

INTRODUCTORY LECTURE.

Read at the Raleigh Mechanics' Association, at the opening of their course, July 12th, 1841.

BY JAMES B. SHEPARD, ESQ.

As the statue of Memnon, when played upon by the beams of the ascending sun, gives forth music beautiful though not its own, so your speaker, unaccustomed to the practice of sweet and graceful elocution, may yet, by the cheering smiles of your confidence and approbation, and by the intrinsic excellence and magnitude of the cause he represents, be enabled to diffuse over the space through which he shall travel, the lights of reason, order and eloquence.

This occasion, gentlemen, and the recollections it arouses, are of a character to play nobly upon the feelings, and to expand and elevate the heart. We are met with no superior save the laws of the country and the customs of the place; with no equals save those whom intelligence and honor and personal independence may have conspired to designate and dignify.

It is well that we are thus assembled. It is well that times occur in which the community is impelled to ponder upon and respect the true sources of its intelligence and power; and to do honor to the men who have never yet disgraced the soil they stand upon and cherish as their own. It is well, moreover, because on such occasions we call to mind the stern integrity of SHAKESPEARE—the profound and unflinching intellect of FULTON—the venerable simplicity of FRANKLIN; and catch from such names, glowing with the lights of fame and encircled by the splendid coronals of renown, renewed ardor in the great efforts we are making for the advancement and perpetuation of human happiness and freedom.

We live in an age prolific of vast improvements and wonderful events. The human mind, so long fettered and broken by creeds and bewildered by the shadows of a baleful superstition, now stands erect in the fullness and majesty of its primal power; looking back and gathering all the wisdom and experience of the past, and springing onward, with enthusiasm and alacrity, to a realization of those mighty and resplendent anticipations which cluster around the bosom of futurity. Human liberty! what great achievement hast thou left unperformed in the progress of the last century? what throne hast thou not shaken? what form of Government hast thou hesitated to weigh in the scales of political justice and equality—and what rending and triumphant shouts of victory hast thou not sent forth, hour after hour, to startle, arouse and invigorate the nations? In the elder world, Greece, with her hallowed waters and her glittering Isles, has lifted her crest, rent by the lightnings of a thousand battles, above the dust and the desolation of vanished centuries—torn from her limbs the corroding manacles of arbitrary rule, and set her shrill fierce war-cry abroad upon the wings of all the winds. Her struggle was desperate and fearful. Genius and Intelligence, patriotism and indefatigable zeal consecrated it to the hopes and sympathies of universal freedom; yet she fell, entangled but not degraded, in the meshes spread for her by the tyrants of the North; and the genius of liberty weeps evermore whilst she emblazons the names of her gallant ones upon the unfading scroll of immortality.

And here, gentlemen, in this chosen land, we have grown, in the space of a century, a great nation in the forests we were sent to inhabit. The royal Eagle, which erst revelled in the light of classic climes, and mingled his clear loud scream with the stir and the tumult of Roman cohorts, now expands his pinions from the Atlantic to the Pacific seas, and views, in all the wide circuit of his prevailing vision, nought but the brightest and most convincing evidences of individual happiness and national grandeur, magnificence and strength. Over this hallowed soil, which has been drenched to a mire by the best blood that ever flowed from human veins, the footsteps of unassumed domination shall never come. Beside the altar of freedom, built in this western world by unflinching hearts and fearless hands, it is the privilege and the duty of all classes and conditions to assemble and rejoice. Here at least, the mechanic is the equal of the proud aristocrat and the untitled nabob—here where his fathers fell, beneath the fiery hoof of battle, and in the presence of the protecting angel of the Republic, his shouts and congratulations may go abroad, and his vows ascend, with celerity and power, to the great architect and ruler of heaven and of earth.

Your constitution informs me that the entire object of this Association is "for the purposes of mutual improvement and assistance of ourselves and families, and such of our fellow-citizens as may, by adverse fortune, be reduced to want and distress."

