

We have, with great satisfaction, visited the new American vessel "Vandalia," in company with a friend who combines practical with scientific knowledge, and by whose assistance we are enabled to give a pretty accurate description of her.

She is 20 feet 2 inches wide, and 90 feet long, and can consequently go through the Welland Canal. She carries 110 tons—draws within light 2 feet 6 inches, with her machinery—loaded, about 5 feet, depth of hold 8 feet.

She has cabins on her deck, which more than make up for the room occupied by her machinery below, and which are neat and commodious. She is a splendid looking vessel; the chimney being very far aft, by no means detracts from her appearance.

Messrs. Dimas & Wood, at Auburn. The boiler is on the locomotive principle, with about 100 pipes running through it, and when the steam is discharged into the funnel the draft is excellent.

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con's "He, too, is gone!"—the last Oh, myriads! Heaven; the last blood of the Olenogras to be shed by an Italian assassin!

From the Monthly Review. THE RELATIVE COST AND ADVANTAGES OF MANUFACTURED IRON, AND TIMBER ROADS.

A Macadamized Road, with a metal ball 16 ft in width, and 10 in high, will in practice require about 350 tons of broken stone, of 216 feet long, per mile.

The cost of stone necessary varies in different parts of the Province in the West, in District, as well as in parts of others, there is literally no stone for many miles together.

With the above prices the road will be as good as new at the end of eight years.

Calculation of the cost of a Plank Road for the term of eight years, including repairs, interest of money expended, &c. &c.

Table with 2 columns: Description of road types and their respective costs per mile.

It is assumed in this estimate, that both roads are in a perfect state of repair and as good as new at the end of the period.

It is further round the side of an average than over the top of it.

A very mistaken practice has prevailed in Canada in the method of repairing macadamized roads.

The first mile of macadamized road made in Upper Canada, namely, that on Yonge Street, near Toronto, was constructed in 1842.

The following is a calculation of the cost to the Public of a Macadamized Road for a period of eight years.

Table with 2 columns: Description of road types and their respective costs per mile.

It must be recollected that this is the very lowest price at which stone can be procured in the Upper Province, when it can be procured at all; and that 20% for breaking is lower than it is generally.

In order to form a proper estimate of the advantages of plank roads, it should be recollected, that the cost of breaking stone, and of carting it to the site of the road, is about £2000 per mile, and the Brockville and St. Francis, the cheapest road yet made, about £1300 per mile.

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The plank road between Toronto and Rangey is three inches thick and sixteen feet in breadth, laid on a bed of broken stone, and supported by four wooden timbers.

The timber for this road was supplied, and the whole work done by contract, and cost the public £2000 per mile.

The forming of a road through a settled country where the greater number of stumps have been removed or have decayed, may be estimated at about £1000 per mile, but this supposes that the ditches have been tolerably well taken up and the water carried off.

It will be safer, however, to estimate for twenty miles together, including culverts, and the necessary improvement to the drains, £2500 per mile.

It is believed that a plank road will last at the very shortest period eight years, and very probably four or five years, and that, if well repaired, it will not require to be renewed in a shorter period.

Part of the plank road alluded to has been laid five years, and has required no repair. In order, however, that the statement with reference to plank roads may be fully correct, it has been made in every way rather to exceed the actual cost than to be below it.

At the end of five years, 100 0 0
Six years, 120 0 0
Seven years, 140 0 0
Eight years, 160 0 0

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The following is a calculation of the cost to the Public of a Plank Road for a period of eight years.

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The clear sky of the land's fire fame was slightly clouded by some writers attempting to show that he never wrote or never existed; these unwelcome doubts, Mr. Macgregor engages on the arena of a preliminary dissertation, and utterly disproves them, showing the certainty that Ossian really lived and sung.

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