

branch, and he folded his wings over her heart till it was purified from all earthly passion, and fit to appear in the light of heaven. She was so long at the point to die, that she became used to think of that which cometh after; but Louis was hurried into the presence of his Maker without one thought of whither he was going. He had not a moment to breathe a prayer; his soul steeped in forgetfulness, with the imperfections of his youth thick upon it.

I am now very poor; and when death comes, it must be either at the roadside or in a workhouse. But even if I could, I would not kindle the fire on my hearth again; its light would only make my loneliness visible, for a desolate, miserable woman I am. I know no one: I have no friend. He who would have carried me decently to the grave, I sent there in haste before me. I cannot find fault with the deep darkness which rests on me; for the light that was given me I put out myself. And when I am going along the road, and see the pretty, happy looking houses on either side of me, I think that my life is just so—happiness surrounding me, but mine the dry, hard, and lonely road for evermore.

Such was the story poured out (like that of the Wedding Guest) to an unwilling and nervous listener in a provincial town. The conversation was introduced by the old woman, a tattered and neglected looking creature, soliciting a mouthful of water as she passed a house in the outskirts. Not long after, the strange visitor's remorse ended in settled madness, and she wore on the rest of her days in an asylum, generally in a dull stupor, never speaking but to murmur to herself, 'My son—my son!' except in occasional fits of wild delirium, which were as short as they were violent. Her reason never returned, and she died miserably, proving the truth of the Wise Man's words—'As a city broken down, and without walls, so is he that hath no rule over his own spirits.'

From the Hampshire Advertiser.

### THE OUTWARD MAIL PACKET.

EVERY month nine large steam-packets leave the Southampton docks for different parts of the world, viz. one to Alexandria, two to the West Indies, one to New York, one to Constantinople, one to Italy, and three to the Peninsula. The departure of each of these is an event of no small importance, for the shipping of mails, passengers, cargo and stores on board of her gives employment to an immense number of persons, and the dock is a scene of great excitement for days before its departure.

When a steamer is selected to convey an outward foreign mail—say, for instance, the Indian mail to Egypt on the 20th of the month—the first thing is to thoroughly overhaul her to see that her machinery and internal arrangements are in perfect order; carpenters, painters, shipwrights, machinists, are busily employed for days discovering and repairing every defect, and doing everything that will contribute to the comfort of passengers and the safety of the cargo and mails. While this is going on others are engaged in shipping hundreds of tons of coals on board of her, sufficient to last till she reaches the first coaling station in the Mediterranean.

The stores necessary for provisioning a ship's crew of nearly one hundred persons, and furnishing a splendid table daily with every delicacy and luxury for a hundred passengers for five weeks, are enormous. Although fresh provisions for the crew and passengers are taken on board at every foreign port at which the steamer touches, the principal portion of the stores are shipped at Southampton. For some days before the departure of the outward packet, grocers, butchers, bakers, wine and spirit merchants, confectioners, poulterers, cheesemongers, and provision merchants, are busy putting the contents of their shops, cellars, and warehouses on board. About 3000 lbs. weight of bread, flour, hops, and malt; 2000 lbs. of butcher meat, consisting of prime beef, mutton, pork, calves' heads, and ox-tails; 200 head of live stock, viz. sheep, pigs, turkeys, geese, ducks, fowls, and a cow in milk; 100 head of dead stock, consisting of turkeys, geese, ducks, fowls, and rabbits; supplies of provender for the live stock; 3000 bottles of champagne, claret, Madeira, port, and sherry; 6000 bottles of pale ale, porter, soda water, and lemonade; 200 gallons of brandy, gin, rum, and whiskey; 3000 lbs. of tea, coffee, and sugar; 2000 lbs. of various groceries and spices; an immense quantity of oilmen and confectioners' stores, comprehending every imaginable thing, such as anchovies, blacking, bottled fruits, candles, cod sounds, Curry powder, celery seed, groats, herrings, jams, jellies, marmalade, macaroni, mustard, salad oil, olives, pearl barley, pickles, capers, salt, sauces, salt fish, catsup, soy, soap, soda, salted tripe, vermicelli, whiting, vinegar; and 1000 eggs and 1000 lbs. of bacon, butter and cheese, are shipped on board every Alexandrian packet at Southampton for one outward and homeward voyage.

