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Auburn Democrat.

THURSDAY, DEC. 17, 1868.

At the Window.

BY THE AUTHOR OF "JOHN HALIFAX, GENTLEMAN."

Only to listen—listen and wait
For his slow, firm step down the gravel walk
To hear the click, click of his hand at the gate,
And to feel every heart beat thro' the careless talk;
Ah, love is sweet when life is young,
And life and love are both so long.

Only to watch him about the room,
Lighting it up with his quiet smile,
That seems to lift the world out of gloom
And bring heaven nearer me—for a while,
A little while—since love is young,
And life is beautiful so long.

Only to love him—nothing more;
Never a thought of his loving me;
Proud of him, glad in him, though he bore
My heart to shipwreck on this smooth sea,
Love's faith sees only grief, not wrong,
And life is daring when 'tis young.

Ah me! what matter? The world goes round,
And bliss and bale are but outside things;
I never can lose what in him I found,
Though love besorrow with half-grown wings:
And if love flies when we are young,
Why life is still not long—not long.

And Heaven is kind to the faithful heart:
And if we are patient, and brave, and calm,
Our fruit will last though our flowers depart;
Some day, when I sleep with folded palm,
No longer fair, no longer young,
Life may not seem so bitter long.

* * * * * *

The tears dried up in her shining eyes,
Her parted lips took a sainted peace;—
His shadow across the doorway lies;—
Will her doubts gather darker, or—cease?
When hearts are pure, and bold, and strong,
True love as life itself is long.

Fair Haven Harbor and the Commerce of Lake Ontario.

WHEAT, CORN, LUMBER, COAL, IRON.

The beautiful and capacious harbor of Fair Haven (formerly Little Sodus) is being rapidly improved by the General Government, and will soon be opened to the commerce of the great lakes. It lies in an indentation on Lake Ontario, in Cayuga County, N. Y., some fourteen miles southwest of Oswego, and in the southeast basin of the lake, which gives it a most favorable geographical position for commercial purposes. It is as near the great cities of New York and Philadelphia, and the great anthracite and semi-bituminous coal-fields of Pennsylvania, as any harbor on Lake Ontario, and much nearer than any harbor on Lake Erie.

The already large and rapidly growing commerce of the lakes, with the limited capacity of Oswego Harbor—now taxed to its full capacity—has made the improvement of Fair Haven a commercial necessity. This harbor has ample room to shelter the commerce of the lakes. It is two miles and a quarter long, two hundred rods wide, and from thirty to forty feet deep. It is of easy access in all weathers, the entrance being protected by the adjacent highlands, and it affords an excellent anchorage.

The obstacles that have heretofore prevented it from assuming a commercial importance will all soon be removed. The first obstacle was a sand and gravel drift across the entrance. This the General Government is now removing, and a deep safe entrance is being made, and protected by piers and breakwater extending several hundred feet into the lake. The work is well advanced, and the present season will open to any craft that floats on the lakes.

The other obstacle to its assuming a commercial importance was the want of a channel of communication to connect it with the seaboard and the coal-fields of Pennsylvania. Such a channel of communication will soon be supplied. THE SOUTHERN CENTRAL RAILROAD, now building, terminates at this harbor, and extends across the State, intersecting the Erie Canal and New York Central Railroad at Weedsport, the old branch of the New York Central at Auburn, and thence through a beautiful and productive valley to Oswego, on the New York and Erie Railway, and thence southwest in the Susquehanna Valley to the State line, where it will unite with the Pennsylvania and New York Railroad and Canal Transportation Company, which manages the lines running through the Susquehanna Valley at Pittston—the center of one of the richest and most extensive anthracite coal-fields on this continent. The road-bed of the Southern Central is two thirds done, and will be nearly completed the present season. A large portion of the bridging is done. The track-laying will soon be commenced, and in all probability completed next year.

The development and utilization of this splendid harbor, and the completion of the Southern Central Railroad, which will extend, as we have seen, entirely across the central part of the Empire State, and connecting with our present thoroughfares, will be an important addition to the public works of New York. It will add a new gate to commerce and a new channel for the accommodation of the great and vastly increasing business between the commercial and manufacturing East and the great agricultural, mineral, and lumber regions of the North and West.

