

## MONTHLY SUMMARY.

## MISCELLANEOUS INTELLIGENCE.

—Lowell is the Manchester of America—the metropolis of American cotton manufacture. The last number of *Hunt's Merchant's Magazine* contains an interesting article on this topic, taken from a record of the venerable Nathan Appleton, of Boston, who had been identified with the rise and progress of this city, and from which we condense some interesting facts.

The power-loom, it seems, was introduced into the United States by Mr. Francis C. Lowell, in 1814, and was first used in his factory at Waltham, Mass. He was a very ingenious man, and made several improvements, not only in the power-loom, but also in other machines. The company at Waltham was very successful; and this induced Mr. Appleton, in 1821, (who was a small stockholder) to extend his interest in another direction, and to commence the manufacture of cotton cloth, and the printing of calicos. After examining various sites for a new manufacturing village, in company with Mr. P. T. Jackson, it was suggested by a friend that they should purchase the Pawtucket Canal, and thus obtain the whole power of the Merrimack river, with a fall of thirty feet. The spot where Lowell now stands was visited for this purpose in November, 1821, by a party consisting of Messrs. N. Appleton, P. T. Jackson, Kirk Boot, Warren Dutton, Paul Moody, and John W. Boot. At that period there were not more than a dozen families residing in the vicinity; but the impression made upon the minds of the party was so favorable, in regard to the manufacturing capacities of the situation that, one of them remarked, "some of us may live to see this place contain 20,000 inhabitants"—an anticipation which has been more than realized. The Pawtucket Canal was purchased from a private company which owned it, and Kirk Boot was appointed treasurer of the association which had been formed. "The Merrimack Company," now so famous, began soon afterwards to erect two mills, the first wheel of which was set in operation on the first of September, 1823. Three additional mills were soon afterwards erected; and from the very start, the place assumed an air of prosperity. The name given to it by the act of incorporation was in honor of the first introducer of the power-loom at Waltham, and who had done so much to improve the cotton manufacture of America.

The standard for a mill-power sold by the corporation owning the canal, was 25 cubic feet of water per second on a fall of 30 feet, with sufficient adjacent land for factories. The price paid for it was \$14,336, of which \$5,000 remained on mortgage, subject to an annual rent of \$300. This water power was estimated as equal to 60 horse, and was considered necessary for running 3,584 spindles, with carding machines, looms, and all the necessary machinery for making cotton cloth.

The Merrimack Company commenced the printing of calicos in 1825; and in the subsequent year, John D. Prince, of Manchester, England, was engaged to take the charge, under whom the works were most ably managed—with Dr. Dana as chemist—until 1855, when he retired at an advanced age, on a life annuity of \$2,000 per annum. The prints of this company (the fast colors), have obtained a wide-spread celebrity. It has been the settled policy of the Lowell companies to secure men of ability in every department, and to act towards them in the most liberal manner; this has been the secret of their success—their dividends amounting annually, with very few exceptions, to more than twelve per cent ever since they were established. To show how much the public have benefited by improvements in our manufactures, the Merrimack prints sold readily in 1825 for 23-27 cents per yard; in 1858, the same classes were sold for 9-15 cents. To exhibit the benefits which the public have derived from improvements in the manufacture of cotton cloth, it is only necessary to state that the class of goods made at Waltham in 1816, which were readily sold for 30 cents per yard, now sell for 8 and 9 cents per yard.

The capital employed in manufacturing at Lowell, is \$12,000,000, and the population has arisen from twelve families to 38,000 persons. There are 139 mill-powers used, amounting to 9,000 horse. A great improvement was made in the canal for supplying the water, in 1846, under J. B. Francis, Esq., the engineer of the corporation, and whose work on "Lowell Hydraulic Experiments" does him great credit. The first water wheels employed were of the overshot class, the best of which realized only 75 per cent of the water power; as these have worn out, the turbine has been substituted, which, as improved by Uriah A. Boyden, realize 88 per cent of the power.

Lowell is a great city, not from the number of its population, but because it is a hive of industry (a producing community), and therefore a mine of wealth in regard to the stable interests of our country.

—Her Majesty has of late conferred several honors on native Canadians which testify to the high position which Canada is now assuming for itself in the public mind in England. The warmest and most courteous reception was given in England to the Hons. MM. Cartier, Ross and Galt, and to the ministers of our sister colonies, who met in London with a view of discussing great intercolonial questions. Our present Premier, M. Cartier, was the guest of Her Majesty, during two days, at Windsor Castle. Our late Premier, Colonel Taché, has been knighted and is now Sir Etienne Pascal Taché. Chief Justice MacCaulay has also been raised to

the dignity of a Companion of the Bath. The same honor, as our readers are aware, had been conferred on the late lamented Robert Baldwin. We have now four Canadians baronets, Sir Henry Caldwell, son of Sir James Caldwell; Sir Charles Stuart, son of the late Sir James Stuart, Chief Justice; Sir Louis Hypolite Lafontaine, Chief Justice of Lower Canada, and Sir John Beverly Robinson, Chief Justice of Upper Canada; and two Canadians knights, Sir William Logan and Sir E. P. Taché.