That department which more than any other fixes the attention, forces discrimination and sharpens the intellect, is practical philosophy. It marks the boundaries and prescribes the exact limits of each planet, as it rolls through the void of space, propelled onward and onward until its motion lost to our feeble vision, it becomes one of those shining orbs which are called stationary, and which beam in all the effulgence and beauty of creation. It enables us to prophesy the precise advent of some new glory which in the beginning of time commences its march, and though approaching at the rate of millions a minute, has not yet shed its light on our sphere. It shows the miser his path to the rich possessions hidden under ground; it discloses to the terrified seaman his course over the mountain wave, and to the wearied pilgrim his journey through burning deserts to the land of promise. The

prosecution of this noble study calls into exercise the most subtle, ingenious and sublime of human intellect. Without it what a picture would life present! Like some dismantled ship or deserted fortress; like the city of the dead, it would dissolve into its original elements, and man become a prey to the wild passions of primeval nature. All the arts, every species of architecture, mining, navigation, surveying, trigonometry and those constructions of modern times—the adaptation of steam to all the requisites of war and peace—are guided and governed by its master principles. Endued with these what immensity of power belongs to science! By it the stars which glitter above, the meteors which flash along the horizon, the planets which wander in the midway, the faithful lights which glimmer and disappear, the satellites which revolve around their centre, the systems which circle the universe and the universal system itself are known and appreciated. That which excites only the wonder or alarm of the savage, breathes new hopes and kindles new aspirations in the bosom of enlightened philosophy. The extent, value, utility and necessity of its cultivation is no longer a question. It is one of exact calculation, its methods are clear and accurate, its ends beneficial, and its results beyond the comprehension of finite minds. None is more directly available in ordinary life, or so instrumental in adding new luxuries to lighten the cares of existence. Where do we not require its power or request its aid? The very garment we wear, the food we eat, the dwelling we inhabit, the drug which restores health and the comforts we enjoy all point to it as a source. Of what value would be steam if its principles did not direct the application?

Many and various have been its descriptions and designations as it suited the prejudices or opinions of writers. Since the appearance of Laplace, Cuvier, Boyle and others, more accurate notions have prevailed upon this subject, and I now pronounce it to be that intimate acquaintance with nature and her laws which is directed by skill to uses of practical importance. It controls our sentiments, and points to objects of necessary acquisition; it sharpens, by exercise, the reasoning faculty; it shows us by a simple and easy process the entity, perfection and goodness of Omnipotence, who produced this beautiful and lovely scene out of chaos, who regulates our actions, advises our minds, and has pronounced certain permanent rules for our enjoyment and safety; and it communicates delight by exposing to the illiterate and learned the pages of nature, as displayed in every flower which blossoms, each sight that dazzles, and every herb that grows in the field. Destitute of these capacities, how could we eschew what is noxious, or welcome what is essential to security? Without them how could we divine that clothes will warm, or the cool draught refresh, our wearied limbs? Without that instinct of nature which leads the wild beast, we should hold life by even a more precarious tenure.—By our senses we perceive objects, and through comparison—the deduction of reason—trace their bearings and connections. We heard up result after result; joining cause and effect, we note down resemblances until one general source strikes us which must have produced the whole: as NEWTON, from a certain established law of nature, deduced the principles of motion. There are two kinds of philosophy: the one of spirit, the other of body; and this is necessarily so, as it depends upon nature, which is only another name for every thing that exists, animate or inanimate. The philosophy of spirit has no connection with the material universe, and is hence called abstract; when treating of the reciprocal duties of life it assumes still another title, and is called moral; it then suffers a subdivision. Under that of body ranges mechanical philosophy, which summons us together at this time.

This science is one which discusses the properties of motion and the power or forces necessary to produce it. By it we invent machinery; and that department of it called practical, treats of their uses and construction.—When one body is brought in contact with another it must either produce motion or rest. When it produces rest, the forces in operation counteract each other and it thence results a state of equilibrium; when it produces motion one is greater than the other. Any object continues at rest or in regular motion unless some extrinsic force be applied, and when a change is graduated by the proportional strength of the acting body and follows the direction in which such acting body operates upon it.—Those which impart motion, are steam, water gun powder, wind, human and animal strength; all which derive their being from heat, gravity, and the strength of man or beast.—By the powers of mechanism we mean certain simple contrivances by the endless combinations of which are made all machines however complex. These elementary instruments are the screw, the inclined plane, the pulley, the wedge, the lever the rope and wheel. By the intricate union of these we see our land covered with mills, factories, distilleries, gun-houses, splendid mansions and noble public edifices. By it we travel with almost the rapidity of the whirlwind upon our rail roads, and our cities are furnished with a fresh and wholesome beverage. By it we maintain our rank upon the ocean and shield the land from foreign insolence and oppression.