We require and must have, more highways of communication between the East and the West—between the great lakes and our tide-water cities. The Niagara ship-canal should be constructed without further delay. The commercial interests of the country demand it, as well as national dignity, safety, and independence. The Lake Ontario Shore Railroad Company, of which Hon. Gerrit Smith is President, is organized to construct a road from Oswego to Lewiston on the Niagara River, passing Fair Haven, and will be an important link in connection with the projected New York and Oswego Midland Railroad, and other railroads at Oswego between the East and the West. Boston and Portland are making strenuous efforts to reach Lake Ontario and the West by new and improved routes; and while the Lake Ontario Shore Railroad will furnish them their Western railroad connection, joining hands with the grain, grazing, and mineral regions of the prairies, the Rocky Mountains, and California, Fair Haven and Oswego will form the harbors on Lake Ontario for their accommodation.

The commerce of Lake Ontario, now considerable, is destined to equal, if not to exceed, that of any of the great lakes. Its geographical position and the surrounding elements of commerce will give it that advancement. The construction of the Niagara ship-canal will let the commerce of the upper lakes down into Lake Ontario in large measure, from the *fact* that the southeast basin of Lake Ontario is more than a *hundred miles* nearer the great ocean markets of Boston, Portland, New York, and Philadelphia than Lake Erie. The great importance of this Lake communication between the East and the West lies in the fact, that Western productions can be moved on the great lakes toward Eastern markets for one fifth of the cost by rail.

Boston, Portland, New York, and Philadelphia will soon have new and improved channels of communication with Lake Ontario by shorter and lower grade lines of railroads. Portland has recently pledged her credit for seven hundred and fifty thousand dollars to attain that object. Boston, or more accurately Massachusetts, by her last Legislature provided five millions of dollars to prosecute her Hoosic Tunnel, which means a short and level route to Lake Ontario and the West. New York will have her Midland Railroad, and the cities of New York and Philadelphia will have their connection by the Southern Central and connecting lines at Fair Haven.

Heretofore the elements of trade on Lake Ontario have been made up principally from the grain-growing regions of the West and Canada, and from the Canadian pine-lumber district. The West sends now more than a hundred million bushels of grain down through the great lakes yearly. This amount will be doubled during the next ten or fifteen years, for the West is yet comparatively in its infancy in population and production.

The eight food-producing States contiguous to the great lakes—Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri—in 1850 contained a population of 5,403,566. In 1860 their population was 8,957,700. When they shall have become as densely populated as Massachusetts, they will contain a population of 61,893,894. In 1850 these eight States produced of wheat and corn 266,389,000 bushels. In 1860 they produced 485,181,000 bushels. It is evident from this data that the grain trade on Lake Ontario will go on increasing.

The great pine country of North America east of the Rocky Mountains is in Canada, and directly north of Lake Ontario. The Valley of the Ottawa alone embraces a region of country as large as the States of New York, Vermont, and New Hampshire, and is covered with a dense pine forest. It is estimated that the existing growth of pine would support a trade equal to that now carried on for a century to come. Nearly all the cities and villages on the north shore of Lake Ontario are important lumber points. The cities of Albany, New York, and, to a considerable extent, Philadelphia, derive their supply of pine lumber from Canada. A large portion of this lumber is shipped across the lake to Oswego. The want of room at that harbor is a great drawback on the trade, and will be relieved by the opening of Fair Haven. The iron deposits of Canada are attracting considerable attention, and will add to the commerce of the lake. The ore is being mined and brought out at Cobourg, and shipped to different points; a considerable quantity of this ore is taken to Pittsburg and there converted into iron. It has been fully tested, and found to be ore of a superior quality. Canada also produces considerable quantities of grain for export, which adds to the commerce of the lake.

