

saint. Great was the keeper's astonishment at the sight of his ward, and greater still at the extent of mischief he had perpetrated, and had he been in a "fit condition" to receive correction, would doubtless have got it on the spot. Meanwhile the tale got abroad that the elephant had proved himself as good a *drinker* as he was a *puzzler*, and many went to see him in the evening after his carousal, who had not intended but for his night's exploit.

MATRIMONIAL.—The Paris Journal des Débats for several days published proposals in behalf of a lady, young and well-bred, for an opulent and suitably educated protector. In pursuance of this arrangement numerous missions were addressed, by return of post, to the protege of the Journal, the authors of which each received an invitation to repair at midnight on the 4th of December, to a certain part of the Garden of the Palais Royal, with a bouquet of violets in hand; there to meet the mysterious lady.

Accordingly, between noon and one o'clock, there assembled at the appointed spot, units of fifty individuals, belonging to the different classes of society:—fops in vanished boots, men of letters, annuitants, bachelors, officers in both services, young men from the competing house and the schools, advocates, auditors of the council of state, artists, &c., the gray-haired, the beardless, and men of middle age, all wearing in the button-hole or the hand, a beautiful bouquet of violets, symbolic of the most perfect love.

At one o'clock the lady had not appeared; at half past one the lovers still lingered, but the embers of their hope were fast expiring; and at two, they had all disappeared.

The rivals kept themselves carefully apart from each other; but some of them observed, previously to their departure, to cast angry glances toward the windows of a neighboring cafe, where through a curtain cause, one could see a host of young women, actresses and dancing girls, mingling with their joyous libations, snatched peals of merriment, which seemed to be addressed to the amorous expectants in the garden.

WHY THE CORONER'S COURT SHOULD SOMETIMES BE A CLOSED ONE.—Yesterday, after an inquest, in answer to an enquiry, Mr. Walker, M.P., said that the Coroner's Court was not an open one, and that being strictly a court of enquiry to ascertain the guilt or innocence of parties, and not to put them on their trial, in hundreds of cases the end of justice would be defeated if the Court were open, and its proceedings published. For instance, if such were always to be the case, the guilty parties not in custody, might be present at the inquiry as mere accusers, and thereby obtain such information as might enable them to escape, or to evade the law. The inquiry on the body of Lord William Russell was an open one, and Coroners, not then in custody, had the means of ascertaining all that transpired, and of taking his measures accordingly. At the two open inquiries held on the body of Mr. Weetwood, murdered and robbed in Princess-street, Soho, the murderer, a tradesman in the neighbourhood, was present, and the evidence he heard taught him how he might escape. When accused parties were in custody, and brought before him, then his Court should be an open one, and every facility given to respectable and real reporters. He did and would exclude certain persons calling themselves reporters; for their conduct was most vile, and it was only last week that one of them obtained ten shillings from a woman in Welbeck-street, on a promise that he would suppress an inquest held on her servants. The same evening he sent another person, who saying he knew all about the case, intimated that he would report unless he, like the other received ten shillings. He did receive that sum, and after all they published the case. Such scandalous practices, over and over again repeated, made him particular as to the reporters he admitted to his Court.

TREATMENT OF A HINDOO DEITY.—Lord Combermere brought a Brahmin ox from India, and presented it to His Majesty. The "natural viciousness of the sacred animal" rendered its confinement necessary. It was visited by the Queen and Prince Albert, and, as the newspaper account states, "greatly admired for its beautiful symmetry and immense size." Having been so admired, it was forthwith sentenced to execution.

It is to be hoped that Her Majesty's millions of Hindoo subjects will not learn the fate of their deity.

After it was killed, it was, says the report, beautifully dressed for the inspection of Prince Albert and the Royal visitors at the Castle-dressed, not by the cook, but the butcher.

The Hindoo deity weighed 130 stone; its heart ten pounds. The hump of the deity was, by Her Majesty's command, cured and saluted for the Royal table. The skin of the deity is to be tanned and used as a heart-sing. The horns of the deity are to be polished.

What would the Hindoos think of all this, if by any chance they should hear it?

