

# CHRISTIAN



# VISITOR.

A Family Newspaper: devoted to

Religious & General Intelligence

REV. E. D. VERY,

"BY PURENESS, BY KNOWLEDGE—BY LOVE UNFEIGNED."—ST. PAUL.

EDITOR.

Volume IV.

SAINT JOHN, NEW-BRUNSWICK, FRIDAY, OCTOBER 10, 1851.

Number 38.

[FOR THE CHRISTIAN VISITOR.]

## SOURCE OF COMFORT.

Mourner with a bleeding heart,  
 Deep, oh deep has pierced the dart,  
 Throes of agony at first,  
 From the throbbing bosom burst;  
 Slowly ebbs the tide of grief,  
 Yet, oh yet there's no relief,  
 Sorrow pale and hopeless now,  
 Sits upon the aching brow;  
 Joy and hope once seated there,  
 Have given place to stern despair.  
 Dimly burns the lamp of life,  
 Flickering forth in fitful strife;  
 Reason totters on her throne,  
 Where of late she brightly shone.  
 Mourner with a contrite heart,  
 Though deep the wound, severe the smart,  
 Is there not a balm to heal?  
 Cannot time a cure reveal?  
 Say, oh say can pity give  
 No relief to bid thee live?  
 Is there nought to ease the pain?  
 Can you not a respite gain?  
 Kindness, Friendship, Sympathy,  
 Can they lend no aid to thee?  
 None, the wound that's in the heart,  
 Can ne'er be healed by human art.  
 Time may fly with rapid wing,  
 Pity may her cordials bring,  
 Friendship, too, with soothing art,  
 May a kindly word impart;  
 But they cannot reach the source  
 Whence the stream of sorrow bursts.  
 Mourner turn thy eyes to heaven,  
 Christ for thee a cure has given,  
 In his blood shed on the tree,  
 Sinner, yes, 'twas shed for thee!

G. F.

## Railway Progress and Prospects.

It appears from a tabular statement given in the *Times*, that there were in 1850, 6,464 miles of railway "under traffic," upon which the number of engines working was 2,436; the average distance run per day was 110,333 miles; and the total distance run within the year, was 40,161,850 miles. On the 1st January, 1849, when as yet only 5,079 miles of iron road had been opened, there had been of capital expended upon their construction, £205,160,000; and at the same time the total receipts for the preceding six months amounted to £5,744,965, or 5-8 per cent. on capital expended. Allowing 40 per cent. for working expenses, the division of these receipts will stand as 2-2 for expenses, and 3 for profits. Since then, the Railways have increased in length, 14-6 per cent. in 1849 as compared with 1848, and 25-4 in 1850 as compared with 1849; but the revenue accruing from them, has increased only 10-5 and 12-5 in the two years respectively, so that the rate of gross receipts had diminished as compared with the mileage; and this diminished rate of receipts, it is apprehended, will probably attend the further extension of the Railway system. The expenses of the working may possibly be reduced; but the calculation of the *Times* is, that Railway investments have fallen to about "the normal point," and that something about 3 per cent. may be assumed as the natural level of profit on capital so invested, without the necessity of personal superintendence; "a rate of interest not materially differing throughout the ordinary course of safe investment throughout the country." "But, when it is considered, that, even on this modest supposition, from £11,000,000 to £11,500,000 per annum are steadily paid into the hands of the shareholders, there will be no great cause for apprehension as to the future fortunes of the English Railways."

