

other by glass doors, to be closed in cold weather, but which now being open, showed one grand gallery. Within each are two stoves. Around the walls are pretty iron cribs, with green and white draperies. Alongside of each is the nurse's cot. The nurses of one story wore red, and of the other green turbans, of the peculiar shape that marks a Russian bonne. In each room are small tubs of metal, with supplies of hot and cold water, and in the centre four tables covered with down beds, on which to lay the infants for dressing.

The nurses are mostly peasants, and not unfrequently even the mothers of admitted children. They receive ten roubles a month for taking care of the children in the country. These children can hardly be looked on as unfortunates, although foundlings, as the boys are exempted from military service and from certain taxes, and usually are educated for agricultural employments, although many are taught to be hospital dressers.

The girls, if they choose, are taken to the hospital, and go through a tuition to make them practical nurses, and a special school is attached in order to give them the benefit of what science and the experience of others have been able to collect. If they desire however to marry, the institution gives them their trousseaux, if such a term may be applied to a peasant's outfit.

The cleanliness of the rooms and freedom from anything disagreeable, notwithstanding the army of babies, was remarkable. The morning report, the day we were there, showed 641 babies, all under six years of age. About 120 a week are sent away. These babies are brought openly, as I said, to the receiving office, and not put secretly into a revolving box as at Paris, poverty being one of the causes, perhaps the most prevalent, for the abandonment by the mother; certainly they get a much better chance offered of life than if they were brought up in the squalid homes of the parents, for even the royal babies could not be more carefully nurtured.—[*Journal of Commerce*.]

#### AN INTERVIEW WITH COUNT BISMARCK.

A letter in the *London Daily News* gives some interesting particulars relating to the Prussian Minister. He says:

I never yet saw any one who so impressed me with an idea of power. Count Bismarck believes in himself, and fully so. He believes he is called on to do a certain work, and that he is quite able to accomplish it. His power of endurance is very great. He often sits up night after night, working hard. During the campaign he never slept more than three hours out of the twenty-four. This is less than Napoleon I. under similar circumstances, who took four hours sleep. But you see the effect of this constantly continued work has upon him. His face is seamed all over, he has quite dark lines under the eyes, and the eyes themselves are bloodshot. He looks like a man who is quite knocked up by being overworked. And yet he is gay, and jovial, and pleasant, and cheery.

When I came in he shook hands and at once offered me a cigar. I told him I did not smoke. "Oh, nonsense," he said, "I am sure you do. Why everybody smokes." What surprised me most was his thorough openness in conversation. Without the least reserve he spoke of his intentions of the future of Prussia and of Germany. For an hour and a half he thus went on speaking. His resolve is indomitable; but he also feels certain of going through with the work before him. The king is, of course, a mere tool in his hands; but it shows his great skill and dexterity in turning such an instrument to serve his purpose. His words were, "he took the bit between his teeth" (a literal rendering of the French expression).

As I said before, it was the thorough openness of the man that so greatly surprised me. And there was no acting a part; it was no assumed ingenuousness; that you saw and felt at once. There is no stiffness in his manner, nothing ceremonious. He is quite natural, and there is nothing of the air or manner you expect to find in a minister. He is all day long overwhelmed with business, with giving audiences, &c.

I went to him in the chamber, and sent him my card. He came to me and said he could not then stay, as he was just then going to make a speech, but, if I would come later in the evening to

his house, he would be happy to see me. When I went, a gentleman came into the ante-chamber to say the minister begged me to wait a little; he was busy, but would soon see me. Even then, at that late hour, he was giving audiences. When all were gone, he came and led me into his room. He is tall—more than six feet—and well and strongly built. He is a fine, handsome figure, broad chested, and gives you the idea of his possessing vigorous health. And he must have a good constitution to work as he does. He has a fine, towering head, broad in front, broad, too, behind. The photographs of him are not like; they do not give you a notion of the man. I do not think him liberal in the sense that you and I are liberal. There is no doubt that what he thinks best he will enforce; but what he does is, he believes, for the good and glory of Prussia.

