

this mighty fabric, so beautiful as a whole, is made up of innumerable pieces of ponderous metal, welded, jointed, and riveted into each other exceeding, deftness. The keel consists of 100 bars of iron, each one of which is each joined together by long scarf, and as a whole 13 inches deep by 4 inches thick. The framing is constructed in a manner as once pointed, and so strong, that it will support a weight of amount of strength. The iron stern-post is fifteen inches in breadth by five inches in thickness, carrying the rudder, the stowage of the masts, and the mainmast. The framing of the ship is very heavy. The space between each frame is only ten inches, and the powerful frames or ribs are of iron, and the outer and inner edges. The bow is constructed in a manner so peculiar and affording the greatest resistance to the sea, that the part of the ship. The framing is placed normally to the stern, the effect of which is that, in the case of collision with other ships, or with rocks, or iceberg, the strain would fall upon the very strongest material within the structure, and the Persia would have a good chance of safety and successful resistance, without the vessel being in the least in peril. It is true, that the Cunard liners, during their long career, have been almost entirely exempt from maritime disaster, and it is not surprising that the British and North American Steam Ship Company readily seize all the appliances of science and art, which are likely to be of service in the case of what has not happened. The admirably constructed bow (which we cannot explain further without becoming too technical) is, by its own construction, the same as the Persia, and is likely to be introduced by and into all future iron-built ocean-going steamers. She is not clinker-built, as some ships have been constructed, but of the plates or outer planking of the ship, so to speak, are laid alternately, so that one adds strength to the other, and they are made of wrought iron, compacted and solid. The thickness of the 21-16ths of an inch in thickness; at the bottom of the ship the plates are 11-16ths of an inch in thickness, and above this are 7/16ths of an inch; and above this are 11-16ths of an inch in thickness. The plates round the gunwale are 7/16ths of an inch.

The Persia has seven water-tight compartments. These goods' stores, or rather tanks, are placed in the centre line of the ship, between the main and upper decks, and each of them. At the same time the vessel is so constructed as to have in reality a double bottom under these tanks, and in the event of the main bottom being injured or injured, the inner would, in all likelihood, protect the cargo dry and intact. The chambers are perfectly water-tight, and in the event of the hull being injured, the tanks would of themselves float the ship.

AMERICAN SHIPS FOR THE CAZAR.

COPENHAGEN, JUNE 18.—About two years ago a Danish naval officer, Captain Moller, went to New York, as agent for the Russian government, to purchase a number of ships, which were in drawings and plans, as the Czar intended having a number of large ships of war built in the United States. Among other vessels, Captain Moller applied to the shipbuilder and builder, Mr. Vanderbilt, who, induced by the offers of pocketing a few millions of the Czar's spare money, resolved to accept the contract for himself, and by his personal respects to the Emperor. This led to the famous expedition of the North Star, which Mr. Vanderbilt built, and which was the first vessel which will be in the recollection of your readers, he visited, in the company of a select number of his friends, not only St. Petersburg and the Baltic, but also the Mediterranean, and proceeded as far as Constantinople before returning to America.

Mr. Vanderbilt's speculation turned out, however, as at all events, to be a most unfortunate one, for, on arriving at St. Petersburg, he was daily informed, that the Russian Admiralty intended to enter into contracts for 100 steamers.

As soon as Captain Moller heard that the similar offers. This gentleman immediately returned to Copenhagen, and to his country, and to his predecessor, but with better success, in six weeks he returned with a contract for his pocket for a seven 84-gun ship of the line, and a number of frigates. He was laid in the presence of three Russian naval officers, who had been previously sent to the United States to see the business, and the ship is now being completed.

According to the conditions of the contract the shipbuilder engaged to deliver the vessel at a price of \$1,000,000, and to be ready at the end of the summer, and is moreover bound to load her with the timber, ready cut and prepared, necessary to build a second vessel of

the same class and similar size, to be put together in the Russian arsenals.

The price stipulated for the 84-gun ship is \$4,000,000—being just at the rate of \$100,000 per ton. The price of the second vessel was paid when the keel was laid down, and \$20,000,000 dollars have been lately paid in bills on London and Amsterdam. The other part of the purchase money is to be paid in the form of the timber for the second ship, to be paid on delivery of the vessel at Cronstadt.

The British Consul proposed to evade the vigilance of the British Consul in the Baltic—and by the last accounts actually blocking Cronstadt—is unknown. However easily he may succeed, it is a mystery, and in America, and making him believe he to be a common merchant ship, there is every reason to hope and believe, that the British naval authorities will be so deceived, and that Brother Jonathan will not be able to chuckle at having been "too wide awake for the Britishers," as in the case of the iron ribs and the spring at Balthic Port from the American ship Sammy Appleton, as shown up by your correspondence.

