassels; Reads and Tacks, Copper Boat-nails and Plump-tacks; Bellows nails and pipes; Fire Irons, Smoothing and Italian Irons, Box irons and heaters; Stair Rods, curtain Bands and Pins; Brass and japan'd Bangles; Bell mounting, Cow Bells; Powder flasks and shot bells; Liquor flasks; Pocketbooks Caps; Fishing reels; Bull rounds; Tea and Coffee Pots; Socket Canisters, Sump sheers; Farriers' knives and steels; Patent and common Steel-yards, &c.

A great many other Goods in the Hardware Line, all of which will be sold as low as possible.

T. R. GORDON, Market-Square.

June 2, 1846.

GAS, GAS. GAS.

November 24, 1846.

C. & W. H. ADAMS have received per ships Kestrel and Lucius Culey—

An Assortment of Bronzed and Bright Argand Burners;
Jet Burners, with superior Union Jet Burners, with and without Glass Holders;
19 Bags BOAT NAILS,
22 " Horse and Ox NAILS,
2 Crates Japanned COAL SCOOPS,
4½ Dozen *Lawson's Patent* FOX TRAPS,
Grocers' COFFEE MILLS; Bendles, assorted; Iron Squares; Brass Cocks; Hooks and Staples; Patent Marine Marine Locks, &c. &c.

Ladies' French Worked Slippers

JUST received from London, per ship "Great Britain," via Liverpool, an elegant assortment of Ladies' French Worked Slippers; the patterns of which were selected by the subscriber, and the Shoes made under his personal inspection, while in London. S. K. FOSTER.

November 3.

THE GARLAND.

WHAT ARE HOPES?

What are hopes? I asked the flowers
That bloomed in early spring;
I asked the false and glittering hours,
That rise on pleasure's wing—

The melting smile on woman's lips,
Where perfumes round her shine—
The tender dream which softly tips,
The hill at eve's decline—

The soft, the deep, wild strains we hear—
The sighing melody,
Which bursts upon the sleeper's ear,
From angel minstrelsy.

I asked the dream, the witching dream
Of first love's golden kiss,
Which o'er the gloom of life still gleams
With hallowed, tranquil bliss—

The mother, in whose fond embrace
Her first born flower slept;
But ere its fragile leaves were blown,
She o'er its cold stem wept.

The aged pilgrim, worn with care,
On life's deserted way—
Did he hope's thrilling pleasure spare?
The pilgrim answered, "Nay."

The lonely captive in his chains
Did hope a solace bring?
Did it allay his heart's deep pains?
He groaned, "A worthless thing!"

I asked Hope's self. She smiled, then fled,
Saying, "Hopes to mortals given,
Are fleeting all, and soon are dead,
Save hopes that rest in heaven!"

MISCELLANEOUS.

ENGLISH RAIL ROADS.

Extract from a letter to the Editors of the N. Y. Journal of Commerce, dated

Liverpool, Dec. 1846.

"It is not yet 20 years, since the British Parliament first sanctioned the formation of a joint stock company to construct a railroad from this place to Manchester, which rail road was designed to counteract the canal monopoly in the transportation of freight. It was only after the Act of Incorporation became the law of the land, in the year 1826, that the idea of transporting passengers upon this railway, and thus competing with the stage coach monopoly, came to be seriously considered as a prospective and feasible item of the new scheme. George Stephenson, whose name in giant letters of hard iron now covers the length and breadth of this land, was the first to suggest the possibility of introducing locomotive engines upon the new railway, as the most economical motive power, but he found no echo amongst his professional brethren, who to a man opposed his evidence before Parliament, when he modestly stated his belief that such a machine could be made to carry freight at the rate of ten or even twelve miles an hour. Even after a commission of Engineers had been appointed to seek information on this point, Stephenson was still far in the minority, and publicly laughed at by some of his most distinguished contemporaries. I presume no one was more astonished than himself, when a few months afterwards, his engine, the 'Rocket,' ran upon the new railway at the rate of 20 miles an hour. And who among the vast multitude assembled to witness the opening of the Liverpool and Manchester Railway, could have foreseen in the ceremony, the first stone in the foundation of a monopoly whose strength and giant-like proportions seem already beyond the reach of legislative control. In 1828, as I have said, the British Parliament authorized the construction of a railway 32½ miles long, between this place and Manchester, which, after the invention of the Locomotive Steam Engine by George Stephenson in 1829, was opened for passengers and freight traffic in 1830. In the last session, they authorized the construction of 4000 miles of railway; which added to the extent of road previously authorized, and to that actually in operation at this time, makes a grand total of 9300 miles!

