next week is delayed indefinitely. The debate whether a necessary task, easily performed, shall be done now, or on Tuesday next, is a dangerous error; but when the postponement is made on the great principle of the sluggard's philosophy, that it will be all the same a hundred years hence, the fault becomes a fatal one and the consequences are generally irremediable.

It might interest the thoughtful reader, to search his memory or his books for examples—furnished abundantly in national and individual history—of the error of this calculation—that apparently trivial matters, however settled, must always be the same after a long interval of time. It would be easy to bring down many great blunders that come from small eggs. If, when the infant Bonaparte was cutting his teeth, a Corsican nurse had given him by mistake a wrong syrrup, she might sagely have exclaimed that it would be all over a hundred years hence—yet the little tooth-cutter lived to work some difference in his day. And when Newton's gardener swept away the famous apple, he could have conscientiously declared that whether it fell prematurely, or remained to swell the forthcoming pie of the philosopher, was an affair of no possible moment to people in the next century—yet the accident was by no means unimportant, even in the minor sense of speculation and curiosity.

But to such inquiries there would be no end. They are not accessory to the proof of the gross and mischievous folly of the reasoner, who would justify an omission of his own, on the score of its non-importance to posterity. That folly is shown in the fact, that it may be unimportant a century hence, but vitally important the next day—that it may not be practically hurtful to our grandchildren, and yet immediately injurious to ourselves. The maxim is too often the suggestion of those busy Fiends [our wild passions and selfish vices] who palter with us in a double sense—keeping the letter, but not the spirit of promise—and rendering what is inconsequential in the grave, a matter of grave potency while our temporal interests are in existence.

From the London Athenæum.

SIZE AND COST OF THE GREAT PYRAMID

The Great Pyramid originally occupied an area of 588,939.594 superficial feet, or almost thirteen and a half English acres, the side of the square being 767.424 feet. The original perpendicular height of this structure was 479 feet, and the total contents of solid masonry equal to 89,418,806 cubic feet, including carriage, materials, and workmanship, the cost of such a structure would be £4,470,940. Again, the masonry of the Great Pyramid would be sufficient for the erection of 1120 columns, each twenty feet square, and of the height of the Monument of London, which is 202 feet; or if cut into paving stones, four inches in thickness would cover a space equal to 6.158 acres. The blocks of which this great work is composed are roughly squared, but built in regular courses varying from two feet 2 inches to four feet ten inches in thickness, the joints being properly broken throughout. The stone used for casing the exterior, and for the lining of the chambers and passages, was obtained from the Gebel Mokattam, on the Arabian side of the Valley of the Nile; it is a compact limestone, called by geologists, "swine stone," or "stinkstone," from emitting, when struck, a fetid odor, whereas the rocks on the Lybyan side of the valley, where the pyramid stone, are of a loose granulated texture, abounding with marine fossils, and consequently unfit for fine work, and liable to decay. The mortar used for the casing and for lining of the passages was composed entirely of lime; but that in the body of the pyramid was compounded of ground red brick, gravel, Nile earth, and crushed granite, or of calcareaceous stone and lime, and in some places a grout, or liquid mortar, of desert sand and gravel only has been used. It is worthy of especial notice, that the joints of the casing stones, which were discovered at the base of the northern front, as also in the passages, are so fine as to be scarcely perceptible. The casing stones, roughly cut to the required angle, were built in horizontal layers, corresponding with the courses of the pyramid itself, and afterward finished as to their outer surface, according to the usual practice of the ancients. In order to insure the stability of the superstructure, the rock was levelled to a flat bed, and part of the rock was stopped up in horizontal beds, agreeing in thickness with the courses of the work.

From Hunt's Merchant's Magazine.

IMPEDING REVOLUTIONS IN THE COMMERCIAL INTERCOURSE OF THE WORLD.*

Two great revolutions in the commercial intercourse of the globe appear to be impending, which cannot fail to be attended with the most important consequences to the progress of civilization. These are—

1st. The re-opening the ancient route between Europe and the East Indies, by Egypt and the Red sea, which must inevitably result from the improvements in steam navigation and the founding a new Mahommedan dynasty on the banks of the Nile.

2d. The opening a new route from Europe and the United States to the East Indies and the western coasts of America, by an artificial communication between the Atlantic and Pacific oceans, the isthmus which connects the the two continents of North and South America.

* A Letter from the Hon. H. Wheaton, United States Minister at Berlin, addressed to J. Markoe, Jr., Esq. Corresponding Secretary of the National Institute at Washington.