Heretofore the south side of Lake Ontario has furnished no very considerable element of trade for the lake. A want of "equilibrium," or return freight, has been felt by the grain and lumber vessels trading in its basin. The defect has been partially supplied at Oswego in coal; but on account of the limited capacity of that harbor, no considerable amount of coal has been shipped. This "equilibrium," will soon be fully supplied. The construction of the Pennsylvania and New York Railroad to the New York State line, and connecting there with the Southern Central, which runs across the State of New York as before stated—terminating at Fair Haven, will form a direct and easy channel for the transportation of the anthracite and semi-bituminous coal of the Susquehanna Valley to Lake Ontario. This combination will make Fair Haven the principal coal depot on the lake.

Pittston is on the Susquehanna River, and the center of the Wyoming and Lackawanna Coal Basin, and is the most northerly anthracite or hard-coal depository. The basin is some fifty-five miles in length with an average width of three and a half miles, and is estimated to have a capacity 14,768,000 tons—a quantity sufficient to sustain a trade equal to that of 1866 for 1,969 years. We give these figures to convey an idea of the magnitude of the coal resources of Pennsylvania, as well as to show the elements of trade on Lake Ontario. Canada has no coal, and the great West has no anthracite or hard coal.

This useful article of fuel will be carried as ballast on their return trips by the vessels which come down loaded with grain from the upper lakes. It will be carried also across the lake in the returning lumber vessels. Toronto already consumes 60,000 tons of coal annually. It will soon be used in smelting the iron ores of Canada, which can not be successfully done with charcoal.

A few words more in conclusion. It is believed that the magnitude of the lakes, and the commerce now carried on over the waters, are not generally appreciated. These lakes are truly inland seas; they have an aggregate length of one thousand five hundred miles, and it is estimated that they contain five sevenths of all the fresh water of the globe. On their picturesque shores are springing up the most flourishing cities and villages of this continent. Fair Haven itself is a surpassingly beautiful spot, and although it has now only the nucleus of a village, we venture the prediction, that its geographical and other natural and acquired advantages will make it a thrifty village, and in due time something *more*.—*The Phrenological Journal.*

Take your Home Paper.

An illustration of the policy of trying to save two dollars and thereby losing hundreds, occurred not a hundred miles from Champlain during the past season. A man, whose name we will withhold at present, was too penurious to take his county paper. He had a mortgage of some $1,900 against a certain parcel of real estate, the owner of which was otherwise involved, and a suit in the District Court was commenced by his creditors and the aforesaid mortgagee was made a nominal party to the suit, as he had an interest in the real estate. He being absent from home temporarily, service could not be had at the proper time, and hence the notice of the suit was published, as required by law in such cases made and provided. He never had the paper, and, consequently, knew nothing of the suit. The case went to court, and was decided in favor of the plaintiffs. The above defendant failing to appear as per notice, default was entered against him, and by order of the Judge, the mortgage was canceled upon the county records, and the land sold by the sheriff to satisfy said judgment. Some time afterward, the man holding a mortgage, went to look after his interests, and found that his claim to the land had been canceled, and that he was $1,900 out of pocket. That amount can only be recovered by a suit in the District Court at an expense of one or two hundred dollars, enough to pay for the county paper for himself and the children during their natural lives. The above is a fair illustration of the penny wise and pound foolish principles of some men. In this community such men are very few—thank heaven.

The First Locomotive.

A HISTORY OF THE TRIAL TRIP.

Major Horatio Allen, the engineer of the New York and Erie Railroad, gives the following account of the first trial trip made by a locomotive on this continent:

"When was it? Who was it? And who awakened its energies and directed its movements? It was in the year 1828, on the banks of the Lackawaxen, at the commencement of the railroads connecting the Canal of the Delaware and Hudson Canal Company with their coal mines—and he who addresses you was the only person on that locomotive.

"The circumstances which led to my being alone on the road were these: The road had been built in summer: the structure was of hemlock timber, and rails of large dimensions notched on caps placed far apart. The timber had cracked and warped from exposure to the sun. After about three hundred feet of straight line, the road crossed Lackawaxen creek on trestle work about thirty feet high, with a curve of three hundred and fifty-five to four hundred feet radius. The impression was very general that the iron monster would either break down the road, or it would leave the track at the curve and plunge into the creek.