Since 1830, the stage coach system, the boast of all Englishmen, and the admiration of every foreign traveller in this country, has been completely subverted, overturned and demolished. Formerly travellers made their tours over the "King's highway," in splendid coaches drawn by four blood horses; but who ever hears any thing of the "King's highway" now? No one; it has, like the term stage coach, become nearly obsolete; it has been voluntarily surrendered by the Parliament—one strip after another—to any joint stock company asking the favor, until they have got to the fag-end. The only highway we hear of now is "King Hudson's."

There certainly is something very peculiar if not monstrous in the position of this nation, claiming to be the most free and enlightened on earth—where nearly all their great highways and public avenues of inter-communication are the private property of a mere fraction of the whole population—where the outgoings and incomings of twenty millions of people can be in a measure controlled by a board of Railway Directors—and this will not appear an exaggeration, when it is shown by official returns of the past year, that upwards of 23 millions of persons travelled by railway in the twelve months preceding, through various portions of the United Kingdom.

If there is any one branch of business in the hands of the British people, better calculated than any other to show at a glance how rapidly wealth has accumulated in these islands, it is that of railway investments. Up to 1845, or in 15 years from the commencement of the railway traffic, about 100 millions sterling had been so invested, and the average cost per mile had not been less than £30,000. Allowing for a reduction of cost in the roads yet to be constructed, for which sanction has been obtained, and placing the average per mile of these at £30,000 when completed, the amount of private property invested in railways will not be far short of three hundred millions of pounds sterling.

The construction of such extensive lines of road has given an astonishing impulse to the mechanic arts throughout the Kingdom, besides calling into existence structures of such magnitude as are not to be met with in any other part of the world.

In entering a town here, you rush as over the chimney tops, upon lofty viaducts, or you pass beneath through the bowels of a mountain. Nature presents no obstacles that art enlisted in the cause of railways has not overcome, and however remarkable the future discoveries of man may be in this and following centuries, yet posterity must look upon these works as the labors of a race of Titans.

Brunel's tunnel under the Thames has been ranked as a World's wonder, and so it is in comparison with any other subaqueous structure, but its real merit can never be apparent to the multitude, until the design of its originator is fairly carried out, and its uses as a common thoroughfare are fully established.—Since that work was commenced, there have been many others involving difficulties of construction of a more complex nature, whose solution has never even been talked of, one may say, although thousands of persons are daily carried over these very works at the rate of 50 miles the hour. Such are many of the railway viaducts, embankments and tunnels.

The boldest idea yet started by any living Engineer, is that of Robert Stephenson, now engaged upon the construction of the Chester and Holyhead Railway, who proposes and is now executing a tubular iron bridge over the Menai Straits, (to connect the shores of Caernarvonshire with the island of Anglesea—a feat accomplished previously by Telford, but on the old and well tested plan of suspension bridges.) Mr. Stephenson's project is one purely original, and of gigantic proportions. He proposes to construct a tubular bridge of plate iron one inch thick—the plates to be riveted together in the form of a rectangular tube or tunnel, having a cross section 14 by 26 feet outside measurement, and to extend over the Straits in three spans of 450 feet each. Two lofty piers will be erected in the water to support the central span, at a sufficient height over the channel to allow the largest class of shipping to pass free, without striking their royal mast heads. There are to be two of these tubes laid parallel to each other, the entire length of each being 1350 feet, and thus allowing free transit of the trains in opposite directions at the same time. The clear space left in each tube for the passage of a train is 14 by 17 feet, leaving nine feet of vertical dimensions given above to be accounted for. This is appropriated to the purpose of rendering the tube sufficiently stiff to bear its own weight and that of the train, by dividing 6 by 14 feet of the upper portion of the tube into 8 smaller tubes arranged in two horizontal rows, to resist compression, and the lower portion or roadway of the tube, 3 by 14 feet, is divided into 4 similar small tubes, to resist tension. The two grand tubes containing the separate roadways for each train of cars, are to be bolted together side by side, to resist lateral pressure from the heavy gales of wind common to this region. It is not to be supposed that any Board of Directors would have accepted such a formidable project as this, without first being well satisfied of the feasibility of executing it, and the sufficiency of the work for its intended purpose when done. Careful and most elaborate experiments were undertaken by Messrs. Fairbairn & Hodgkinson—men equally eminent for their practical and scientific knowledge of the strength of iron as a building material—and upon their joint verdict of approval, the tubular bridge is now going on, the stone piers being in progress, and the iron work contracted for in part. In conducting these experiments, the gentlemen above named discovered some valuable facts. They found that it was necessary to provide a much larger amount of strength in the tubes to resist compression than to resist tension; that wrought and cast iron stand directly opposite to each other in this particular; that cylindric and elliptic tubes are far less able to resist weight applied horizontally than are tubes of the square or rectangular section. Hence, adopting the latter form, and stiffening it by making the depth of the tube nearly double its width, (26 by 14,) and then adding interiorly two rows of smaller tubes above and one below, they arrived at a form capable of sustaining 750 tons in the centre of a space of 450 feet, and as they state in their report fully competent for the purposes of a railway viaduct, tunnel or bridge.

