

AMERICAN ENTERPRISE.

From the Melbourne Weekly Age.

From which side ever we look on the American people,—from the literary, the mercantile, or the commercial, we must acknowledge that there is a freedom and vigour connected with the intellect they develop which in many cases bids fair to outstrip their fathers in the race. Even here in Australia we are bound to admit the manifest superiority of the intellect among our most energetic and enterprising citizens, and in more than one instance have taken a most decided step in advance.

We were gratified beyond description, yesterday, in availing ourselves of a kind invitation from Mr. G. F. White, the Agent for the White Star line of Packet Ships, to take a quiet survey of the elegant and commodious suite of offices and stores recently built by him in Flinders-street; and we have no hesitation in saying that, whether for convenience of arrangement, general adaptability to the purposes of an immense mercantile trade; for strength of build, for elegance of design, or sumptuousness of finish, these premises stand unrivalled in the city of Melbourne, and the Colony, if not in Australia. Every one who has passed through Flinders-street will recollect a stylish-looking building, of lofty and commanding structure, and of most substantial build, close to the eastern corner of Melbourne—built by Messrs. White, Sturges, and Hobson's Bay Railway Terminus, in close proximity to The Age office. It was erected in the year, 1854, is built throughout of colonial blue granite, and, as an imposing edifice, its foundations are disposed to settle on any considerable pressure of a superincumbent mass, has throughout a number of dwarf walls, extending three feet deep, and of a breadth of two feet, upon which rests the lower floor of the structure. The building has a massive appearance, and the building is entered by means of three large circular-headed doorways, the centre being considerably the largest, over which, along the pediment, is the name engraved in prominent lettering—"G. F. White, Sturges & Co., Commission Merchants. White Star Line of Liverpool Packets." This takes the height of the first floor: above are five large square-headed windows which light the second store, and, at the top, a cornice imposing stone cornice, raised at either end by square corniced stone towers, and in the middle by one of broader dimensions, relieved on either side by gracefully disposed ornamental scrolls also in stone, and which lend a most graceful appearance to what would otherwise be a leaden, heavy mass of stone. Crowning the whole is the star-bespangled banner of America, which flutters cheerfully over the building.

On entering the ground floor we are at once in a capacious store-room, extending the whole length of the building, and 125 feet in length, most completely filled with huge piles, to the ceiling, of every conceivable material of iron, brass, and steel, of an incredible weight; a narrow passage only is left on one side of this immense stock of goods for the ordinary traffic of the store. The width is only about 40 feet, which gives considerable facility to the warehouseman, where samples and specimens of the various articles in this department are most ingeniously placed. The gentleman is also accommodated with a gutta-percha communication to the floors above, and without the necessity of becoming ubiquitous, can literally be in two places at once, and, at the same time, on the floor, at such distances, are disposed massive oak columns, nearly a foot square, which act as supports to the floor over; the beams are placed on edge in very close proximity, and to ensure extra strength, the beams are herring-boned," a contrivance which adds considerably to the amount of the weight a floor can sustain. Under the