"My reply to such apprehensions was that it was too late to consider the probability of such occurrences; there was no other course than to have a trial made of the strange animal which had been brought there at great expense; but that it was not necessary that more than one should be involved in its fate; that I would take the first ride alone, and the time would come when I should look to the incident with great interest.

"As I placed my hand on the throttle-valve handle, I was undecided whether I would move slowly or with a fair degree of speed; but believing that the road would prove safe, and preferring, if we would go down, to go handsomely, and, without timidity, I started with considerable velocity, passed the curve over the creek safely, and was soon out of hearing of the vast assemblage. At the end of two or three miles I reversed the valve, and returned without accident, having thus made the first railroad trip by locomotive on the western hemisphere."

Curious Freaks of Divorce and Marriage.

A curious matrimonial affair recently transpired in Brooklyn. The parties are not in high life nor known to fame, but their histories are nevertheless interesting. Ten years ago, a couple, recently married, moved from Boston to the city of Churches, where the husband set up in business and prospered. His business at his office was better than at home, for his married life was unhappy, and, about five years ago, the parties managed to secure a divorce; they gradually lost traces of each other, and during the past year each of them married, and each to a person who had been divorced. The two husbands were thrown together, and a few weeks ago the one who had married the divorced woman invited the other home to dinner. Imagine their embarrassment when the happy husband introduced his wife to his friend, who proved to be his former spouse. Both were too well bred to have a scene, and so the dinner passed off somewhat frigedly, but with no actual unpleasantness.

The recipient of the dining courtesy invited the other to go home with him soon after and partake of a family dinner, little thinking, as it it hapened, that he was to return the compliment in every particular. It turned out that each had married the divorced spouse of the other, and it was more satisfactory to them to know that each was entirely pleased with the arrangement. So much for the intricacies of matrimony.

Remarkable Case of Petrifaction.

The Troy *Press* of Nov. 1, says: About six years ago, Mr. Amos Broughton died in Wayne county, in this State, and was buried there. After his death his widow and children moved to Buskirk's Bridge, in this county, where they now reside. A few days ago the family of the deceased resolved to bring the remains of the father from Wayne county and have them deposited in a cemetery near their present residence. In furtherance of this purpose the grave was opened and the coffin exposed, but all ordinary efforts to lift it from its position proved ineffectual. The coffin lid was therefore removed, when it was found that the body was in the most perfect state of petrifaction. It was covered with a dry mould, which when removed, revealed a surface almost as white and pure as marble. The body showed not the least particle of decay. Every feature and lineament was perfectly preserved, and when stood upright, it presented the appearance of a finely chiseled statue. When Mr. Broughton died, he weighed about 200 pounds, while the remains had increased in weight by petrefaction to 800 pounds. Before the body was interred at Buskirk, it was seen by the family, friends and many others there. It is the most perfect and wonderful instance of petrifaction of human remains that has ever come to our knowledge.

New Silver Discoveries in Nevada.

Late California papers gives futher accounts of the newly discovered silver mines in the "White Pine" district in Nevada, concerning which some brief but fabulous statements have been published. These mines were discovered in April last, and though the process of their development has been comparatively slow, probably owing to the difficulty of transporting machinery in such a rugged country, late accounts from respectable sources, which may be received as approximating the truth, give promise of important results from the working of the mines.

The "White Pine" district is cold and snowy. The mines are much more elevated than those on the Comstock range. There are few or no houses in the country; the inhabitants living in tents or brush houses. In April last, eight feet of snow covered the ground in the neighborhood of the mine. Very few persons will attempt to winter there; but in the spring there will be emigration from all parts of the country to the new mines. A good deal of rich ore has been taken out, and will be reduced as soon as the machinery of the mills can be put in operation. One account speaks of ore, which is expected to yield from $5,000 to $10,000 per ton. This is selected ore, and from a lode which is regarded as especially rich. A mill is nearly completed which will have capacity for the reduction of ten ton of this ore daily.