The number of passengers carried by rail-

way almost exceeds belief, being nearly 100,000,000 in the year; the same individual reckoning as a passenger, however, on different occasions. The expense saved to them, as compared to the expense of travelling by stage-coaches, is estimated at several millions sterling a-year. Of course, the number who travel is greatly increased; and, in this respect, Railways are introducing an important change in the habits of the people, by making them all, more or less, travellers; a change favourable to the diffusion of intelligence, to the cultivation of the social affections, and also, to the formation of habits of punctuality. If they tend to promote a feeling of equality, it is not by depriving the higher classes of any prerogative, but raising the poorer classes to a higher level, and making them feel conscious of their interest in the march of improvement. There can be no doubt, that the police of the rail has a salutary effect, exerting something of the influence of military discipline, and affording neither time nor opportunity for indulging in that intemperance which used to be the besetting vice of travellers. Taking all these circumstances into account, it is not, perhaps, saying too much, when a Contemporary (the *Economist*) alleges, that no such change in manners, accompanied with a corresponding improvement in morals, from bringing all classes much more together than formerly, was ever effected in so short a time by any Government; while the change thus brought about in the property, the traffic, and the manner of the Nation, is the result of private enterprise, the offspring of private ingenuity and of increased knowledge of the laws of the material world. To such means, it behoves us to look for future improvements; and it will be wise to distrust every scheme or plan, however plausible, which would substitute for commercial enterprise, Government patronage, or hand over these great works of private enterprise to the direction and controul of State Authority.

**SOMETHING ABOUT GIPSIES.**—English, Irish, Scotch, French, Spanish, Portuguese, Italian, Greek, German, Prussian, and Turk, one may see in the streets of New-York every day, almost, if the eye and ear be opened; but we suspect that it is a new thing under the sun, to see an encampment of Gipsies in this neighbourhood or in this country. Passing along the road that skirts the Elysian Fields, leading to West Hoboken, the other day, we saw some two or three clusters of that singular people—of whom we here know so little, save what we read in books, encamped in the woods. There was the pot hanging from the cone of the three sticks over the fire, the women and children sitting on the grass, and the men working away in the tent near by, mending umbrellas, pots and kettles, and performing other duties pertaining to the honourable profession of tinker. There are three families of these Gipsies altogether, and each has its covered wagon, guarded by a balligerent-looking mastiff. The women and children have all the physical peculiarities of the Egyptian wanderers—plenty of glossy hair, dark, piercing eyes, but generally intelligent countenances, with tall, slender figures. As yet, they have but little communication with the Hobokenites. If they stay there long, in all probability some annoyances will be experienced, by the incivilities of the rascally "Rock Boys," who prowl about the neighborhood on Sundays. We are informed that the Gipsies arrived at this port a few days ago, in a vessel from Liverpool. They came from the vicinity of Durham and Newcastle, in Yorkshire, and are said to be the *avant couriers* of a very large detachment of the same tribe, who are coming to America, if these pioneers report climate, people, laws, &c., here sufficiently agreeable.

There were several Indian squaws at the Elysian Fields, a few days since. Somebody there contrived to turn their attention to the Gipsies, whose camp fires, on the green sward, were smoking in the distance. A wag intimated that the Zincali were Indians—but the resolute shake of the head, the contemptuous sneer, the pouting lip, and the 'nah, nah, in response, plainly indicated the Red Woman's hostility to honours of the suggested relationship.

The term *Gipsey*, as most of our readers are doubtless aware, is derived from the *Egyptian*. This peculiar race of people, as Putnam's 'World's Progress' informs us, made their appearance first in Germany, about A. D. 1517, having quitted Egypt when attacked by the Turks. They are the descendants of a great body of Egyptians who revolted from the Turkish yoke, and being defeated, dispersed in small parties all over the world, while their supposed skill in the black art gave them a universal reception in that age of credulity and superstition. Although expelled from France in 1560, and from most countries soon after, they are yet found in every part of Europe, as well as in Asia and Africa. Having recovered their footing, they have tried to maintain it to this day. In England, an act was made against their itinerancy, in 1530; and in the reign of Charles I., thirteen persons were executed at one assize for having associated with Gipsies for about a month, contrary to the statute. The Gipsey settlement at Norwood, near London, was broken up, and they were treated as vagrants, May, 1797. There were in Spain alone, previously to the year 1800, more than 120,000 Gipsies, and many communities of them yet exist in England; and notwithstanding their intercourse with other nations, they are still, like the Jews, in their manners, customs, visage, and appearance wholly unchanged.