And what a reverse of fortune was that of this ox! Worshipped in one part of the world, imprisoned in another; then slaughtered, its hump eaten by the Queen of its worshippers; its skin made her heart-sing; its horns stuck up in a hall.

This, should it be known, will be a set-off to the gates of Somnambul, and give the Mahometans the laugh against the Hindoos.

NEW STEAM BOAT OF GREAT SPEED.

The incredible rapidity with which space can be traversed by means of railroads is well known. It is true that the ordinary conveyances only go from 20 to 24 miles an hour; this speed appears to be that, in fact, which best conciliates at once the objects of commerce with the safety of the passengers, the economy of time, and the preservation of the engines. But when there is no fear of breaking a little danger, when the chances are much less than is generally supposed, in the event of an accident, it can be easily obtained. It is thus that we have seen the distance of 118 miles from London to Bristol by the Great Western passed in 90 minutes; and we all know that our celebrated Newcastle Engineer has offered to construct machines capable of doing 100 miles an hour.

The Hindoo steam-boats have been incapable of realising anything like an equal speed; and sea-voyages are always made with a fatiguing slowness which too often prevents their being undertaken, however useful they may be. Our best steam-boats sail 20 miles for the voyage, and 20 miles for the return; to return from Liverpool and New York, may be easily performed in five or six days at most.

Such are the indications of the most careful calculations. We wait impatiently the result of the experience which is now preparing. *

THE BRITANNIA FROZEN IN BOSTON HARBOUR.

The cold has been so intense that the Harbour was completely frozen up. The Steamer Britannia would not be able to sail until a passage was cut through the ice. The following are the particulars.

BOSTON, January 30th.

The agents of Messrs. Haraden & Co., report that the Britannia is frozen up, and so far as can be seen she was likely to remain there for some days to come. The harbour was frozen over to the Narrows. The thermometer on Monday morning at Boston stood two degrees below zero. Salem harbour is frozen up, so as to prevent vessels from going out or coming in. The ice, it is said, extends as far as Baker's Island. Portland harbour is frozen over, so that the people cross on the ice, and from Cape Elizabeth, which has not been frozen for several days.

The Boston Man of Tuesday remarks:—

The Britannia is advertised to steam for Liverpool to-morrow; but how she is to get out of the harbour is a question for the members of the stone house in Charleston to solve. She is apparently locked in ice, as we were last night in the arms of Morphus.

The weather for the last twelve days past has been the coldest that I ever experienced. The thermometer at 8 o'clock this morning indicated 16 degrees below zero. The weather though cold is pleasant, and the slighting excellent.

At Boston, on Tuesday, there was a meeting of the merchants held, at which a \$3000 were subscribed to defray the expense of opening a passage through the ice in the harbour, to secure the ingress and egress of vessels. The result of the experiments as far as known will be found in the following paragraphs from the Boston Transcript of Wednesday Evening.

Operations were commenced yesterday afternoon, immediately after the meeting of merchants, by Mr. Hunt, the pilot who undertook the labor, and considerable progress was made. This morning the work was renewed, commencing with a force of 500 men, but owing to the intense cold, and the rapid formation of the ice, and the strong wind from the North, the men were unable to work, or even to keep their feet upon the ice, and we learn that most of them have returned to the City, and the work for the day is suspended, several of the men being frost-bitten.

We learn that a despatch was sent to Fresh Pond, for the ice ploughs, apparatus, &c., and these will be put on the wok forthwith.

We still trust a passage will be opened by noon to-morrow, and that the Britannia will go to sea at the appointed hour.

FEBRUARY 2nd.

The most vigorous measures were taken in operation, during the whole of yesterday, to effect the opening of a ship passage from the wharves of our harbour to the sea. A large body of men were employed in ploughing, and otherwise cutting up the ice—and their efforts were attended with great success. The weather, although quite cold enough, has very sensibly moderated from the temperature of the preceding eleven days. There is every reason to believe that in the course of the afternoon of the present day, a passage will be opened through the inner or body of ice covering the surface of our harbour, sufficient to admit the passage of all outward and inward bound vessels.