The vast importance of the latter to the word in general cannot admit of a question; and its importance to the United States is enhanced by the increased facilities which the construction of a canal such as that originally attempted to be established by the Ptolemies across the Isthmus of Suez must give to the commercial intercourse of Europe and Asia. From the earliest ages of human history the commerce of India has been regarded as the perennial source of wealth and sure basis of maritime power. Venice and Genoa carried it on by Egypt and the Black Sea. When Vasco de Gamo discovered the new route by the Cape of Good Hope, these flourishing commercial republics fell from their high and palmy state of prosperity. The most strenuous efforts are now making to re-open these old channels of trade, and discover new routes into the heart of Asia. Lines of steamers are established from Marseilles and Trieste to Alexandria and Beyrout. Other lines descend the Danube, now connected with the Rhine by the Ludwig canal, and from thence sail across the Black Sea to Trebizond. The rulers of the Austrian empire are not slumbering, as many suppose, but are deeply considering how its vast natural resources may be best developed by the application of steam power by land and by sea. When the railroad communication shall have been completed from Vienna to Trieste, the Mediterranean, the Black sea, the Baltic, and the German ocean will be completely knit together; and Central and Northern Europe will have the choice of three routes to the East—by the Rhine, the Daunbe and the Black sea; by the Euphrates and the Persian Gulf; and by the Rhine, the Adriatic, the Nile, and the Red sea. Great Britain, France, Russia, and Germany are all striving to outstrip each other in this race. Europe seeks to avoid the lengthened route round the Cape of Good Hope by connecting the Mediterranean with the Red sea and the Persian gulf. We must seek to avoid the lengthened route round Cape Horn by connecting the Caribbean sea with the Pacific ocean. The French engineers who planned the canal across the Isthmus of Suez during Bonaparte's expedition to Egypt, calculated that it would save one third the distance and one fifth the time in navigation from the southern ports of France to the East Indies. The United States would have at least 10,000 miles of distance and a proportional amount of time in their navigation to the northwest coast of America and to China by substituting the route across the isthmus which connects the two American continents for that round Cape Horn. The opening a water communication from one sea to the other, somewhere between the Gulf of Mexico and the Gulf of Darien, thus becomes of vital importance to us. Our national interests, commercial, political, and social, are all deeply involved in the question. The necessity of compeing with other rival nations for the new trade now opening with the Celestial empire, from which the veil of mystery has been rudely torn; of exerting our established commerce with the western coasts of the two American continents and the Polynesian archipelago; of giving increased facilities to the whale fishery, and of establishing a more direct communication with our territories beyond the Rocky mountains and our naval stations in the Pacific ocean: all these circumstances combine to augment the importauce and urgency of this great question. A new and increased interest has been given to the subject by the measures adopted at the last session of Congress for establishing diplomatic intercourse with China and the independent isles of the Pacific; by the vast schemes of colonization already in a train of execution by Great Britain in Australasia and New Zealand; and by the recent discussson in the French Chambers upon those planned by France. It is not meant that our government should seek exclusive advantages for itself or its citizens. Such great artificial communications between the continents of both hemispheres ought to be free, like the natural passages of the straits, the sounds, the gulfs, and the great rivers which wash the shores of different countries; and for this purpose these works ought to be considered as held in trust by the nation within whose territory they may be constructed for the common use of all mankind. There is surely enough of the spirit of mutual concession, of respect for the public law of the civilized world, and of political wisdom among the maritime powers principally interested, to devise regulations by which the passage once marked out and rendered practicable by the construction of artificial works, may be neutralized and enjoyed in common by all nations, upon the payment of moderate and reasonable tolls, according to the principles laid down by the Congress of Vienna in respect to the navigation of the great European rivers.

The Illustrious philosopher to whom we are so much indebted for our knowledge of the geography of the American continents, in speaking more than five and thirty years ago on this subject, of which he has never since lost sight, uses the following emphatic expressions: "When a canal of communication shall unite the two oceans, the productions of Nootka sound and of China will be brought nearer to Europe and the United States by more than two thousand leagues. Then, and then only, will mighty changes be effected in the political state of Oriental Asia; for this narrow tongue of land, against which the waves of the Atlantic have so long beat in vain, has been for ages the bulwark of the indepeudence of China and Japan."†

† Humboldt, Essai Politique sur la Nouvelle Espagne, tome i, p. 242. Second edition. The first edition was published in 1808.

From the Knickerbocker Magazine.

LAW.