The shipping of the cargo occupies several days, and consists principally of several hundred tons of linen, silk, and cotton manufactured goods, packed in bales, from the north of England, consigned to merchants in the Mediterranean ports, and which, after passing through their hands, are conveyed in boats and on the backs of camels to distant parts of Asia and Africa. In a few weeks the beautiful fabrics from Manchester and other places, which have been shipped at Southampton for Alexandria, are ascending rivers or traversing in eastern caravans, the countries which surround the Red Sea and the Persian

Gulf, and are perhaps adorning the Circassian beauties of Egyptian harems, turbaning the heads of pilgrims going to Mecca, and bartered for ivory and gold in Abyssinia.

At length the 20th of the month, the day for the departure of the outward packet to Alexandria, has arrived; carpenters, shipwrights and others, have completed their tasks, the cargo has been shipped, the vessel has been coaled, and the cabin furniture and most of the victualling stores are on board. The crew and officers have been mustered, and the ship has been examined by the Admiralty officers to see if everything is in harmony with the mail contract. Early on the morning of the 20th, the docks present an animated scene; vehicles of every description are racing in and out; butchers, poulterers, and greengrocers are putting on board perishable stores and completing their orders.—Unruly sheep and obstinate pigs are being shipped for the support of the crew and passengers, and are showing their repugnance to a sea voyage, much to the amusement of laughing bystanders and to the annoyance of perspiring butcher boys. Passengers on foot, in cabs, flies, and carriages, accompanied by troops of friends and innumerable trunks and boxes, are directing their course to the packet, and are soon engaged in selecting berths and stowing baggage. As the forenoon advances, the cabin and deck are crowded with the passengers and their anxious relatives and friends.

Soon after one o'clock in the afternoon the deck of the packet becomes a crowded promenade, and a band of music is playing on board, and the steam of the engine is escaping with a terrific noise; shipping agents and others are rushing to and from the steamer with bills of lading, custom-house papers, or something forgotten by the crew or passengers; a crowd of persons is also collected by the side of the vessel. Preparations are evidently making for the departure of the ship, when the attention of every one is arrested by the cry of 'Here comes the mail.' The mail being the last thing put on board, and the packet being bound to start immediately after it has been shipped, the time of her departure can now be calculated to a minute, and passengers and their friends know that the period to be with each other is limited.

Emerging from the dock gate are seen three immense railway vans, drawn by powerful horses, escorted by a mail-guard dressed in the scarlet livery of the Postmaster-General, and preceded by policemen, who force back the crowd from the side of the vessel.

These vans contain the Indian and Mediterranean mail. It is received at the gangway of the steamer by the local Post-office authorities, and by naval officers in uniform, who take charge of it during the voyage.—The mail consists of about 200 boxes, and sacks of letters and newspapers. The sacks are for places in the Mediterranean, and the boxes are for parts beyond Egypt. Boxes are used because of the convenience and safety with which they can be transported on the backs of camels across the desert of Suez, previous to their being embarked again on board ship in the Red Sea. Letter-bags cannot be so conveniently packed on camels' backs as boxes, and they would be liable to be cut open, and their contents extracted by the Cut and Arab camel guides across the desert. The boxes and sacks weigh between four and five tons, and they contain about 100,000 letters, and 20,000 newspapers. The wood of the boxes is about three quarters of an inch in thickness; each box is about two feet long, and a foot and a half in height and breadth. The covers of them are securely nailed down, and sealed in such a manner that they cannot be broken open without the seal being destroyed. About fifty of the boxes are for Bombay, forty for Calcutta, twenty for Madras, thirty for Ceylon, and twenty for Hong Kong. Those for Bombay are painted white; for Calcutta, blue; Madras, yellow; Ceylon, black; and Hong Kong red. The object of painting them different colors is for the convenience of selecting them for any particular part from the mail-room on board, where they are all stored away together.

The mail that is now seen approaching the packet is the largest and most important that leaves England. It contains correspondence for Gibraltar, Malta, the Ionian Islands, Egypt, Eastern and Southern Africa, Persia, Arabia, India, China, Australia, and the Eastern Archipelago. Tens of thousands of our kindred in remote regions will be anticipating its arrival to learn the news from old England. It contains the social intercourse and the extensive commercial transactions between this country and the Eastern world. In these boxes will be found letters for the solitary traveller exploring the sources of the Nile, or measuring the height of the Himalaya Mountains; and the decrees of that potent company of English traders in Leadenhall Street, who govern a hundred millions of human beings in Hindostan—the East India Company.