The experiments were tried on a large scale, tubes of 8 by 16 inches square and 30 feet long being used. The successful issue of this great project will place Mr. Stephenson in the same rank as Telford, Brunel and Smeaton.

Her Majesty's Tobacco Depot, Liverpool.

Two or three years ago, when visiting the London docks, I was favored with the sight of one of the largest storehouses in the world—the depot of tobacco under the charge of the custom-house officials. That there should have been another such depot in Great Britain, I entertained no idea, till, on a late occasion, when I visited Liverpool. There I found a tobacco warehouse connected with the customs, apparently equal in dimensions and importance to that in London, and giving an equally impressive notion of what John Bull, in his folly, habitually puffs into the atmosphere.

Entering by a dingy courtyard adjoining the Queen's Docks, I was conducted into this Liverpool tobacco warehouse. The first sensation on entering is that of an intense acrid odor, which effects not only the nostrils, but the breathing, for the atmosphere is loaded with tobacco effluvia. Somewhat inconvenienced by this feeling, we pass up an aisle or interval between rows of casks, and find ourselves in the centre of the vast apartment. The light, which is admitted by the roof, reveals hogsheads on hogsheads of tobacco, piled up on every side, leaving passages between for the operations of the attendants. The length of the building is five hundred and seventy-five feet, and its breadth two hundred and fifty; the roof being supported on small but strong cast-iron pillars, so as to afford the largest possible accommodation in the space. Great as is this enclosure, it has latterly been found too circumscribed for the storing of the large quantities of tobacco imported into Liverpool, and several additions to the building have recently been made. There is not a particle of architectural ornament about the structure. The exterior shows nothing but a dead wall; one side forms a wall to the dock, and the other is separated from the Mersey by a pleasant parade. Indeed the whole building is nothing but a mighty shed, round which custom house regulations have thrown an air of isolation.

All the tobacco which comes to the port of Liverpool must, except in special cases, be warehoused in this building. It is here examined by the owners or importers, who select that which is good, and on which they deem it profitable to pay the duty of three shillings per pound. That which is rejected is cast aside and burned. The hogsheads which contain the tobacco are roughly and widely made, but they are very firm and strong, and each contains about twelve or fourteen hundred weight. When one is to be examined, it is brought from a heap, and set upright on the ground. The fastening of the staves at the lower part is unloosed, and the wood work is then lifted bodily up, leaving the tobacco exposed as a large compact cylindrical mass. A workman then digs into it with an iron crow-bar, and large pieces, like cakes, are removed. These are examined, and a judgment pronounced on their quality. A portion is pulled out as a sample, wrapped neatly up, and marked with certain cabalistic figures known to the initiated. The whole is then firmly pressed together again, and in a few minutes it is placed in the cask, hooped, and removed. Every piece of tobacco that leaves this warehouse must pay duty; and even the samples thus selected, small though they be, are charged, though, if they are again brought back, the amount is returned.

