

AMERICAN ENTERPRISE.

From the Melbourne Weekly Age.

From which side soever we look on the American people,—from the literary, the mechanical or the commercial, we must acknowledge that there is a freshness and vigour connected with the intellect they develop which in many cases bids fair to outstrip their fathers in the race. Even here in Australia we are bound to admit the fact that our American brethren are among our most energetic and enterprising citizens, and in more than one instance have taken a most decided step in advance. We were gratified beyond description, yesterday, in availing ourselves of a kind invitation from Mr. G. F. Train, the Agent for the White Star line of Packet Ships, to take a quiet survey of the elegant and commodious suite of offices and stores recently built by him in Flinders-street; and we have no hesitation in saying that, whether for convenience of arrangement, general adaptability to the purposes of an immense mercantile trade; for strength of build, for elegance of design, or sumptuousness of finish, these premises stand unrivalled in the city of Melbourne, or in the Colony, if not in Australia. Every one who has passed through Flinders-street will recollect a stylish-looking building, of lofty and commanding structure, and of most substantial build, close to the eastern corner of Elizabeth-street, and opposite the Melbourne and Hobson's Bay Railway Terminus, in close proximity to *The Age* office. It was erected in the year, 1854, is built throughout of colonial blue granite, and as the majority of Melbourne foundations are disposed to settle on any considerable pressure of a superincumbent mass, has throughout a number of dwarf walls, extending three feet deep, and of a breadth of two feet, upon which rests the lower floor of the structure. The front has a most massive appearance, and the building is entered by means of three large circular-headed doorways, the centre being considerably the largest, over which, along the whole breadth of the front, is engraven in prominent lettering "G. F. Train and Co., Commission Merchants. White Star Line of Liverpool Packets." This takes the height of the first floor: above are five large square-headed windows which light the upper floor, and surmounting these, an imposing stone cornice, raised on at either end by square corniced stone towers, and in the middle by one of broader dimensions, relieved on either side by gracefully disposed ornamental scrolls, also in stone, and which lend a most graceful appearance to what would otherwise be a leaden, heavy mass of stone. Crowning the whole is the star-bespangled banner of America, which flaunts cheerfully over the building.

On entering the ground-floor we are at once in a capacious store-room, extending the whole length of the building, and 125 feet in length, most completely filled with huge piles, to the ceiling, of every conceivable kind of imported merchandise, and of an incredible weight; a narrow passage only is left on one side of this immense stock of goods for the ordinary traffic of the store. The width is only about 40 feet, which gives considerable facility to the warehouseman, in the compactness and comparative ease with which the *locals* of all the multifarious articles can be at once known. On the right hand, as we enter, are two commodious offices, fitted up in colonial cedar, one devoted to the uses, exclusively, of passengers by the ships of this favorite line, who are accommodated with locked closets for the safe keeping of any articles for the passage; and the other to the warehouseman, where samples and other adaptations to the duties of this department are most ingeniously placed. This gentleman is also accommodated with a gutta-percha communication to the floors above, and without the necessity of becoming ubiquitous, can literally be in two places at once. Throughout the lower floor, at easy distances, are disposed massive teak columns, nearly a foot square, which act as supports to the floor over; the beams are placed on edge in very close proximity, and to ensure extra strength, are what is technically called "herring-boned," a contrivance which adds considerably to the amount of the weight a floor can sustain. Under the