## LITERARY INTELLIGENCE.

—We have heard and read a great deal of the energy and self-devotion of travellers; but the term, in the sense in which it is here used, is associated in our minds only with the hardihood and rougher capabilities of men. Of late years, however, we have learned that it was in the power of a woman, whose character, manners, and person were not in the least more manly than the rest of her sex, but who, in point of fact, was quieter and more reserved than thousands of females who have never left the seclusion of their villages, to compass voyages and travels, with means and in a space of time which add materially to the marvellous, indeed almost miraculous, nature of her exploits. Madame Ida Pfeiffer, whose name is so familiar to us in connection with her "Voyage round the World," and other works, must be considered as one of the most remarkable women of this or any other time. The record of her adventurous career reads like a story in the Arabian Nights. She was born at Vienna, at the close of the last century, and lived a tranquil life until the age of forty-seven, nourishing, however, a strong passion for travel, and out of a narrow income forming a fund for the realisation of her hopes.

In 1842 she started on her first journey; traversed Turkey, Palestine, and Egypt; and published her diary, in the form of two small volumes. In 1845 she visited Scandinavia and Iceland, of which countries she wrote an interesting account. At length, on May 1, 1846, at the age of fifty-one, she left Vienna on her first tour round the world. She was accompanied for a short time by Count Berchthold; but in the course of their transit through Brazil that gentleman's strength failed him, and she proceeded alone to visit the Puri, or Indian aborigines of that country, going through a series of the most romantic adventures. From Brazil she proceeded, by way of Cape Horn, to Chili, and thence to Tahiti, an island which she thoroughly explored in a fortnight. She next reached China, but did not succeed in penetrating into the interior of that country; proceeded to Calcutta, and thence travelled overland to Bombay. After a short stay at that Presidency she started for Bassora, on her way to Bagdad. From this point she began a perilous journey to Mosul, travelling, as she described it, like the poorest Arab; and after many startling adventures and hairbreadth escapes from robbers and the treachery of her solitary guide, whom her resolution and courage alone kept in check, she achieved the passage of the Koordish Mountains, and arrived in safety at the missionary station of Oroomiah. There she continued her journey through Persia, and, returning homewards by way of Russia, Constantinople, and Athens, reached Vienna in November, 1848.

In 1851, with the small capital of one hundred pounds, granted her by the Austrian Government, Madame Pfeiffer set sail for the Cape of Good Hope, intending a second time to make the circuit of the world. Her immediate object was to penetrate the continent of Africa in the direction of the recently-discovered Lake Ngami; but the expense of travelling proved so great that she was obliged to content herself with a few rambles, and the execution of her second plan—that of exploring the Sunda Islands. In the beginning of 1852 she was at Sarawak, whence she penetrated into the interior of Borneo, and inspected the gold and diamond mines of Sandax. She afterwards visited Java and Sumatra, where she went among the cannibal tribe of the Batak, hitherto generally avoided by Europeans, but whose fierce nature her calm and quiet bearing subdued, and she appears even to have won their respect, since none but a superhuman being, they asserted, could have ventured amongst them with no other protection but her weaknesses. She remained long enough among the savage tribes to become acquainted with their habits, and penetrated further than any preceding travellers. After visiting the Moluccas she proceeded to California, that execrable gold land, as she termed it, sailed down the western coast of America, reached the source of the Amazon River, crossed the Andes, beheld the snow-capped peaks of Chimborazo and Cotapaxi, and afterwards saw all that North America has to show of the grand and beautiful, and came to London, for the second time in the course of her journeyings, at the end of the year 1854.

Undaunted by the disadvantages of advancing age and very limited means, she undertook her last effort of travel in an attempt to explore the wild and inhospitable island of Madagascar. There she caught a fever, from which she never wholly recovered, and which terminated in her death, a short time since, in her native city of Vienna.

Although not a scientific traveller, according to the requirements of the present age, Madame Pfeiffer has done much to advance the cause of knowledge by faithful records of all that came within the sphere of her intelligent observations. She was able to take bearings and distances, to make meteorological observations, and has contributed largely to the science of entomology. On the whole, she may well be said to have left a name which can never be mentioned without wonder and admiration at the display of qualities which, without being unfeminine, are seldom expected from, and as rarely found to characterise, a woman.—*Illustrated London News*.