A short time ago, there was in this whole region a population of fifteen hundred souls, divided among three towns or camps, with only some ten women (wives of settlers.) All the newspapers of that part of the country agree in advising "prospectors" not to think of going to White Pine until spring.

Jenny Lind and the Birds.

I remember hearing a stage driver's story of Jenny Lind, when she was riding in the country. A bird of brilliant plumage perched on a tree near, as they drove slowly along, and trilled out such a complication of sweet notes as perfectly astonished her. The coach stopped, and, reaching out, she gave one of her finest roulades. The beautiful creature arched its head on one side, and listened deferentially; then, as if determined to excel his famous rival, raised his graceful throat and sang a soug of rippling melody that made Jenny rapturously clap her hands in ecstasy, and quickly, as though she were before a severely critical audience in Castle Garden, delivered some Tyrolean mountain strains, that set the echoes flying. Whereupon Little Birdie took it up and sang and trilled and sang, till Jenny, in happy delight, acknowledged that the pretty woodland warbler decidedly outcarolled the great Swedish Nightingale.

English and American Women.

Dr. Holland ("Timothy Titcomb") writes from England to the Springfield *Republican*:

"I confess to a little disappointment in the Englishman physically. No American, passing through the streets of London, would imagine that he was among a people superior, physically, to his own. I speak only of the men. The English woman is larger and stronger than her American sister, but I am yet to be convinced of the physical superiority of the Englishman to the American. * * * I have the authority of a competent and candid English woman for the statement that the American woman is the handsomer. There can be no question, I think, that the average American girl is more beautiful than her cousin across the water. She has greater delicacy of feature, and genally a finer make-up. She matures earlier, and it is quite likely, fades sooner, but the fact that she is prettier is not to be disputed. The girl here is, also, under the usages of English society, a suppressed creature, without the freedom that favors vivacity. The American girl is perfectly at home in society before the English girl sees society at all, or has ever been permitted to escape the eye of her governess or her mother.

"The American girl may be much too forward, but I am sure that the English girl suffers by too great bondage. Female education in the two countries differs greatly, and, singular as it may seem, the education of the English girl is more showy than that of the American. As a general thing, the English girl knows little or nothing of mathematics and the natural sciences. These branches in America absorb a great deal of time, as you know; and you will find multitudes of American girls who are adepts in them. That, in the education of the English girl, which strikes an American, is their knowledge of language, of literature, of music, and of drawing. Everything which contributes to show in society is acquired by the English girl. I cannot recall among my English travelling acquaintances a lady who could not speak French, and several of them have spoken French, Italian and German with entire facility. With these languages at command, with a wide acquaintance with history and *belles lettres*, and with the accomplishments of sketching, and playing the piano, it must be acknowledged that the English girl shows for all that she is, and that for social purposes her acquisitions are greatly superior to those of the American girl."

A Notable Woman.

M. Guizot occupies a column of the Paris *Debats* with an "In Memoriam" article on the late Countess Foy. This distinguished lady accompanied her husband throughout the Peninsular war, from the year 1808 to 1814, sharing in the dangers of the field of battle whenever woman's care and woman's sympathy could mitigate the sufferings of the wounded, or soothe the last hours of the dying. On peace being restored to Europe, the General devoted the energies of his powerful mind to the politics of his country, and died of the fatigue he went through during a prolonged debate at the Chambers. His widow retired from society, and gave herself up wholly to the education of her children, for whom she accepted the donation offered by government in acknowledgment of the General's services, although she refused her own share. The revolutionary party petitioned that her young sons should appear in the procession at General Lamarque's funeral. The countess, although a liberal, replied that at an age when they could form no judgment of their own, she had no right to compromise their future career. Her brilliant intellect, surpassing memory, and perfect simplicity, made her society a pleasure and a privilege.

New Postal Convention.

The new Postal Convention just concluded with the United Kingdom, which goes into operation on January 1st, 1869, establishes the following rates of international postage, namely:

First. Letters, 12 cents per single rate of 15 grames half ounce in the United States, and six pence (twelve cents) in the United Kingdom; prepayment optional; a fine of five cents in the United States, and two pence (four cents) in the United Kingdom, will, however, be levied and collected in addition to the deficient postage on each unpaid or insufficiently prepaid letter received by one country from the other.