back flight of stairs is disposed the wood and coal bin, a contrivance by means of which, the coals being placed on a platform, their own weight causes them to make their delivery into any vessel which may be placed for their reception. There was one feature in the ground floor which particularly struck us. The day on which we paid our visit was one of those perfectly dissolving, hot-wind days, when the whole atmosphere out of doors and indoors seemed as if impregnated with flame, and yet a most delicious coolness pervaded the store, making it perfectly refreshing and especially desirable for the storage of some descriptions of merchandise. At the back of the building is a neatly laid out yard so graded as to drain into a sewer which carries off the entire waste matter of the building. Here also is an immense sunken tank constructed to hold 10,000 gallons of water, in which the waste of the roof is conducted, and the overflow of which flushes the sewers. Stables and a hay loft most compactly constructed, complete the arrangements of the yard, from which an opening conducts into Flinders lane. Arrangements are made in the back wall, also of stone, for the erection of hoisting apparatus, which is in course of being supplied. An American weighing machine, capable of weighing 8 tons, and other simple looking but most ingenious and powerful contrivances, seem to exist in any quantity and adapted to every conceivable purpose. On ascending a back flight of stairs, we reached a second floor of the same dimensions as the lower one, and supported by similar elaborate and sufficient contrivances. The weight on this floor must be immense, packed as it is to the ceiling with articles of almost fabulous capacity and weight. Once more we mounted a narrow flight of stairs, and reached an attic, in which the peaceful slumbers of the storeman are carried on, in an apartment which partakes of the sumptuous character of the other arrangements of the building, and which must render the fortunate individual who occupies it a perfect prince among storemen. Descending from this elevated region; we next entered a suit of offices, which are perfectly unapproachable, both for beauty, compactness, and convenience, by anything of the kind in the Colony, and which would compare very favourably with older mercantile establishments in the old country. At the top of the front flight of stairs—the main staircase—protected by a magnificent cedar hand-rail, on the left lies the warehouse, and on the right hand are a "captain and salesman's" room, Mr. Train's office, which opens again into his private office, and the long room in which sit the clerks. These rooms are all fitted in polished colonial cedar, and the arrangements carried out with a minuteness of detail which looks more like the suggestions of long experience, than the merely anticipated requirements of the business. We were particularly struck with a pile of cedar boxes, for the convenience of Captains of vessels, which contained an opening for the introduction of letters, the fronts of which opened on the application of the key of the particular captain whose name was posted on the outside. In these offices is built, enclosed in a wall of thickly laid brick, an immense fireproof iron "Salamander" chest, which has already endured the test of three days' envelopment in fire, without even singeing a paper contained in it. The sides of this chest are not composed of solid iron, but of two rather thick sides of casing, between which is introduced a quantity of non-conducting material of about four inches in thickness: this contrivance prevents the metal from arriving to a condition of red heat. There is another of these chests disposed below stairs, and both are warranted perfectly fireproof. The length of the entire building we have already stated to be 125 feet; its breadth 40 feet; in height it is 31 feet; the walls up to the height of the second floor are 2 feet in thickness; and above this to the roof, 1 foot 6 inches. Its capacity is equal to 2700 tons of measurement goods, and fully 1600 tons of stone were used in its erection. The architects are Messrs. Knight, Kemp, and Kerr; and the builders Messrs. Sinclair and Sons. The original contract of the entire building was £6500, and the total cost with offices, extras, stables, &c., was about £8000. A most skillfully executed