back flight of stairs is disposed the wood and coal bin, a contrivance by means of which, the coals being placed on a platform, their own weight causes them to make their delivery into the bin, which may be placed for their reception. There is one feature in the ground floor which particularly struck us. The day on which we paid our visit was one of those perfectly clear, bright, windless days, when the whole atmosphere is so clear and so warm, as if impregnated with flame, and yet a most delicious coolness pervaded the store, making it perfectly refreshing and especially desirable for the storage of goods and especially of those which are liable to decay. The building is a neatly laid out yard, graded so as drain into a sewer which carries off the entire waste matter of the building. Here also is an immense sunken tank constructed to hold 30,000 gallons of water, which the water of the river is conducted, and the overflow of which flushes the sewers. Stables and a hay loft most compactly constructed, complete the arrangements of the yard, from which an opening is made into Flinders-street. Arrangements are made for the building of stone, for the erection of hoisting apparatus, which is in course of being supplied. An American weighing machine, capable of weighing 5 tons, and other simple tools, are also provided. The arrangements, seem to exist in any quantity and adapted to every conceivable purpose. On ascending a back flight of stairs, we reached a second floor of the same dimensions as the lower, and supported by similar elaborate and sufficient arrangements. The weight on this floor must be immense, packed as it is to the ceiling with articles of almost fabulous capacity and weight. One of us mounted a narrow flight of stairs, and, on reaching the top, the peaceful slumbers of the storeman are carried on, in an apartment which partakes of the sumptuous character of the other rooms of the building, and which most remarkably reminds the individual who occupies it of a perfect private apartment. Descending from this elevated region, we next entered a suite of offices, which are perfectly unapproachable, both for beauty, compactness, and convenience. The office of the manager, Mr. Train, is one which would compare very favourably, with older mercantile establishments in the old country. At the top of the front flight of stairs—the main staircase—protected by a magnificent door, is an office on the left hand of the warehouse, and on the right hand of it, a "captain and salesman's" room, Mr. Train's office, which opens again into his private office, and the long room in which his clerks sit. These rooms are all fitted up in the most elegant and comfortable manner, carried out with a minuteness of detail which looks more like the suggestions of long experience, than the merely anticipated requirements of the business. We were particularly struck with a pile of cedar boxes, of the convenience of the Company, which contained an opening for the introduction of letters, the fronts of which opened on the application of the key of the particular captain whose name was posted on the box. There is another arrangement, enclosed in a wall of thickly laid brick, an immense fireproof iron "Salamander" chest, which has already endured the test of three days' envelopment in fire, without even singeing a paper contained in it. The sides of this chest are not composed of solid iron, but of two rather thick kinds of casing, between which is introduced a quantity of non-conducting material of about four inches in thickness; this contrivance prevents the metal from arriving to a condition of such a temperature as to burn the chests disposed below stairs, and both are warranted perfectly fireproof. The length of the entire building we have already stated to be 125 feet; its breadth 40 feet; its height, or the height it walls up to, the height of the second floor, is 20 feet 6 inches; and above this to the roof, 1 foot 6 inches. Its capacity is equal to 3700 tons of measurement goods, and fully 1000 tons of stone were used in its erection.

The architects were Messrs. Hogg, Kemp, and Kerr; and the builders Messrs. Gurney and Sons. The original contract of the entire building was £6500, and the total cost with offices, extras, stables, &c., was about £8000. A most skillfully executed

engraving of the building has been lithographed by Messrs. Quarrell and Sharp, in a style which reflects credit both on them and on the Colony. On the walls of the shipping office, we noticed most finely executed engravings of the far-famed Red Jacket (which Vessel must be now close at hand), as well as representations of other vessels of this celebrated line. When speaking of the position of the store it may be well to mention that it is situated between the Railway Terminus,—as vessels of small tonnage can now discharge at the pier at Sandridge—goods, by being brought by rail to the foot of the warehouse, can be readily secured in it, and the delay caused by their arrival thus avoiding the delay caused by lightering on the river. We understand, also, that iron shutters and doors are now on their way from England, which will make the building perfectly fireproof. It is to be hoped that the arrangements beyond the limits we had anticipated, still we must not neglect to say that the perfection of the arrangements of this celebrated White Star Line is not confined to their business premises in Melbourne; the same attention has been bestowed on the details of their arrangements on the other side of the ocean, and is carried throughout the whole of the proceedings of the Company.

It has been reported that, in consequence of the arrangements made by the Government, the clipper ship Red Jacket would most probably bring the English mail of December 4th. We are in a position to say that the owners of that celebrated ship, and the Government, have conveyed the mail from England to Australia in the same time as that occupied by steamers, and in the event of failure, to forfeit. The offer was refused by the Government on the ground that the conveyance of the mail belonged to the G. S. Co., although it is notorious that company is not in a position to furnish the means. The Pacific was advertised to sail about ten days prior to the date of making the offer. It is to be hoped that the ship, keeping her appointed time, it is expected the Red Jacket will bring the mail. A growing conviction exists to exist among those connected with Australian shipping in England, and that the Home Government is not disposed to assist the interests of their sons at the Antipodes. There can be no doubt but that blunders of the most serious character have been committed with respect to the postal arrangements which prevail in this Colony, and although we naturally think the superiority of sailing over steamships has been manifested in a sufficient number of instances to entitle the Sail to claim the preference in Ocean transit, still enough has recently been achieved to make it unadvisable to enter into any longer in giving a contract to those ships which have performed such marvellous passages, and which in some trips have successfully competed with the steamers of the G. S. S. Co. The Red Jacket performed the voyage out in 72 days, and returned to the Queen of the South, and beat her on the return trip about the same time. With a few more of these successes, we think they will establish such a preference as will justify the Government in the contract to be adopted for the future as the medium of postal communication. We will conclude this article with the remark, that Mr. Train seems to have gone the right way to work to construct, in all its departments, a building suited to the business it is to contain; we can judge from so short an observation he has reduced the matter to such an extent as to have a place for everything and everything in its place. An extensive commercial library, containing valuable works of reference, and other books, is to be added; also forbids our mentioning, are among the embellishments of these perfectly unique business premises.