Second. Newspapers two cents each in the United States, and one penny each in the United Kingdom, if not exceeding four ounces in weight.

Third. Book packets, including printed papers of all kinds, &c., &c., and patterns or samples of merchandise, including seeds and grain; when not exceeding one ounce in weight, two cents in the United States, and one penny in the United Kingdom; when exceeding one ounce and not exceeding two ounces in weight, four cents in the United States, and two pence in the United Kingdom; when exceeding two ounces and not four ounces in weight, six cents in the United States, and three pence in the United Kingdom, and when exceeding four ounces in weight, an additional rate of six cents in the U. S., and three pence in the United Kingdom will be charged for every additional four ounces or fraction thereof.

The postage chargeable as above upon all articles of printed matter, including patterns or samples of merchandise, must be fully prepaid at the mailing office in either country, and is in full to destination. The receiving country delivering the same in all cases without any charge whatever.

"He that Governeth Himself," &c.

There is little gained and much lost in losing one's temper. Anger unbalances us, and makes us the prey or the sport of the less irritable. We say and do things under the influence of anger which we afterwards bitterly regret. Anger lessens our power and lowers our dignity. When the sacred writer says: "He that governeth himself is fit to sit with the king," he means the government of temper. The power to quell our rising tempests of passion, to say to the provoked spirit, "Peace! be still!" this is a mighty power. This brings man sovereignly to the judgment seat of his highest reason and conscience.

The Proverbs have it, that "a soft answer turneth away wrath"—that "anger consumeth the heart of man"—that a "contentious woman destroyeth the peace of the household." A christian temper—peaceful, charitable, kindly, considerate, and forgiving—what else can give so great a charm to character, or shed such lustre on the soul? The atmosphere of such a temper is fruitful of blessedness. There all is sunshine and blossom of spirit.—There are no social frosts, or clouds, nor storms. Childhood is softened by its example, and old age under its influence reveals the freshness and mellowness of youth.

O, that the Angel of peace might visit every home of man, and sweeten the contentious tempers that make so much daily life a wearying, withering curse.

Giving Joy to a Child.

The following beautiful extract is from the pen of Douglass Jerrold:

"Blessed be the hand that prepares a pleasure for a child, for there is no saying when and where it may again blossom forth. Does not almost everybody remember some kindhearted man who showed him a kindness in the dulcet days of childhood? The writer of this, recollects himself as a bare footed lad, standing at the wooden fence of a poor little garden in his native village, while with longing eyes, he gazed on the flowers which were blooming there, quietly in the brightness of a Sunday morning. The possessor came forth from his little cottage; he was a wood-cutter by trade, and spent the whole week at work in the woods. He had come into the garden to gather flowers to stick into his coat when he went to church. He saw the boy, and breaking off the most beautiful of his carnations—it was streaked with red and white—he gave it to me. Neither the giver nor receiver spoke a word, and with bounding steps the boy ran home.—And now here, at a vast distance from that home, after so many events of so many years, the feeling of gratitude which agitated the breast of that boy, expresses itself on paper. The carnation has long since withered, but now it blooms afresh."

Common Absurdities.

To say after anything happens, "I knew it was going to take place."

To ask a merchant if the article he sells you is of the first quality.

To carry "bricks" in your hat and flatter yourself you can keep them hidden from the world.

To think you must win a lawsuit because you have the law and evidence on your side.

To put salt in your soup before you have tasted it.

To tell a gentleman of whom you would like to borrow money, that you urgently need it.

To think that the great difficulty in life is to find *opportunity* for the talent, and not the talent for the opportunity.

To say that you have no "leisure," instead of that you have no disposition to improve your mind or to do good.

To make a foolish "match" and then ask a friend's advice.