engraving of the building has been lithographed by Messrs. Quarrell and Sharp, in a style which reflects credit both on them and on the Colony. On the walls of the shipping office we noticed finely-executed engravings of the far-famed Red Jacket (which Vessel must be now close at hand), as well as representations of other vessels of this celebrated line. When speaking of the position of the store it may be well to mention that, being directly opposite the Railway Terminus,—as vessels of small tonnage can now discharge at the pier at Sandridge—goods, by being brought by rail to the foot of the warehouse, can be safely secured in it in a few hours after their arrival, thus avoiding the delay caused by lighterage on the river. We understand, also, that iron shutters and doors are now on their way from England, which will make the building perfectly fireproof. Although this notice has extended beyond the limits we had anticipated, still we must not neglect to say that the perfection of the arrangements of this celebrated White Star Line is not confined to their business premises in Melbourne; the same sumptuousness and perfection of detail prevail in their arrangements on the other side of the ocean, and is carried throughout the whole of the proceedings of the Company. It has been reported that, in consequence of all the available steamers of the General Screw Company having been taken up by the Government, the clipper ship Red Jacket would most probably bring the English mail of December 4th. We are in a position to say that the owners of that celebrated vessel offered the Government to convey the mail from England to Australia in the same time as that occupied by steamers, and in the event of failure, to forfeit. The offer was refused by the Government, on the ground that the conveyance of the mail belonged to the G. S. S. Co., although it is notorious that company is not in a position to furnish the means. The Pacific was advertised to sail about ten days prior to the date of making up the mail, and in the event of that vessel keeping her appointed time, it is expected the Red Jacket will bring the mail. A growing conviction seems to exist among those connected with Australian shipping in England, that the Home Government is most careless about the interests of her sons at the Antipodes. There can be no doubt but that blunders of the most serious character have been committed with respect to the postal arrangements which prevail with this Colony, and although we scarcely think the superiority of sailing, over steamships has been manifested in a sufficient number of instances to entitle the Sail to claim the preference in Ocean transit, still enough has recently been achieved to make the Post Office authorities hesitate no longer in giving a contract to those ships which have performed such marvellous passages, and which in some trips have successfully competed with the steamers of the G. S. S. line. The Red Jacket performed the voyage out in 7 or 8 days less than the Queen of the South, and beat her on the return trip about the same time. With a few more of these successes, we think they will establish such a preference as will justify the colony in desiring that they may be adopted for the future as the medium of postal communication. We will conclude this article with the remark, that Mr. Train seems to have gone the right way to work, to construct, in all its departments, a building suited to his extensive business; and if we can judge from so short an observation, he has reduced the matter to such system as to have a place for everything and everything in its place. An extensive commercial library, containing valuable works of reference, and other details which space alone forbids our mentioning, are among the embellishments of these perfectly unique business premises.

COLOUR OF THE EYES.—That the colour of the eyes should affect their strength may seem strange; yet that such is the case needs not at this time of day to be proved; but those whose eyes are brown or dark coloured should be informed that they are weaker and more susceptible of injury, from various causes, than gray or blue eyes. Light blue eyes are *caeteris paribus*, generally the most powerful, and next to those are gray. The lighter the pupil the greater and longer-continued is the degree of tension the eye can sustain.—*Hall's Journal.*

BEAUTIFUL OLD AGE.

Mrs. Sigourney, in her book "Past Meridian," just published, gives the following charming picture of contented and virtuous old age:

I once knew an aged couple, who for more than sixty years dwelt in one home, and with one heart. Wealth was not theirs, nor the appliance of luxury, yet the plain house in which they had so long lived was their own. Humble in every appointment, that they might keep free from debt, they were respected by people in the highest positions, for it was felt that they set a right example in all things. Every gift or token of remembrance from friends, awakened the fresh warmth of gratitude. Though their portion of this world's goods was small, benevolence, being inherent in their nature, found frequent expression. Always they had by them some book of slight expense but of intrinsic value, to be given as a guide to the young, the ignorant, and the tempted. Cordials, also, and simple medicines for debility, or incipient disease, they distributed to the poor; for they were skilled in extracting the spirit of health from herbs, and a part of the garden, cultivated by their own hands, was a dispensary. Kind, loving, words had they for all—the fullness of their heart's content brimming over in bright drops, to refresh those around.

That venerable old man, and vigorous—his temples slightly silvered, when more than fourscore years had visited them, how freely flowed forth the melody of his leading voice, amid the sacred strains of public worship! His favourite tunes of *Mear and Old Hundred*, wedded to these simple sublime words,

"While shepherds watched their flocks by night," and—

"Praise God, from whom all blessings flow,"

seem even now to fall sweetly, as they did upon my childish ear. These, and similar ancient harmonies, mingled with the devout prayers that morning and evening hallowed his home and his comforts; she, the loved partner of his days, being often sole auditor. Thus, in one censer, rose the praise, which every day seemed to deepen. God's goodness pallied not their spirits, because it had been long continued. They rejoiced that it was "new every morning, and fresh every evening."