To give a history of the philosophy of mechanics would occupy far more time than you have leisure to bestow.—We might ascend to the antiquities of Egypt and waste your patience in vain and unsatisfying inquiries in respect of those who reared the pyramids of her Kings, who were the founders of those gigantic and enormous structures—the wonder and delight of mankind. What countless

numbers failed that the memory of Cheops might live!—We might become dizzy in the endeavor to learn by what power or force these at one ruder and polished remains of the past were constructed. What skill, what ingenuity, what combination were requisite to pile up these mountains that will forever remain as monuments to the pride and nothingness of human vanity! The very names of their patrons are shrouded in oblivion, while the inert stone and the sluggish marble tower to meet the heaven of heavens! Destined to continue an enigma to all succeeding generations, the mysteries associated with their existence, the blood and torture expended on their construction shall never be revealed till the book of time shall close and the trump of the archangel proclaim the end of nature. We might then descend to the land of fancy and of song to behold what is yet more noble. It was the boast of Egypt that sculpture was known to her ten thousand years before that and other arts were transplanted from itself and Asia into Greece, by Pythagoras and Thales. In thebes the hieroglyphics, the figures of birds, the form of men, the grottoes which served for tombs, her temples and porches exhibited great taste in painting and sculpture. The Greeks, however, had made but very little progress as late as the sacking of Troy.—During the first Olympiad more refinement was evident; artists multiplied and delighted Corinth, Athens and Sicily by glowing representations upon the canvass and marble. Sculpture received fresh zeal and encouragement after the battle of Marathon and progressed until it has attained that height of grandeur and delicacy which it now presents. The statues of Minerva and Jupiter, by Phidias, have ever been regarded as a model for the exquisite delicacy of their proportions, the beauty of their features and the admitted skill of the artist. In the former, the very eye of the goddess seems to speak, and one would almost believe that he stood in the presence of a superior being. In height this specimen of fine art is about thirty-eight feet, covered with a Grecian tunic, holding in one hand a victory six feet in length, and in the other a lance. The shield which reposes under one foot represents on its surface the battle of the Argonauts; on the basis of the statue is carved the birth of Pandora and other traditions; while you perceive on her tragic bosom the contentions of the Lapithæ and Centaurs. During the Eleusinian festivals a young girl of great beauty plunged into the sea, and having remained there some time, emerged without garments, with her hair floating in graceful ringlets upon her shoulders and bosom. When the multitude who were present beheld her, the universal shout proclaimed that "Venus was rising from the ocean." Praxiteles being present conceived the design of his Venus, and presented to the world such a union of art and science as to surpass the original itself. This age has produced an artist who united the perfections of both Phidias and Praxiteles—one whose master performance this city boasted, and the crumbling remains of which are a memento of the narrow and sordid views of his Legislature. A few months previous to the destruction of the statue of WASHINGTON, an attempt was made to place it in such a condition that it might be easily removed in case of accident. But to save a few miserable pennies, that which cost North Carolina thousands of dollars was sacrificed, and the proudest effort of human genius to perpetuate the fame of the greatest man that ever lived, has disappeared.

But great and important as have been the inventions, improvements and discoveries in these and other departments, we have yet scarcely gained a foothold upon the material world; the physical universe is a book so replete that we may read for centuries, and then so small our progress that the field will be yet green and the prospect as inviting to those who follow. Before all shall be known that we are permitted to know, imagine if you can the speed of light; let it travel with tenfold rapidity; let it continue its progress in such a ratio that the numbers of Arithmetic fail to give any accurate conception of times; and all this would be feeble to illustrate the measureless years it would require beyond and beyond to learn the secrets which surround us in every tree, leaf and flower. When we look abroad upon the bloom of nature; when casting our gaze upward we behold the stars which studded the firmament of Heaven—how does every heart beat with rapture, how does every soul rise in unison to the great source of all that is mysterious and sublime! The nations of antiquity had but little conception of the application of mathematical science to many of the uses to which it is now applied. They had, indeed, scarcely any knowledge of it at all. They could not predict the advent of any new comet; they could not calculate the return of one before known. Without any distinct notion of their own planet, they attributed every phenomenon of nature, and even the results of its regular laws, to imaginary causes. Their gods were supposed to be angry or pleased as each change in the atmosphere operated favorably or otherwise on themselves. Like the rude Indian whose untutored mind sees God in clouds or hears him in the wind, the least observation is sufficient to prove that modern nations have cause to rejoice in their superiority over the ancients in the valuable results produced by a union of science and force in the mechanical productions. The ease, convenience and security of the present day must be attributed almost entirely to this grand art. The perfection which attends labor might induce one of the least superstition to fancy that machinery was itself instinct with life and motion but for the pulleys and contrivances which operate before the sight and the effect which instantly follows. What it required a vast number to con-

summate, we now perceive upon the touch of some intricate spring or a simple jerk by the merest simpleton.—How astonishing and vast an idea is it that the continuity of separate pieces of wood can exhibit to us what cost our predecessors days and nights of unmitigated toil! We permit no element of nature to remain idle; it comes at our command and performs its functions with the velocity of air: Earth, Fire and Water obey our slightest nod.