LAUNCH OF AN AUSTRALIAN IRON-CLAD.

A ceremony which was performed on the 30th ult., although happily of frequent occurrence in the harbor of Melbourne, in the case of a steamer invested with some peculiar features of interest. The shipbuilders of London, and their brethren in other parts of the kingdom, were frequently invited to launch the vessels of war for foreign states, but the present is, we believe, the first instance of a vessel being launched, not out, but to be built at its own expense. The Ironclad of Victoria, with a creditable independence of feeling, having resolved to provide in some manner for the launch of the vessel in the future, ordered, through Mr. Barnard, the agent for the Crown Colonies, a war steamer steamer, to be constructed in this country by Messrs. Cammell, Laird, & Co., of Glasgow. The vessel, which is timber-built, designed by Mr. C. Lang, and put together in the harbor of Melbourne, measures 580 tons burden, the length between perpendiculars being 106 feet, and extreme breadth of beam 27 feet 3 inches. Her intended armament, which is to be supplied by the Royal Arsenal, is one pivot 32-pounder gun, weighing 56 cwt., and two medium 32 broadside guns of 25 cwt.; but this armament can be increased, by increasing the vessel, which is constructed on very fine lines, will be rigged as a three-masted schooner, and her water capacity is 1,000 tons.

Such is the vessel that may prove the foundation of a great navy in the southern seas, and which was launched on the 30th from the dockyard of Messrs. Young, Currie, and Magnay, in the presence of an immense assemblage of persons of all ranks, including among the distinguished persons, Mr. Talbot, Mr. Ingraham, P. M., Admiral Sir S. Pym, and others.

The ceremony of christening was gracefully performed by Lady Constance Talbot, who bestowed upon the ship, the in every way, appropriate name of "Victoria," and the launch was happily completed in a most successful manner.

About 300 of the invited guests then sat down to a dinner, almost worthy to be called a banquet, at the Victoria Tavern, at the Bath, of the London Tavern, and some two hours were most agreeably spent in discussing the merits, intentions, and qualities of the vessel, listening to some prophecies, and excellent music, drinking various toasts proclaimed by Mr. Higge and enforced by sound and good music, and the vessel was finally conveyed to town by steamers specially engaged for that purpose.

Greenwich Hospital has just received the relief and brought to England of Sir John Franklin and his companions, who were captured by the coast in which Lord Nelson received his death wound at Trafalgar.

THE FIRST STEP.

READER, I believe there was many persons who have real desire for salvation, but know not how to take, or where to begin. Their consciences are troubled, and their longings are excited. Their understandings are enlightened. They would like to alter and be converted, but they do not know what they ought to do. They would like to know what their first step should be.

Reader, if this be the state of your soul, let me offer you some advice. I will show you how to take the first step, and what you ought to do, and may take this very day.

In every journey, there must be a first step. There must be a change from sitting still to moving forward. As the journey is from Egypt to Canaan, were long and wearisome. Forty years passed away before they reached the promised land. They moved first when they marched from Rameses to Succoth. When does a man really take his first step in coming out from sin and the world? He takes it on the day when he first prays with his heart.

In every building the first stone must be laid, and the first blow must be struck. The ark was 120 years in the building. There was a day when Noah laid his axe to the first tree he cut down to form it. The Temple of Solomon was 70 years in the building. There was a day when the first huge stone was laid in the foundation of Mount Moriah. When does the building of the Spirit really begin to appear in a man's heart? It begins when he can say to himself, when he first pours out his heart to God in prayer.

Reader, if you desire salvation, and want to know what to do, I advise you to go this very day to the Lord Jesus Christ, in the most private place you can find, and entreat Him in prayer to save your soul.

Wait not because you hear that He rescues sinners, and He said, "Him that entreats me I will in no wise cast out." Tell Him that you are a poor vile sinner, and that you cannot do anything to merit His pardon. Tell Him you put yourself wholly and entirely in His hands,—that you feel vile and helpless, and hopeless in yourself,—and that except He save you, you are lost forever. Tell Him, "Blessed Him to give you a new heart, and to plant the Holy Spirit in your soul. Beseech Him to give you grace and faith, and will and power to keep His commandments from this day for ever. Oh reader, go this very day, and tell these things to the Lord Jesus Christ, who sits at the right hand of His Father, and will save sinners. He will save your soul, if you will only say to Him, 'I came not to call the righteous, but sinners to repentance.'" (Luke v. 32.)

Wait not because you feel unworthy. Wait for nothing. Wait for nobody. Waiting comes from the devil. Just as you are, go to Christ. The worse you are, the more need you have of Him. You will never merit yourself by staying away.