During the whole of yesterday, our harbour presented a scene of unusual liveliness and gaiety. Besides the large number of men employed in cutting out the passage, the surface of the ice was thronged by thousands of persons—some viewing the operations of the workmen, some amusing themselves in skating, some enjoying the novelty of perambulating the harbour, and others regaling themselves with a sleigh ride on the ice. The appearance of such a vast number of our citizens, the bold youth, has been very remarkable, and appears to have been equally so in the latitudes nearly corresponding in the United States. The Salem Observer says:—

An observer of the heavens cannot but be gratified at the beauty of our sky presented on some clear evenings of this winter. The moon always reflects light on the ice, and the stars, while the sky is bright, are very remarkable, and appear to have been equally so in the latitudes nearly corresponding in the United States. The Salem Observer says:—

THE BRILLIANCE OF THE HEAVENLY Bodies during the clear and intensely cold nights of the last month, has been very remarkable, and appears to have been equally so in the latitudes nearly corresponding in the United States. The Salem Observer says:—

To speed sea on land travelling, as far as speed, has been a great desideratum; and Mr. Newton of Chancery Lane, Civil engineer, has got for an intelligent foreigner, has just taken out a patent for introducing into the United Kingdom a new kind of steam boat from which we can get the most important results; as, in fact, to operate the same revolution in steam-boats as the invention of the locomotive, by Stevenson, has operated in our stages.

In nothing else than reading it on water, and that with more avidity than on land, in my present direction, by means of a floating railroad, or sailing boat, appears the greatest simplicity, and which presents over the ordinary steamer all the advantages which a coach can have over a dredger.

This boat, named on the patent, from its name, Mandator, is nothing more than a large horizontal cylinder or hollow drum, entirely upright, having 20 to 30 feet of diameter, from 30 to 40 feet in length, constructed in sections, with

iron fastenings and with furnished, externally flat-bound sides, entirely watertight. Both the ends of this drum or cylinder are closed, except at the centre, where circular openings or ports, six feet in diameter, are left for the purpose of admitting air and light into the interior of the drum. The apparatus is constructed of sufficient dimension, so as to cause the lowest part of the aperture always to be considerably above the surface of the water.

Inside this cylindrical boat, and extending all round it in the form of rings, of equal distane from the two ends, is disposed an endless iron rail-road consisting of two rails, on the lower part of which is placed, as on an ordinary railway, a four-wheeled locomotive engine. The movement of this engine when in motion is similar to a squirrel's in its cage, thereby making the boat revolve and advance along the surface of the water; the engine itself, however, always remaining in a horizontal position.

The locomotive engine supports a horizontal platform, furnished with about 30 easy chairs and several tables, and other conveniences for the passengers. The fuel and other materials that are required for the engine are contained in receptacles arranged under the flooring. The chimney for conducting the smoke issues through one of the portholes. The iron plates forming the external covering of the ends are put together, so as their diameter extends a little beyond the edge of the float-boats, which are thus placed, as it were, in a multi-course. The space between two consecutive float-boats is thereby enclosed at the ends, thus forming an open box; so that all the vessel provides these boxes to enclose the air and carry it with them under the water, and thereby to support the short iron which envelopes the cylinder from coming in contact with, or resting on, the surface of the water, as being supported upon a bed of air, it rests above the water, but the floats or paddles plunge sufficiently in the water, so that its resistance may never permit a movement of rotation without at the same time being accompanied with a movement of place.

By this means, the resistance of friction on the part of water, which the ordinary steamers are obliged to overcome by throwing an immense weight behind them, in order that they may advance, is entirely destroyed.

The platform, or floating, placed above the locomotive may be protracted on the right and the left through both portholes; from each of their extremities the rudder and the compass are suspended, by means of a pulley, to the deck, the steering is effected by means of a rudder, and the compass by a gyroscope, so as to make a turn of 360 degrees, and to bring the vessel to any point of the horizon.

The weight of cargo being placed as ballast in the lowest part of the cylinder, the length of which is equal to one and a half the diameter, the apparatus possesses naturally great stability; and there is no danger that the most violent transverse wind can make upset, or even give it an incline, so as to overturn it; it can only make a gyroscopic turn, and besides, as can be seen by looking at the

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