Those trades with which you are mainly conversant, and which generally prevail in this vicinity, scarcely admit of extension. The articles which you manufacture are as excellent and are executed in as workmanlike a manner as if purchased in the best establishments of London or Philadelphia. What has admitted of and what is perhaps the most wonderful improvement of modern times is the application of steam to rail roads. I use the term improvement because they were undoubtedly known in Egypt. Those constructed of wood have ever been used in Germany, while travellers inform us that there are now rail-ways laid of stone along which the immense rocks extracted from quarries were carried to erect the Pyramids. This cradle of science is the mother of almost every art which we now possess, though she did not in some instances advance them greatly. That rail roads have resisted for so long a period the inclemencies of weather, the rage of ignorant ferocity, the desolations of war and intestine commotion is truly amazing.—Almost every thing else which may indicate the existence and extinction of life has perished—the canals of Rome and her Appian way live only in song—the story of the poet and the traditions of the later troubadour remind us but of dissolution and decline. In this country large investments have been made which have revolutionized our commerce and must at no remote day change the face of the whole world. Either extreme of the United States will soon be connected with the other. The Pacific and Atlantic, the Northern and Southern frontier of the Republic will ere long be linked together by rocks and chains more durable than their rugged mountains, by lines and counterlines. In their construction we now have facts in the place of hypothesis or vague conjecture. The manner of laying rails, their expense, duration and repairs, the science of embankments, the most secure method of fixing the iron, the properties of the engine and the proper shape for cars, the laws which prescribe the necessary flexure, the precise operation of such flexures on the permanence of the rails and the mode of adapting the velocity of the car to cause the least friction so as to avoid the cost of repairs have now been well investigated and assure every success for the future. The final triumph of this mode of communication over every other in the United States cannot fail to excite the most lively emotion among those who stood by it through good and evil report, who remained firm as its champions in its darkest hour. What has operated prejudicially to rail roads her is the fact that most of them commenced without sufficient capital, thereby creating a vast and overwhelming debt which prevented the companies from making dividends; though this, of course, was more the fault of engineers and others who made the surveys. I have lately received a letter from Yankee land stating that a most ingenious discovery has arisen from the skill and perseverance of a mechanic, by which cars may in future be propelled up the highest mountains. The most practical and scientific men have examined, approved and do not doubt its happy consequences.

To be continued

No. III.

COUNCIL BLUFF, July 17, 1841.

TO MR. CLAY.

Sir,— Having merely enumerated a few of the many advantages of a Navy-Yard and an Academy at Memphis, Tennessee—for in a case so plain, argument is useless—let us take a glance at some of the other establishments necessary to make the system complete. With a Navy Yard in the West, a national foundry also becomes essential for the purpose of furnishing ordnance to the vessels built and equipped there.

The expense of transporting great guns for the Navy, from the Atlantic, across the Alleghanies, to the West; or of freighting them around to New Orleans, and thence up to Memphis, would cost as much, probably more, than it would take to cast them in the West.

Where this foundry should be situated, I am not prepared to say, further, than that it should be on the waters of the Mississippi, above Memphis—at an intermediate point between the Gulf and the Lakes, and convenient to supplies of coal and iron.

In urging the importance of good guns, such as a national foundry would give for our vessels of war, it is only necessary to remind you of the fact, that in the last war, we had more men killed on the Lakes by the bursting of our own guns, than by the shot of the enemy. It is a terrible thing in action, and a great damper upon the bravery of the most gallant war, when he is afraid of his own piece.

Intimately connected with these establishments, and with the prosperity of the South and West, is a system of national defences on the Lakes in the North, and on the Gulf in the South. Of the latter I shall speak in my next.

In a war with England; or, in a case of separation, in a war with Canada, we should first have to build the ships, before we could have any Naval force on the Lakes. The enemy might get the start of us, and before we could send out a vessel, bombard our towns, burn our villages, or destroy our Lake trade entirely, which is many times more valuable than theirs. Therefore we have the more at stake.

At the return of peace, the public arm-

ed vessels there, would be dismantled, and laid up to rot—for the public could make no use of them.