COLOUR OF THE EYES.—That the colour of the eyes should affect their strength may seem strange; yet that such is the case needs not at all be wondered at, for it is a fact, that those eyes are browed that of dark colour should be formed that they are weaker and more susceptible of injury, from various causes, than gray or blue eyes. It is a fact, also, that the eyes, generally the most powerful, and next to those are gray. The lighter the pupil the greater, and longer sustained in the degree of tension the eyes can sustain.—Hull's Journal.

BEAUTIFUL OLD AGE.

Mrs. Sigourney, in her book "Past Meridian," just published, gives the following charming picture of contented and virtuous old age:—
"I once knew an aged couple, who for more than sixty years dwelt in one home, and with one heart. Wealth was not theirs, nor the appliances of luxury, yet the plain and simple life they led was so lived as to give their own. Humble in every appointment, that they might keep free from debt, they were respected by people in the highest positions, for it was felt that they set a right example in all things. Every gift or token of respect, from friends or strangers, excited the fresh warmth of gratitude. Though their portion of this world's goods was small, benevolence, being inherent in their nature, found frequent expression. Always they had by them some book of slight expense but of intrinsic value, to be given as a guide to the young, the ignorant, and the tempted. Cordials, also, and simple medicines for debility, or incipient disease, they distributed to the poor; for they were skillful in extracting the spirit of health from herbs, and a part of the garden, cultivated by their own hands, was a dispensary. Kind, loving, words had they for all—the fullness of their hearts' content brimming over in bright drops, to refresh those around them."
That venerable old man, and vigorous—his temples slightly silvered, when more than fourscore years had visited them, how freely flowed forth the melody of his leading voice, amid the sacred strains of public worship. His face, from the wrinkles of Old and Hunched, moved to these simple sublime words,
"While shepherds watched their flocks by night,"
—and—
"Praise God, from whom all blessings flow,"
seen even now to fall sweetly, as they did upon my childish ear. These, and similar ancient harmonies, mingled with the devout prayers that morning and evening hallowed his home and his comforts; she, the loved partner of his days, being often sole audience. Thus, in one lone room, the gods' goodness seemed to deepen. The God's goodness pallied not their spirits, because it had been long continued. They rejoiced that it was "new every morning, and fresh every evening."
By the cleared wood-fire in winter, the aged wife, with serene brow, skillfully busy in preparations or repair of garments, as perfect neatness and economy dictated; and, by the evening lamp, her bright intellect, unimpeded, moved with quickened speed, as she remembered the poor child, or wasted invalid, in some cold apartment, for which they were to furnish a substantial covering.
In the latter years of life, the presence of a young orphan relative. She grew under their shadow with great delight, conforming her plant heart to their wishes, and to the pattern of godly simplicity. When they were seated together, she read to them such books as they had to her taste, and their Christian counsel Her voice in the morning was to them as the carol of the lark, and they seemed to live again a new life in her young life. She was to them the true rose of Sharon and the lily of the valley."
Love for the sweet helplessness of unfolding years, seemed to increase with their own advancing age. Little children, who know by instinct where love is, would draw near to them, and they had to sit in their side. Thus they passed on, till more than thirty years had been numbered to them. They were not weary of themselves, or of each other, or of this beautiful world. Neither was time weary of bringing them, letter by letter, the alphabet of a serene and virtuous old age.

THOMAS RODD.

Blackley Court Road, June, 4th 1855.

PASTURAGE.

ONE hundred and fifty acres of excellent PASTURE, with a very good house, at Wilshe Barton, Winesboro, Va. Apply to JOHN T. ROSS, on the premises, or to THOMAS RODD.

Blackley Court Road, June, 4th 1855.