The *Scientific American* cautions the public against the use of adulterated vinegar. The heavy Government tax on alcohol has raised the price so much that resort is had to a cheaper substance to give the required acidity to vinegar. For this purpose, sulphuric, nitric, and hydrochloric acids are all used; though sulphuric acid, as the cheapest and sourest thing that can be found, is chiefly used. This, however, is very destructive to pickles, and whatever is placed in it for preservation, and very injurious to the health of those who use the vinegar made of it. A gallon of the stuff called vinegar can be made for a cent or two from sulphuric acid and water, with some coloring matter. To detect the presence of sulphuric acid, take a small quantity of the vinegar in a clear glass and drop a few drops of the chloride of barium into it, or the nitrate of baryta. If the liquid presents a cloudy appearance, there is sulphuric acid in it, and it should all be returned to the manufacturer or turned into the gutter.

HEAT IN MINES.—A curious fact has been lately brought to notice in regard to the Nevada silver mines. Heat, not water, is the chief enemy encountered after reaching a great depth, and instead of pumping out water, the companies have to pump in air. A Nevada paper says:

"The increase in the heat of our mines is now beginning to give many of our mining companies more trouble, and is proving a greater obstacle to mining operations in those levels lying below a depth of one thousand feet, than any veins or 'pocket' deposits of water yet encountered. A number of the leading companies on the Comstock are now engaged in putting in engines to be used expressly for driving fans for furnishing air to the lower levels, forcing it through large tubes of galvanized iron. With this increase of heat in our mines, comes a great decrease of water; in fact, in our deepest mine—the Bullion, which has attained the depth of twelve hundred feet—not a drop of water is to be seen; it is as dry as a lime kiln, and as hot as an oven. In the lower workings of the Chollar-Potosi mine, which are a perpendicular depth of eleven hundred feet below the surface, the thermometer now stands at one hundred degrees—a frightful heat to be endured by a human being engaged in a kind of labor calling for severe muscular exertions. Here, also we find the water to have decreased, till there is at the present time a very insignificant amount, it being necessary to run the pump but four hours out of the twenty-four."

ACCORDING to a recent calculation as to the condition of the working people of the United States, the average life of American mechanics is estimated at 46 1-2 years, and the average number of days of work in this climate at 250 in each year. The average expenses of an adult for board and clothing in the seaboard cities are calculated at about $300 a year. On the supposition that a laborer is paid on an average $3 per day for his work for the 250 working days, he will receive $750 a year. Deduct price of board and clothing, $300, and there is left $450 for all expenses of keeping a family, for amusements, education, and contingencies. The sum, it is asserted, is insufficient in many instances. The average working years of a laboring man being estimated at about 20, his total earnings in an average lifetime, with 250 working days in the year, at $3 per day, would be $15,000.

MUMMIES.—Four hundred mummies, it is stated, were cast up by the earthquakes in Lima, and stand in long lines facing the sea, a ghastly regiment, and a grand chance for a photographer.

The late convulsions greatly disturbed the sea even to the Sandwhich Islands, and probably beyond. Captain G. S. Hill of the ship, *Orient*, lying off the Chinca Islands, writes vividly of his experiences and perils, under date of the 25th of August. He says: "On the afternoon and through the night of the 13th instant, we felt several shocks of earthquake, vibrating the ship as though we were striking the bottom. At 8 1-2 P. M. a large wave passed between the islands, tearing adrift every ship's stern moorings, and many of their bower anchors—all ships lay moored here with both bowers, and also stern anchors—throwing about thirty ships into a confused mass in about a quarter of a square mile, cutting and tearing others to pieces, and doing a very great deal of damage; some with their anchors gone, and others with their chains round each other. Such a mess was never seen at this place before. The *Orient* had a very narrow escape of losing her bones at the Chinchas. Such another night I hope never to pass again. We dragged home our stern anchors, as also both bower anchors, and swung around and to all appearance were thrown against the rocks. But we did not strike. The current run past the rocks with such tremendous force that it kept us fifteen or twenty feet from the rocks, and there we lay the whole night, expecting every minute to strike and sink in fifteen fathoms water; but Providence smiled on us, and we have come off without a scratch to the hull or spars.

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