Isn't Law a curious thing, take it altogether? An adept in it must needs know all the precedents, all the legal discussions and litigations, must read innumerable volumes, filled with innumerable subtleties and cohesions, and written in an unintelligible jargon; must study rules by which a certain class of future events shall be judged, when those events can only be partially and imperfectly foreseen; a rule which never varies, while the cases never agree,—a law which is general while the cases are individual,—a law where the panalty is uniform, while the justice or injustice of the case is continually different. Who, "in view of these things," can wonder that the worse is often made to appear the better reason? Does not a lawyer triumph most, and acquire most fame, when he can gain a cause in the very teeth of the law he professes to support and revere? Who is the greatest lawyer? Not he who can most enlighten, but he who can most perplex and confound the understanding, and embroil and mislead the intellect of judge and jury. We have before us a striking illustration of these remarks, in an unsettled case in the Court of Errors, on an appeal from a decree of the Chancellor. A wife and mother, well stricken in years, leaves the bed and board of her husband in consequence of long-continued ill-treatment, and by "her next friend" sues for alimony. Her husband, it appears in evidence is an "unclean beast" personally; moreover, he throws his tea cup at her at the tables, will not permit her to have a fire in the room in which she is ill, though it is in the depth of winter, but opens doors and windows to freeze her out; orders all the beds to be taken down, that she may not sleep; goes about the house at times and threatens to throw his wife into the well, when she is seated on a chair, pushes her out of it, and when she takes another, pushes her out of that also, and so forth. Now, reader, it would amuse you to look over the "Points on the part of the Appellant" in this case. By his "next friend" the attorney, he complains that vice-chancellors are exceeding their credentials in assuming to be "Chesterfield censors of the lesser morals?" He admits, indeed, that the husband was "uncourteous, in rudely throwing his tea-cup instead of bending it respectfully to the lady in waiting," meaning the wife aforesaid; that he was guilty of impoliteness in capriciously demanding an exchange of chairs; that he certainly did use "an inconsiderate expression regarding the well;" but that in driving his wife out of her sick room, by opening all the doors and windows on a cold winter day, he was only "enforcing wholesome exercise as a substitute for prejudicial inaction!" All these examples, let us add, are of the lesser grievances which the unhappy woman suffered year after year; yet the "deeds without a name" are softened or defended with equal plausibility and ingenuity. The counsel for the appellant objects to the interference of the law-officers with such matters. "Courts of Chancery," says he with true Johnsonian grandiloquence, "cannot, like ecclesiastical tribunals or inquisitions, regulate, by means of auricular confession and domiciliary visitation, connubial rights and duties! The Chancellor's doctrine would perpetuate wordy wars and family feuds, and give to conjugal caterwauling more than feline vitality!" But hold, we are "interfering between man and wife," an injudicious act, as 'tis said.

THE LAND OF HEAVEN.

There is a land where sunbeams shine,
  For ever in the azure sky;
And in that land, the happy band
  Of angels never, never die.

There sits in light a God of might,
  Whose presence is eternal spring;
Whose name and praise, through endless days,
  Celestial hosts of seraphs sing.

There, high above, replete with love,
  Dwells Christ who gave himself for man;
Whose blood was shed to raise the dead
  From evil's power and Satan's ban.

There is a grace that ev'ry trace
  Of guilt and fear can purge and heal;
A quick'ning breath that sin and death
  Can put away and life reveal.

Would'st thou now read the title deed
  Of this blest land—the name that's given;
Then, reader, look within the book
  Of God's own Word,—*that land is Heaven.*

BY GEO. ASPINALL.

THE LAST STAGE COACHMAN.