As soon as the mail arrives alongside the packet, about twenty men are busily employed putting it on board, and the Admiralty and Post-office authorities are checking off printed lists of its contents. While this is going on, time appears to be on the wing by the passengers and their friends on board, who are now taking leave of each other.

As soon as the mail is shipped, the Admiralty agent steps on board, and the gangways are drawn on shore. The commander and the pilot are on the paddle-box, the steersmen are at the wheel, and every officer and seaman are at their post, and amidst the sound of music and the belching of the engines a stentorian order issues from the paddle box to

'Let go the bow rope—let go astern.' At the same time a signal is passed to the engine-room, and the paddle wheels begin to move; and, in a moment, that which had seemed an immense castle built up against the dock wall appears like a thing of life floating buoyantly on the tranquil water. In six days she will be passing through the Straits of Gibraltar, and in sixteen days she will be anchored alongside the fertile shores of the land of Egypt.

From Chambers's Edinburgh Journal.

### GRACE OF CLYDESIDE.

Ah, little Grace of the golden locks!  
(The hills rise far on the banks of Clyde,)  
As the merry wave weaves out these rocks,  
She wears my heart out, glides past, and  
mocks;  
(But heaven's gate ever stands open wide.)

The boat goes softly along, along;  
Like a river of life glows the amber Clyde;  
Her voice floats near me like angels' song;  
Oh, sweet love-death, but thy pangs are  
strong!  
Though heaven's gate ever stands open  
wide.

We walk by the shore, and the stars shine  
bright,  
But coldly, above the solemn Clyde;  
Her arm touches mine, her laugh rings light;  
God hears my silence!—His merciful night  
Hides me.—Can heaven be open wide?

I ever was but a dreamer, Grace;  
As the gray hills watch o'er the flowing  
Clyde,  
Standing far off, each in his place,  
I watch your young life's beautiful race  
Apart—till heaven's gates be open wide.

And sometimes when in the twilight balm,  
The hills grow golden along the Clyde,  
The waves flow silent and very calm,  
I hear all nature sing this one psalm—  
That 'heaven's gate ever stands open  
wide.'

So, happy Grace, with your spirit free,  
Laugh on,—life is sweet on the banks of  
Clyde,  
It is no blame unto thee or me;  
Only God saw this could not be,  
Therefore His heaven stands open wide.

But youth's morn passes; swiftly follows  
eve;  
Age cometh, e'en on the shores of Clyde;  
Ah, then, if my soul its place can leave,  
It will whisper thee: 'Love, fear not nor  
grieve—  
See!—heaven's gate ever stands open  
wide!'

### PROGRESS OF THE AMERICANS.

In an interval of little more than half a century it appears that this extraordinary people have increased above 500 per cent in numbers; their national revenue has augmented nearly 700 per cent., while their public expenditure has increased little more than 400 per cent. The prodigious extension of their commerce is indicated by an increase of nearly 500 per cent. in their imports and exports, and 600 per cent. in their shipping. The increased activity of their internal communications is expounded by the number of their post offices, which has been increased more than one hundred fold, the extent of their post roads, which has been increased thirty-six fold, and the cost of their post office, which has been augmented in a seventy two fold ratio. The augmentation of their machinery of public instruction is indicated by the extent of their public libraries, which have increased in a thirty-two fold ratio, and by the creation of school libraries amounting to 2,000,000. They have completed a system of canal navigation, which, placed in a continuous line, would extend from London to Calcutta, and a system of railways which, continuously extended, would stretch from London to Van Diemen's Land, and have provided locomotive machinery by which that distance would be travelled over in three weeks at the cost of 1½d per mile. They have created a system of inland navigation, the aggregate tonnage of which is probably not inferior in amount to the collective land tonnage of all the other countries in the world, and they possess many hundreds of river steamers, which impart to the roads of water the marvellous celerity of roads of iron. They have, in fine, constructed lines of electric telegraph which, laid continuously, would extend over a space longer by 300 miles than the distance from the north to the south pole, and have provided apparatus of transmission by which a message of 300 words despatched under such circumstances from the north pole might be delivered in writing at the south pole in one minute, and by which, consequently, an answer of equal length might be sent back to the north pole in an equal interval. These are social and commercial phenomena for which it would be vain to seek a parallel in the past history of the human race.

UMBRELLAS.—No article is more liable to be lost or exchanged. The best means of preventing this, is either to get your name engraved on the handle, or marked with white paint on the under side of the covering. It will be a nice little job for some of your young children.