By the clear wood-fire in winter, sat the aged wife, with serene brow, skilfully busy in preparations or repair of garments, as perfect neatness and economy dictated; while, by the evening lamp, her bright knitting-needles moved with quickened speed, as she remembered the poor child, or wasted invalid, in some cold apartment, for which they were to furnish a substantial covering.

In the latter years of life, their childless abode was cheered by the presence of a young orphan relative. She grew under their shadow with great delight, conforming her pliant heart to their wishes, and to the pattern of godly simplicity. When they were seated together, she read to them such books as they chose, and treasured their Christian counsel. Her voice in the morning was to them as the carol of the lark, and they seemed to live again a new life in her young life. She was to them "like the rose of Sharon and the lily of the valley."

Love for the sweet helplessness of unfolding years, seemed to increase with their own advancing age. Little children, who know by instinct where love is, would draw near them, and stand lamb-like at their side. Thus they passed on, till more than ninety years had been numbered to them. They were not weary of themselves, or of each other, or of this beautiful world. Neither was time weary of bringing them, letter by letter the full alphabet of a serene happiness, and when extreme age added the Omega, they were well-educated to begin the bliss of eternity.

PASTURAGE.

ONE hundred and fifty acres of excellent PASTURE, well shaded and watered, at Winsloe Barton, Winsloe Road. Apply to JOHN T. RODD, on the premises, or to

THOMAS RODD, 41x
Brackley Point Road, June, 4th 1855.

LOSS OF LIFE.

Thinking that there exists a despondency in the public bosom sustained by our art believing that this is attributed to an ignorance of a foregone conclusion by European with each other in previous years, the casualties that were the principal battles that were the French revolutionary war these casualties may tend to anxious friends.

For the sake of brevity at the dates of the various battles, as the number of troops engaged with giving the name of the killed, wounded, or taken prisoners.

The Battle of Lodi.—The French lost was also 2,000; the Austrians lost 18,000; French loss, 15,000.

The Nile (see fight).—The killed and wounded, beside ships out of 17 engaged in a

The Bay of Aboukir.—The French lost 5,000 men of the 9,000 in killed,

Trobia.—During the continued, the French lost wounded, and the allies each had only 26,000 engaged.

Regarding this sanguinary remembrance—"If shows how anguinary the war was the iron hands of Russia field."

Regarding the campaign observes—"In little more French and allied armies of their offensive forces, crably mutilated by the 000 men.

Novi.—The allies lost wounded, and 12,000 lost 7,000 killed and wounded.

Engers.—Loss in killed (the French and the Austrians) and wounded, and 4,000 lost 7,000 in killed and prisoners.

Hohenlinden.—The killed and wounded, and Austrians.—The allies 30,000 in killed and wounded, and French lost only (1) 19,000.

Maida.—One of the records. The French had 700 killed, wounded, and 1,000 only 44 killed and 294 wounded.

The astonishing result to awaken Napoleon of invincibility than any sustained.

Jena and Auerstadt.—10,000 killed and wounded prisoners.—The French wounded.

Eylau.—In this terrible loss 25,000 in the French 30,000.

Friedland.—Russia wounded; France 8,000.

Wagram.—The Austrians lost 20,000 men; the French 22,000.

Talavera.—22,000 French. After two remained victors, and lost 8,794 men killed and wounded.

Albuera.—The French the allies nearly 7,000 lost 4,300 out of 7,000 master of the Buffs with fifteen privates and one names.

Salamanca.—The French 14,000.

Smolensko.—The French of the Russians 10,000.

Borodino.—"The stinately disputed battle lost, killed, wounded, Russians losing the survivors of the Russian campaign were men out of an army of 120,000.

Lutzen.—The French 15,000 men.

Dresden. (continued) allies lost in killed, 9,000. The French lost 9,000.

Leipsic.—Napoleon 720 pieces of cannon 190,000 men and 750 lasted three days. Generals, and about 60 and prisoners. The and about 50,000 men.

Vitoria.—The French wounded, and 1,000 5,180 killed and wounded.

Craon.—The Russian gaged the French