## The Palaces of Rome.

In his sketches of things in the Eternal City, Mr. Greely avoids much of the common place stuff of most tourists, and treats us to something that is fresh, if not always entirely new. The subjoined paragraph discloses a fact that must be of great service to future visitors in Rome:

"Here let me say one word in justice to the princely families of Rome, whose palaces and immense collections of paintings and sculpture are almost daily open to strangers without charge, save the trifle you choose to give the attendant who shows you through them.—I looked for hours to-day through the ten spacious apartments of the Palace of the Orsini family devoted to the Fine Arts, as I had already done through that of the Doria family, and shall to-morrow look through others—all hospitably open to every stranger on the simple condition that he shall deport himself civilly and refrain from doing any injury to the priceless treasures which are thus made his own without the trouble even of taking care of them. I know there are instances of like liberality elsewhere; but is it anywhere else rule? and is it in our country even the exception? What American ever thought of spending half an immense fortune in the collection of magnificent pictures, statues, &c. and then quietly opening the whole to the public without expecting a word of compliment or acknowledgment in return?—without being personally known to those whom he thus benefited? We have something to learn of Rome in this respect. Some of the English nobility whom the press has shamed into following this munificent example have done it so grudgingly as to deprive the concession of all practical value. By requiring all those who wish to visit their galleries to make a formal written ap-

plication for the privilege, and await a written answer, they virtually restrict the privilege to persons of leisure, position and education.—But in Rome not even a card nor a name is required; and you walk into a strange private palace as if you belonged there, lay down your stick or umbrella, and are shown from hall to hall by an intelligent, courteous attendant, study at will the best productions of Claude, Raphael, Salvator Rosa, Poussin, Murillo, &c., pay two shillings if you see fit, to the attendant, and are thanked for it as if you were a patron; going thence to another such collection, and so for weeks, if you have the time. If wealth were always thus employed, it were a pity that great fortunes were not more numerous.

## England and America.

When Charlemagne saw the sail of the north men in the Mediterranean, he covered his face with his hands and wept, in a prescience of the future. When Queen Victoria, yesterday witnessed the triumph of an American sail in the Channel that washed her marine residence, she did what Charlemagne ought to have done—she took note of the excellence which achieved a victory, tacitly telling her subjects to profit by rivalry, and keep their proud place in the advance of nations.

Civilization, as we have often said, has hitherto been geographical. The merchant followed trade; and where the merchant opened his counting house, religion, and science, and morals set up their altars. The United States of America now occupy that place on the globe which presents commercial advantages unknown to all ancient and contemporary nations.

The territories of the transatlantic republic expand into worlds; and she reposes between the two oceans, one washing Asia, the other Europe. Her fields teem with plenty; her mines are inexhaustible; while her rivers obviate canals, and tempt trade and manufactures into activity thousands of miles from the Atlantic and Pacific. Nothing was wanting to the local enthronement of civilization but aptitude in the inhabitants; and history gives ample testimony to its abundant existence.

In a practical sciences we admitted no rivalry for more than a century; in trade we despised competition; and, since the haughty Hollander swept the Thames, we claimed, indisputably, the sovereignty of the seas. For some time, however, the Yankees have been quietly encroaching on our maritime privileges—not pushing us from the element whereupon our pride flung out the cross of St. George, but gradually creeping into an incipient equality.

They did this, not through accident or favor, but by the rigid applications of the great principles of commerce and science. They have, compared with ourselves, been equally enterprising—they have been more skilful; and, while we pay willing homage to genius, in whomsoever manifested, it is mortification that in our own waters, an American yacht won the prize from the yachts of all nations, and that an American steamer accomplished the quickest passage ever made across the Atlantic.

The Yankees are no longer to be ridiculed, much less despised. The new world is bursting into greatness—walking past the old world, as the America did the yachts at Cowes, "hand over hand." She dipped the star-spangled banner to the royalty of Great Britain, for superiority is ever courteous; and this graceful act indicates the direction in which our inevitable competition should proceed. America, in her own phrase, is "going-ahead," and will assuredly pass us, unless we accelerate our speed.—*Liverpool Times*.