Pay what you owe, and you will know what you are worth.  
Wisdom is happiness.

### Interesting Extracts

FROM LATE BRITISH PAPERS.

From Willmer & Smith's European Times  
October 11.

#### THE ROYAL VISIT.

Our columns to-day are so crowded with the details of the Royal Visit to Lancashire, that we can barely find space for more than a brief reference to the event itself. Happily, this will be the less regretted, as the absence of comment is amply supplied by the presence of facts. It is no exaggeration to say that the Royal Visit to the great communities on the banks of the Mersey and the Irwell, is one of the most striking events of the year perhaps, with the exception of the Great Exhibition, the most striking of all. The expressions of loyalty and personal regard which fell from the lips and proceeded from the hearts of at least a million and a half of people in this county, during the last two days, were the unforced homage to a ruler whose gentle sway every one feels has rooted the monarchical principle deeper than ever into the minds of Englishmen.

To gaze upon the features of the young lady who conferred the honor of knighthood last Thursday on Sir John Bent, and to hear the melodious, yet firm and distinct accents of a voice which has often enunciated great truths, was an event to be remembered. Fragile in form, and unpretending in such small matters as personal costume, every person present felt that the speaker, accompanied only by her husband and her children, and a very limited suite, was, nevertheless, in the absence of all extraneous display, one of the most powerful sovereigns that lives or ever has lived, and that the power which she wielded was the more potent, because it was based solely on public opinion.

It is hardly possible to see the Queen, and certainly impossible to hear her, without being convinced that she is an excellent woman, as well as a popular Sovereign. Her whole bearing denotes it; and the domestic virtues which are so truthfully reflected in her career, are exactly those which, irrespective of all State consideration, are most calculated to command the admiration and the reverence of an intellectual and a moral people. In this point of view, the display of enthusiasm amongst ourselves and our neighbors, was not the result of pageant so much as the working of a principle,—and one which unmistakably indicates a healthy future in the national character. The absence of all military parade on these occasions, will, of course, strike the least observant; but it shows pretty clearly that moral power is stronger than bayonets or cannon balls, while it is infinitely more pleasant and less costly.

#### IRELAND.

On the 4th instant snow was observed on the Wicklow and Dublin mountains.

Lord Gough has purchased the mansion of St. Helens, four miles from Dublin, for his future residence.

The Marquis and Marchioness of Londonderry have been thrown from their carriage in the vicinity of Garron Town, the horses having taken fright. Her ladyship was much bruised, but Lord Londonderry escaped unhurt.

On the morning of the 25th September, John Jingles, of Ballyward, near Larne, having quarrelled with his son, a lad of 17 years of age, struck him a blow with his hand, when the boy fell down and never spoke afterwards.

On Monday the 6th instant, the Earl of Surrey, accompanied by Mr W. Monsell M. P., visited nearly all the Roman Catholic charitable institutions in Limerick, and left with each donations of various sums, amounting in the whole to £450. His lordship has accepted an invitation to a banquet on Tuesday the 27th January next.

Whirlwind in Limerick.—Saunders' News Letter, of Monday, gives the following account of a whirlwind at Limerick:

At half past five this morning this city was visited by one of the most awful and destructive whirlwinds ever experienced in this part of Ireland, or, I believe, ever known to have occurred within these realms. The suddenness of the gale, with its destructive consequences, are almost incredible; but the following are the exact particulars: The greater portion of the day was fine, with occasional showers of rain, and now and then bright sunshine. However, at the hour above stated, the horizon assumed a bright yellowish aspect towards the north, and a whirlwind set in from the north west, the effect being first experienced at the North Strand, at the residence of Mr William Gleeson, ship agent. The noise in the air, as the whirlwind approached, resembled the roar of steamers discharging waste steam from their funnels, on reaching the quays. In a moment the trees in front of Mr Gleeson's house were uprooted, and borne aloft in the air to a great height, and leaves and huge branches dangling so for a few seconds, when a dense body descended, tumbling the chimney pots, demolishing the window frames, and, in a shorter space than I can write the word, rushed along the Wellesley bridge, prostrating those who were walking thereon, some of whom only escaped being carried over the swivel by firmly holding on by the iron railing; but they were injured by the trees which passed over them. The terrific blast struck the office of the same gentleman, situate at the south end of Wellesley bridge, at the city side of the river, and so powerful was the gust that the entire shop-front, shutters, sash, window, glass, &c., were shivered to pieces and displaced two feet from the wall. An apple woman who