Fear not, because your prayer is stammering, or your words feeble, and your language poor. Jesus can understand the heart of his infant, so does the blessed Saviour understand sinners. He will read a sigh, and see a meaning in a groan.

Despair not, because you do not get an answer immediately. While you are speaking, He is already answering you. You are not to be in earnest. Pray on, and the answer will surely come. Though it tarry, wait for it. It will have come long before you are aware of it.

Oh Reader, if you have any desire to be saved, remember the advice I have given you this day. Act upon it honestly and heartily. You will not find time to pray, if you do not know how to pray. Prayer is the simplest act in religion. It is simply speaking to God. It is like a mother learning not wisdom, nor book-keeping, but she begins to read, not with a heart and will. The weakest infant can cry when he is hungry. The poorest beggar can knock at the door for an alms, and does not need to find first time to knock. If you are a man, will find something to say to God, if he has only a mind.

Do not say you have no convenient place to pray. Any man can find a place private enough, if he is disposed. Our Lord prayed on a mountain; Peter on the house-top; Isaac in the field; Nehemiah in the chamber; and the apostle Paul in his cell. Any place may become a closet, an oratory, and a Bethel, and be to the presence of God.

Do not say you have no time. There is plenty of time, if men will only employ it. Time is short but time is always long enough for prayer. Daniel had all the affairs of a kingdom to attend to, and yet he prayed three times a day. David was ruling over a mighty nation, and yet he was, "Evening and morning, and at noon will I pray." (Psalms iv. 11.)

When time is really wanted, time can always be found.

Reader, salvation is very near you. You do not owe heaven for first step. J. C. Ryle's

WHY DO TEETH DECAY?

All the theories that again and again have been advanced in answer to this inquiry, have long since vanished before the true doctrine of the action of external corrosive agents. The great and all powerful destroyer of the human tooth is acid, whether of vegetable or mineral, and it is not whether that acid is formed in the mouth by the decomposition of particles of food left between and around the teeth, or whether it is applied directly to the organs themselves, the result is the same, the enamel is dissolved, corroded, and the tooth destroyed. Much, very much of the decay in teeth may be attributed to the corrosive effects of acetic acid which is not only in common use as a condiment in the form of vinegar, but it is generated by the decay and decomposition of any and every variety of vegetable matter. When we consider how very few persons comparatively take special pains to remove every particle of food from between and around their teeth, after every eating, can we wonder that diseased teeth are so common, and that their early loss is so frequently deplored?—Exchange.

The above does not afford good reasons why the teeth of our people are so subject to early decay, in comparison with the teeth of the people of some other countries, it is generally allowed, that there is work for five times the number of dentists in the United States that there is in Britain; and that, while bad teeth is the exception there, it is the rule among us. We may suppose that our people take more pains with their teeth by washing than the natives of Ireland, and yet the Irish have far better teeth. Acetic acid cannot be the cause of this early decay of teeth among us; indeed, we know it is not, because it is not more common in France than this; for if the early decay of teeth among our people is not the result of ill health, we all know that bad teeth are injurious to health. The health of people is a question of the very first importance; and it is our opinion, that if more coarse hard biscuit were eaten in early life, to exercise the teeth, they would be less liable to decay. The very form of some of our people are adapted to grinding, and if not properly exercised, they must become tender and delicate.—Scientific American.

MISERY OF STATESMEN.—Probably few great philosophic statesmen—few men, that is, who have acted intimately in public affairs, as well as contemplated them from the closet, ever quitted the stage without a feeling of profound discouragement. Whether successful or unsuccessful, as a statesman, they would deem them, a sense of sadness and disappointment seems to prevail over every other sentiment. They have attained so far short of the ideal—but they have done more than ordinary men of the dangers and difficulties of nations, and of the vices and meanness of public men. Not many Englishmen governed so long or so successfully as Sir Robert Peel, or set in such hearty and bold defiance to the world, shortly before his death, he confessed that what he had seen and heard in public life, had left upon his mind a permanent impression of gloom and grief. Who ever succeeded so speedily as Washington? Who ever enjoyed so long a reign of glory, and yet, shortly before his death, confessed and gratefully of his country? "Yet," says Guizot, "toward the close of his life, in the sweet and dignified retirement of Mount Vernon, something of lassitude and sadness hung about the mind of a man who had done so much for his country, and whose most natural at the termination of a long life spent in men's concerns." Power is a very great burden, and mankind a hard taskmaster to him who struggles virtuously against their passions and errors. Success is a great trial, and it is not without reason that the weariness contracted on the scene of action is prolonged even in the bosom.

Within the last eight days 150 dogs have been destroyed by the police in Glasgow.