Nearly all the tobacco stored here is from the United States of America, but principally from the state of Virginia. It is all in an unmanufactured state, consisting of the light-brown leaves rolled together and compressed. The warehouse contains the largest quantity towards the beginning of winter, or just after time has been given for the autumn leaves to be gathered, dried and sent across the Atlantic. On the day of my visit, it was calculated that about twenty thousand casks were in the warehouse; and if we suppose each of them to contain, on an average, twelve hundred weight, we have an aggregate of twenty-six millions eight hundred and eighty thousand pounds of tobacco, realizing a revenue to government of nearly four million pounds sterling. Although this, however, must have been the accumulated stock, the *yearly* quantity entered for home consumption in 1842 was 22,309,360 lbs; increased to this amount from 8,000,000 lbs., imported in 1798. The duty received in the former year was £3 580,164. The ideas called up by such a mass of tobacco are perfectly staggering. If the material ministered to the necessities of man, the sight of so many millions of pounds would be quite cheering. But to think that the tobacco, piled in such enormous quantities here, is all to vanish in smoke through the medium of the mouths of enlightened Britons, quite overpowers the imagination, and completely baffles the grasp of common sense. The idea of a nation like the British, which is now doing such wonderful work for all humanity, and all time, gravely, and as a matter of course, puffing out in smoke, or inhaling in dust every year, more than twenty-two million pounds' weight of tobacco, and finding ways and means to pay between three and four million pounds sterling for the privilege to do so, is really, to say the least of it, very humbling to the pride of the nineteenth century. And yet this is not all. I have merely indicated the quantity on which duty is paid; but Mr. Macculloch calculates that one third of what is consumed in Great Britain is supplied by the smuggler; which will give, as the grand annual total, about thirty three millions and a half pounds' weight! This is only about a sixteenth part less than the quantity we require every year for home consumption of the more innocent and amiable luxury, tea. Tobacco may, as Arthur Cayley in his Life of Sir Walter Raleigh says, be

"Poison that cures; a vapor that affords
Content more solid than the smile of lords;
Rest to the weary; to the hungry food;
The last kind refuge of the wise and good."

But all the imagination and fancy, wit and humor of poets, will not bate one jot of our sadness at the mighty monument of human frailty exhibited in these great receptacles.

About the centre of the warehouse is built a large furnace, which was crackling and roaring most lustily on the day of my visit, while hot gleams shot out from chinks in the massive iron doors, giving evidence of the fearful fire within. In every establishment there is always something known by a jocular nickname, and the standing joke about this furnace is to call it "Queen Victoria's Tobacco Pipe." All the rejected tobacco is burned in this right royal tobacco pipe. Fortunately for the citizens of Liverpool, the tobacco warehouse is at a considerable distance from all dwelling houses, otherwise the strong fumes arising from the furnace chimney would prove anything but conducive to health. Behind the furnace is a large circular recess, in which the tobacco ashes are piled up to the extent of several cart loads. They are found useful in many chemical preparations, and being of a siliceous nature, form a good dentifrice.

At one end of the warehouse there is a division called the Cigar Room. This contains myriads of cigars, neatly and firmly packed in convenient cases. None of these are of course allowed to be taken away without the payment of duty, though, in cases where they are required for ships' stores or exportation, a drawback, or repayment of the duty to the extent of 2s. 7 1-2d. per pound, is made. Besides the foreign cigars, a vast quantity is made at home; but it is clearly understood, from the exposes that have been made from time to time in the London newspapers, that many of the latter are of British growth as well as British manufacture. Not only are dried cabbage leaves, and other materials of the kind, liberally used for the purpose, but in a recent case inquired into by the Lord Mayor at the Mansion-House, it was shown that some cigars are entirely composed of *brown paper*. In this cigar room there are also large heavy packages of the finer sorts of tobacco, known by the names of 'Cavendish,' 'Negrohead,' 'Honeydew,' &c. This finer sort is obtained from those parts of America where the climate is warmer than in Virginia. Here also are piled numerous packages of a cubical form, one foot thick, containing South American tobacco, the covering consisting of cattle skins, apparently dried in the sun, and stitched firmly together. They were lying round in great numbers, and resembled a mighty pile of brown and variegated hairy trunks. It is curious, indeed, to find here, wrapping tobacco, the skin of some noble animal that may have ranged freely over South American plains, until the desire to 'turn an honest penny' by the sale of its hide tempted a hunter to ensnare it with the fatal lasso. Several of these packages, which had been slightly damaged by the salt water, had been opened, and, as I understood, were considered not good enough for the smokers of this country, and were to be exported to Africa for the use of the negroes. In the same room, soon men were engaged in chopping off the hard woody fibres of the canes, on which the owners would not pay duty. These fragments are all gathered together, and, on the principle that all is valueless which pays no duty, are cast into the fire.—[Chambers's Edinburgh Journal.