To prevent such evils—as an act of justice to the West, and for the security and prosperity of the Union, the Lakes should be tapped with a steamboat canal from the waters of the Mississippi.

You were the Hercules of the National Road; the same powerful arguments which you used for proving the importance, the national character, and the constitutionality of that undertaking, might be repeated with like, nay, with more force of eloquence and reason for a Naval Canal.

In war, the armed steamers at the Memphis Yard, could run through that canal, and gain the important advantage of striking the first blow upon the Lakes. They could sweep the inland waters of the enemy's commerce; and, by gaining with a timely blow, easily maintained, the supremacy of the Lakes. At the return of peace, these vessels, instead of being dismantled there to rot, could be withdrawn by way of the National Canal, and returned to their former posts in the Gulf of Mexico, or in protecting the revenue on the Atlantic coast.

The cost of the armed vessels which at three year's war with England would leave upon the Lakes, would well nigh suffice to construct this canal. But the National Canal, like the National Road, whether it were ever required for the purposes of war or not, would be worth its full value, and far more than cost, to the Union. In this scheme all the West, from Louisiana up, are deeply interested, for the incidental advantages to those States would be very great—and which you will comprehend at a glance.

UNION JACK.

COUNCIL BLUFF, July 20, 1841.

TO MR. CLAY.

Sir,—

Let us now look into the condition of our Naval establishments and means of defence in the South.

Take the map of North America, and cast your eye on it from the Capes of Virginia down the Atlantic coast—passing above the Florida reefs, into the Gulf of Mexico to the remote South-Western corner of the United States—a distance of about two thousand miles—and you will not find a single Naval Depot, at which even a sloop-of-war, whether disabled in a gale, or crippled in an action, could be repaired. Not a great while ago, a small Revenue cutter, had to be sent from the so-called Navy-Yard at Pensacola, to Charleston, South Carolina, to have her sides calked and some slight repairs made.

Now, take the other side of the picture. Go back to Mason & Dixon's line, and run your finger towards the North on the map, that you may see what has been done for that region, in the way of Naval defences and improvements. In the waters of the Chesapeake, you find two well appointed Navy-Yards, and one Naval Station. In the waters of the Delaware is another large building Yard—less than two degrees farther on, you come to another extensive Dock Yard at New-York—and a few hours thence, to two more—Boston and Portsmouth—both in the waters of Massachusetts.

Yet in all this partial protection, and unequal distribution of the national bounty, the South and the West have complained not. In these matters, Southern and Western statesmen have taken ground far above local interests, state prejudices, or sectional jealousies; they have occupied the high eminence of patriotism; with a free will and a liberal hand, they have been among the foremost to vote away the public money, wherever and whenever the honor, the safety, or the welfare of their country, required it. Without asking whether this or that State would be most benefited by a Naval appropriation, they have striven to make the Navy all that the dignity of their country abroad, or its safety at home, requires it to be.

A despatch vessel-of-war sent from New York to Pensacola, in the Gulf of Mexico, was thirty-four days in making the passage on one occasion, and fifty-six on the other. Upon an average it would take twenty or thirty days for a Naval vessel, from the nearest part of the North, to carry relief to the property of our citizens in the Gulf of Mexico. In consequence of such unequal distribution of the public Dock-Yards, and Depots, most of the European power, with their steam-ships-of-war, are actually nearer to our commerce in the Gulf of Mexico, than we ourselves. In case of war, they have, much nearer than we, secure places of rendezvous for vessels of all kinds. To us, there would be no sufficient shelter, nearer than Norfolk.

Protection less due to the South, than to the North? Does the vicinity of the West-India Islands with their black-a-moor regiments, afford to the South and especial guaranty, that in war, she shall enjoy immunities and be exempt from dangers unknown to the North? Or is it because the safety of Georgia and the Carolinas, the integrity of their soil are less sacred—the products of Western Pennsylvania and Virginia; of Ohio, Indiana, Illinois and Missouri; of Iowa, Florida and Wisconsin; of Kentucky and Tennessee, Mississippi and Alabama, Louisiana and Arkansas—which pass through the Gulf of Mexico on their way to market—are all these interests, I say, left thus exposed, because they are of less importance in the Federal eye, than their sisters-interests in the North? Or shall the defenceless condition of the South and the West, be ascribed to the selfishness of the North and the East, which hitherto have been ascendant in the National Councils? No sir. Ascribe that rather to the apathy of the former two on the subject, and to their numerical weakness in the legislative halls of the nation. It rests with you to rouse them up. Un-

der the new apportionment of representatives, their representations will outnumber those of the Northern and Middle States on the floors of Congress. Ferrous borders on the Gulf of Mexico, and the Islands of Cuba, Jamaica, and St. Domingo, besides groups of smaller ones, the States of Texas, Mexico, and Central America; any, or all of which, are liable to be occupied by powers at war with the United States.