"That's the rail," said he, between his set teeth. "It is," said I considerably embarrassed. "D— it!" said the excited stage coachman: and I confess I felt a strong internal conviction that the next day's paper would teem with horrible railway accidents in every column. "I did my utmost to oppose 'em," said the stage coachman, in softened assents. I was the last that guv in, I kep' a loosing day after day, and yet I worked on; I wos determined to doo my dooty, and I drove a coach the last day with an old hooman and a carpet bag inside, and three little boys and seven wopping empty portmanteaus outside. "I wos determined my last kick to have some passengers to show to the rail, so I took my wife and children cos nobody else wouldn't go, and then we guv in. Howa'ever, the last time as I was on the road I didn't go and show 'em an empty coach—we wasn't full, but we wasn't empty; we wos game to the last!" A grim smile of triumph lit up the features of the deposed coachman as he gave vent to this assertion. He took hold of me by the buttom hole, and led the way into the house, "This landlord wos an austerious sort of a man," said he, "he used to hobserve that he only wished a railway committee would dine at his house, he'd pisen 'em all, and emigrate; and he'd ha' done it, too! I did not venture to doubt this, stage coachman continued. "I've smoked my pipe by the hour together in that fire place; I've read the *Times* advertisements and perlice reports in that box till I fell asleep; I've walked up and down this here room a saying all sorts of things about the rail and a bursting for happiness. Outside this very door I've bin a drowned in thankys from ladies for never lettin' nobody step through their band boxes. The chambermaids used to smile, and the dogs used to bark, whenever I came. But it's all over now—the poor feller as kep' this place takes tickets of a station, and the chambermain makes scalding hot tea behind a mahuggany counter for people as has no time to drink it in!" As the stage coachman uttered these words, a contemptous sneer puckered his sallow cheek. He led me back into the yard—the ruined appearance of which looked doubly mournful under the faint rays of moonlight that every here and there stole through the dilapidated walls of the stable. An owl had taken up his abode, where the chief ostler's bedroom had once rejoiced in the grotesque majesty of huge portraits of every winner of every "Derby," since the days of Epsom. The bird of night flew heavily off at our approach, and my companion pointed gloomily up to the fragments of mould, worm eaten wood, the last relics of the stable left. "He wos a great friend of mine, wos that h'ostler," said the coachman, "but he's left this railway-bothered world—he was finished by the train." At my earnest entreaty to hear further, he continued:—"When this hold place wos guv'up and ruinated, the h'ostler, as'ud never look at the rail before, went down to have a sight of it, and as he wos a leaning his elbow on the wall, and a wishing as how he had the stabling of all the steam h'ingens (he'd ha' done 'em justice!), wot should he see, but one of his osses as was thrown out of employ by the rail, a walking along jist where the train was comin.' Bill jumped down, and as he was a leading of him h'off up comes the train, and went over his leg and cut the 'os in two—"Tom,', says he to me when we picked him up, "I'm goin' eleven miles an hour, to the last stage as is left for me to do. I've always done my dooty with the osses; I've bin and done it now—bury that poor oss and me out of the noise of the rai" We got the surgeons to him, but he never spoke no more, poor Bill! poor Bill!"

New Works.

Events of a Military Life. By William Henry, Esquire.

NOCTURNAL RAINS.

"I presume that every body, conversant with the local peculiarities of Lisbon, is aware of the occurrence of periodical nocturnal rains there, regularly throughout the year; beginning between ten and eleven o'clock, p m. and lasting generally about two hours. One remarkable peculiarity is, and this fall of rain is limited to the city and its suburbs; through showers of the same description, occurring at the same time, are common in other large cities throughout the kingdom. The confinement of the rains to the towns is a beneficent arrangement of nature; for unlike all other showers, they are very prejudical to vegetation. Another singularity connected with them—a phenomenon not yet explained by any meteorological laws with which we are acquainted—is a kind of warning, or premonition, before they take place; in fact, a rumbling in the clouds immediately over the city, but at no great elevation, somewhat resembling the human voice, and most probably of electric origin As the inhabitants of Lisbon dislike much to be caught in this rain, which is often charged with noxious atoms from the upper strata of the atmosphere, and have been morbidly sensitive of strange sounds in the air even since the great earthquake of 1775, which was preceded by noises of this kind,—they are always on the alert about the time of the expected setting in of the nightly shower, and as soon as some such cabalistic sound as "*agao vem*!" is heard, a lively sensation is felt in the streets, and every body houses himself with great dispatch. Immediately the rain descends in torrents, particularly in the narrow and lofty streets, where they fall like a water spout."

WELLINGTON CROSSING THE DOURO.

"In this rapid journey he crossed the Douro, under far more dangerous circumstances than those of the rope bridge at Alcantara, where I had the honour to meet him, for at Miranda he ventured into a small basket, hung on a rope, stretching from one high rock to another, the boiling stream, and thus, in this giddy seat, three hundred feet above the water, did this fearless man traverse a river, which has derived the main part of its modern celebrity from his great deeds upon its banks."

Directions for Prayer.—"We are directed to commence our prayer with "Our Father." How much of love, of tenderness, of forbearance, of kindness, of liberality, is embodied in that word—children of the same Father, members of the same great human family! Love is the bond of union—love dwelleth in the heart and the heart must be cultivated, that the seeds of affection may germinate in it"—Sam Slick.

"Sally," said an amorous swain to his intended, "give me a kiss; you will, Sall?", "No, I shan't," said Sally; "help yourself."

Magic of Good Temper.—A cheerful temper, joined with innocence, will make beauty attractive, knowledge delightful, and wit good natured. It will lighten sickness, poverty, and affliction, convert ignorance into an amiable simplicity, and render deformity itself agreeable.