PEKING AND ITS PALACES.—The northern division of Pekong consists of three inclosures, one within another, each surrounded by its own wall. The first contains the imperial palace and the abodes of the different members of the imperial household; the second was designed for the residence of the officers of the court, but is now occupied by Chinese merchants; the third consists of the space inclosed by the outer walls, and was formerly inhabited by Tartars, but is now in the possession of Chinese shopkeepers and traders. The first inclosure (or forbidden city") is the most splendid and important part of Peking. It is situated nearly in the centre of the northern division of the city. It is an oblong parallelogram about two miles in circumference, and enclosed by a wall nearly thirty feet high. This wall is built of polished red brick, surrounded by a ditch lined with hewn stone, and covered with varnished tiles of a brilliant yellow, which gives it the appearance, when seen under the rays of the sun, of being covered with a roof of gold. The interior of this inclosure is occupied by a suite of court-yards and apartments, which it is said, for beauty and splendour, cannot be surpassed. It is divided into three parts, the eastern, middle, and western. The middle division contains the imperial buildings, which are subdivided into several distinct palaces. The gates and halls are thus described.—1. *The Meridian Gate!* Before this gate on the E. is a lunar dial, and on the W. a solar, and in the tower above is a large bell and gong. All public officers enter and leave the palace by the eastern avenue; none but the princes of the imperial blood are permitted to pass the western, and none but the emperor the southern avenue. At the gate are distributed the presents to embassies; and all war captives are here received by his Majesty in person.—2. *The Gate of Peace* has five avenues, and is a superb building of white marble. The height of the basement is twenty feet, and the whole edifice one hundred and ten. The ascent to it is by five flights of forty steps each, and it is highly ornamented with tripods and other figures in bronze. Here, on all the holidays and on the anniversary of the emperor's birth-day, he receives the congratulations of his officers, who prostrate themselves to the earth before him, and strike the ground with their foreheads. 3. *The Hall of Perfect Peace.* Here the emperor comes to examine the implements prepared for the annual ceremony of ploughing. 4. *The Hall of Secure Peace*; in this the emperor gives a banquet to his foreign guests on new year's day. 5. *The Tranquil Palace of Heaven, i. e.*, of the emperor. This is a private retreat, to which no one can approach without special permission. This palace is described by the Russians, who have had many opportunities of seeing it, as "the loftiest, richest, and most magnificent of all the palaces." On each side of the tower is a large copper vessel, in which incense is burnt night and day. 6. *The Palace of the Earth's Repose, i. e.*, of the empress, which is said to be very beautiful; adjoining this is the imperial flower garden, which is laid out in walks for her majesty, who being a Tarter, has not adopted the Chinese custom of crippling her feet, and therefore is said to enjoy herself in what is called the "Earth's Repose." In this garden is a library, said to contain a collection of all the books published in China.—*Montgomery Martin's "China."*

CHINESE LOVE OF TRADING.—It is truly observed, in an official report to the British government in 1837, that, the Jews perhaps excepted, no nation is so much influenced by the love of gain; and at the same time, so utterly regardless about the means to attain this end. The more wealthy classes absorb their very existence in trade. Commerce is the invariable topic of conversation, the most important pursuit, the highest object of pleasure, and the gaol of all their wishes. Trade is the first and last word in which all unanimously join, whilst the energies of mind and body are consumed in following up this bent. Trade is not here confined to one class of men, but to all ranks and ages. Scarcely can a boy lisp, when he begins to sell a few cakes, or a little sugar-cane. The poorest try to gain a subsistence, if it be only to dispose of a few rags. There is nothing in all nature which a Chinaman might not turn to advantage, and trade in. All recesses are ransacked to find a few trifles which may be sold to advantage, and he would rather procure a pittance in this way, than receive the money without displaying his inventive genius. The Chinese may justly be termed the pedlars of the world; wherever you go, there seem to be more sellers than buyers. Nothing can exceed their affability if they think you are going to purchase anything from them: they will refuse no money if they can be ever so little gainers; they are therefore quite the reverse of the Japanese, who are rough, disobliging, and positive; and when they ask a price, will not abate their demand. But the Chinese turn every thing to advantage that offers, and undertake the most difficult things for the least hope of gain. The Chinese maxim is, that he who buys is for getting things as cheap as he can, and would give nothing, did the seller consent to it; upon this principle, they think they have a right to ask the greatest price. The dealer does not deceive, say they; it is the buyer who deceives himself. The buyer is under no compulsion; and the profit which the merchant gets is the fruit of his industry.—*Montgomery Martin's "China."*