The Gulf is the Mediterranean of three countries; which, going to the winds of the South, Cuba and the Bahamas at the East, is as much closed against enemies, except through the straits of Florida, as the Mediterranean proper, except through the straits of Gibraltar.

The only pass from this Gulf belongs to us; and by us should be secured at the very least. Key West is the Gibraltar of these straits, with a harbor susceptible of being strengthened and rendered impregnable as that.

The South and the West are never secure, nor their defences complete, until this be made a strong hold, where the public vessels may rendezvous in war, and merchantmen retreat for safety.

France has made Toulon, in the Mediterranean, her great Naval establishment. Spain too had her Carthagena. What Toulon is to France, and Carthagena was to Spain, Pensacola is to us. Though Spain had the Dock-Yards of Faval and Cadix, and France those of Cherbourg and Brest, outside of the Mediterranean, the exigencies of war soon taught each of them, the importance of good Naval Stations at Carthagena and Toulon.

From the experience of Spain, and the example of France, let the South and the West learn a lesson; and resolve to press the subject, shoulder to shoulder; nor to give over, until the Naval establishment at Pensacola be made the Toulon of the Mediterranean.

Pensacola has many advantages. Its natural position is important. It is in the midst of our live-oak forest, as it were, and it is convenient to excellent timber and Naval stores, and has all the resources to make it an important Naval station. And it should be abundantly furnished with all the materials, means and facilities, which are to be found at the North, building, equipping, and repairing our men-of-war. Suitable Depots, and places of rendezvous, ought, also, to be supplied along the coast of Georgia North and South Carolina.

This subject has been often treated of before, and with an ability to which I do not aspire. I have no higher aim than merely to call your attention, or that of some one of your compatriots, to it.

UNION JACK.

AMERICAN BIBLE SOCIETY.

Near the middle of our Biblical year, has frequently been found advantageous to communicate to the Auxiliaries and friends, a brief statement as to the condition of the Society at that period—its success, wants, prospects, &c. &c. A statement the undersigned now make for the twenty-sixth year.

First.—Home Operations.

Since the annual meeting in May last, the call for, and the distribution of the Scriptures, has been highly encouraging. The issues from the depository in the months of May, June, July, August and September have been 111,217 Bibles and Testaments, which is 50,686 copies more than the issues of the corresponding months of the previous year. It is a pleasing circumstance, also, that a large proportion of these books have been called for by those Auxiliaries which are engaged in systematic supply of the destitute, and consequently they have gone into those very households which had the most need of them. In the States of Maine, New-York, Pennsylvania, Ohio, Michigan, Wisconsin Territory, Kentucky, Tennessee, Virginia, South Carolina and Georgia this good work is now in progress in more or less sections. The same work should by all means be continued and extended until every State, county and village is well supplied with the blessed Bible.

But how shall this work be accomplished? There are various modes of procedure, and the wisest is not always adopted. Sometimes a sweeping resolution to supply is passed by an ecclesiastical body; books are ordered with little calculation or responsibility as to payment; they are scattered in a hurry; without pecuniary returns, without much conversation with the recipients and consequently with great waste and little profit. This is an unwise course; they should be procured local, well-regulated Bible Societies; moneys to some extent should be collected before books are ordered; they should be sold for whole or part cost whenever this can be done, and always distributed with kind, faithful admonition and direction as to the use to be made of them. No duty can be more important on churches or private christians, than to see that every household in their neighborhood has at least one Bible. What is the moral condition of all households living without it? What other means of grace are used when this is neglected?

When each family in a county is furnished with a copy, the next inquiry is, how are the children—those of Sunday-Schools and others—supplied with Testaments? Nothing stimulates a child to read so much as to have a Testament or Bible of its own. Every child, if possible, should possess a copy with its own name inscribed on the first leaf. Hired servants should then be seen to also—emigrants from abroad (of which 115,000 arrived among us last year) should be early supplied, as well as our numerous seamen, boatmen, canal men, stage-drivers, &c. who have generally no Sabbath, and thus stand in the more need of the Bible. Steam-boat cabins and hotels, as far as may be, should also be supplied. Let any good man look around him, and he will see every year and month more or less persons who ought to be furnished with