THE STORY OF CANUTE AND HIS COURTIERS.—NEW VERSION.—One day, when in the plenitude of his power, he caused the throne to be removed from the throne-room and erected, during low tide, on the sea-shore. Having taken his seat, surrounded by his courtiers, he issued a proclamation to the ocean, forbidding it to rise, and commanding it not on any account to leave its bed until his permission for it to get up was graciously awarded. The courtiers backed the Royal edict, and encouraged with the grossest adulation this first great practical attempt to prove that Britannia rules. Such a rule, however, was soon proved to be nothing better than a rule *nisi*, which it is impossible to make absolute when opposed by Neptune's irresistible motion of course. Every wave of Canute's sceptre was answered by a wave from the sea, and the courtiers, who were already up to their ankles in salt water, began to fear that they should soon be pickled in the foaming brine. At length the monarch himself found his footstool disposed to go on swimmingly of its own accord, and there was every prospect that the whole party would undergo the ceremony of an immediate investiture of the bath. The sovereign, who was very lightly shod, soon found that his pumps were not capable of getting rid of the water, which was now rising very rapidly. Having sat with his feet in the sea for a few minutes, and not relishing the slight specimen of hydropathic treatment he had endured, he jumped suddenly up, and began to abuse his courtiers for the mess into which he had been betrayed by their outrageous flattery!—*A Becket's Comic History of England.*

WIRE BRIDGES IN SWITZERLAND.—There are two Suspension Bridges in Friburg—one remarkable for its length, the other for its extreme beauty. The latter connects the tops of the two mountains, swinging over a frightful gulf, and makes one dizzy to look down into it. There are no buttresses or mason work. Shafts are sunk into the solid rock of the mountains, down which the wires to sustain it are dropped, on which it stretches a mere black line, nearly 100 feet in the heavens, from summit to summit. It looks like a spider's web flung across a chasm—its delicate tracery showing clear and distinct against the sky. While you are viewing the fairy creation suspended in the mid-heaven almost, expecting the next breeze will waft it away, you see a heavy waggon drive on it—you shrink back with horror at the rashness that could trust so frail a structure at that dizzy height—but the air-hung cobwebs sustain the pressure, and the vehicle passes in safety. Indeed, weight steadies, while the wind, as it sweeps down the gulf, makes it swing under you. The large suspension bridge is supported on four cables of iron wire, each one composed of 1056 wires. Length of bridge 905 feet, height 174 feet, breadth 28 feet. A span of 905 feet without any intermediate pier, seems impossible at first, and one needs the testimony of his own eyes before he can fully believe it.

THE MERRY WIVES OF GLASGOW.—A short time ago the wife of a grocer in the vicinity of the High-street became the object of attention to a gentleman named Mr. ——. At length he began to think he had made the desired impression upon the heart of the fair dame, and he proposed and obtained her consent to name an evening when they should meet finally to adjust matters for their departure to a distance. The night accordingly arrived, the couple met, and every thing seemed propitious for the enterprise. It was considered prudent, however, to postpone leaving the city till a later hour, and in the meantime it was resolved to have something comfortable. The effect of the gentleman's potations was to consign him to the arms of Morpheus, when the treacherous Delilah, previously prepared for action, cut off one of his whiskers, and bared most completely one side of his head, rubbed his face with a strong solution of nitrate of silver, and then made her escape. Next day, Mr. —— appeared like a "blue devil," but the cause of the wondrous change beginning to be gossiped about in the locality, he has disappeared.—*Glasgow Argus.*

Exchange of Compliments by Electricity.—On Thursday night, when the mayor of Newcastle, J. Archbold, Esq., was entertaining his friends in the Assembly Rooms, "The health of the Lord Mayor and Corporation of the City of York," was drunk a little before ten o'clock, and a message sent over to the Gateshead Station to communicate the fact by telegraph to his lordship, who at the same time had a large party at the Mansion House at York; and in about an hour, despite the interposing snow, an answer was received in the Assembly Rooms at Newcastle, to the effect that the civility had been reciprocated, and the health of "The Mayor and Corporation of Newcastle" been drunk by his lordship and his guests.—*English paper.*