#### SINGULAR DISCOVERY IN SCOTLAND.

A curious figure has been found in a quarry at Wishaw, Scotland, which is to be sent to the British Museum. A local paper says: "On the bank of the freestone quarry, which is being worked at the low-end of the town of Wishaw, is to be seen a sculptured-like form, which, at first glance, is not unlike one of the winged bulls that have been dug out of the sand heaps which have embedded the ancient Nineveh. The operations of the quarries have recently disinterred it from its rocky tomb in the bottom of the quarry, and by great care in hewing out the rock around it they have been enabled to secure it in an almost entire state. The workmen have turned up many similar forms of late of smaller size, but when this was first met it created quite a sensation among them, for, from the position in which it was found lying, the parts first uncovered bore a remarkable resemblance to the human form. Its head and body together measured about eight feet long, and its shape is somewhat different to the saurian tribe that has hitherto been discovered in the same sections of rocks. It seems to belong to a higher order of life, and bears a strong resemblance to members of the seal or walrus tribe that tenant the seas and lounge on the shores of the present day. It appears to be lying on its side, on a parallel to what must have been the tidal wave. Its forefins, or paddles, are folded into its belly. The rock in which it was found overlies the main coal, and is of that description designated by the quarriers and builders as liver rocks, or amorphous freestone, having neither beds nor vertical cracks, presenting the appearance of having been formed in convulsive waters, and under different conditions from the ordinary bedded rocks. A few yards from the place where these fossil mummies have been excavated algae or seaweed is seen in great abundance.

#### YANKIES IN AUSTRALIA.

A correspondent, writing from Melbourne to the *London Times*, says the Yankee stage-driver is one of the institutions of that country, and gives the following description of one of the American stages and drivers found in Australia:

A long, leather-covered, red painted, four-wheeled affair, in three compartments, and open at the sides, having something of the appearance of three watering-place "flies" stuck together curiously uniting the lightness and strength, is any one of Cobb's line of American coaches running from Melbourne to Beecanworth (near the borders of New South Wales), and from many of the up-country railway stations, to districts which are distant from the line. This formidable structure, for long stages and bad roads, is usually drawn by six exceedingly well-bred horses. The driver, a young Yankee from Vermont, and bearded like the pard, is on the box, looking as responsible as the driver of a coach-and-six ought to look, and eyeing his team with complacency. "All aboard?" cries the driver to all parties concerned, as full notice that he's ready to be off, for Cobb, like time and tide, waits for no man. "All aboard?" respond the English portion of the "insides." "Let 'em go" says Vermont, as he quietly turns a lump of "Cavendish" in his cheek and the grooms jump aside. The near-wheeler opens the proceedings by standing on his hind legs almost as straight as a man, but the harness is strong, and he is only

one of six. Two or three others do a little plunging on their own private account. "Ah, yu!" shouts Vermont, "Hi! ho! go then! Aberdeen! Sherman! Pompey!" The sound of their names from his authoritative mouth seems to call them to their duty, and they tear off at full speed. They are not many yards from the railway station when they are in the midst of wash dirt and diggings. Here, we are amid a clump of trees; there, thundering through a deep and narrow gully. One while the deep holes of the miners are within a yard or two of us on either side; another time we are tearing away at the rate of sixteen miles an hour whenever we come to a bit of tolerably level ground. But rough or smooth, on good metalled road or in mud up to the axle, our driver is always master of the situation, and we refuse to think that an accident is among the possibilities of the journey. These American drivers are quiet and self-possessed where an English stage coachman—assuming any of the species are extant—would give up the whole concern for lost.

#### THE GREAT CYCLONE IN THE WEST INDIES.

The *Nassau Guardian* publishes a tabulated statement of the damage by the late cyclone, the statement occupying several columns; in Nassau some of the totals are as follows:

Houses destroyed, 617, do. damaged, 609; churches and chapels destroyed, 5; do. damaged, 3; warehouses, 17; do. damaged, 16; shops destroyed, 12; persons houseless, 1,039.

From the out-islands the following are some of the results reported:

Abaco, Green Turtle Caw, 40 dwellings blown down; Andros Island, Nichol's Town all but six dwellings blown down; at Red Bay, all blown down or swept into the sea; at Calabash Bay, 11 out of 13 dwellings blown down; Eleuthera, Current settlement, 20 dwellings; at Governor's Harbor, 40; at James Cistern, 36 out of 40; Harbor Island, only one out of thirteen was left uninjured, and 27 dwellings were blown down. At Long Island only 7 out of 30 stores and houses were left partly standing. At Rum Cay 130,000 bushels of salt destroyed. At Long Cay, Fortune Island, one third of the salt crop was destroyed, together with 103 dwellings, 11 to 14 lives, 3 schooners lost, &c. At Ragged Island, 50,000 to 60,000 bushels of salt destroyed.

We count up in the *Guardian's* summary of the out-islands, likewise, fifteen churches and chapels, and several others injured.

The damage to shipping shows the following grand totals: Totally destroyed, 2 steamers 23 schooners, 23 sloops and smacks, boats, &c., making up the whole number to 92. Vessels of all sorts seriously injured, 97; slightly do., 42.

THE RAGE FOR WEALTH.—See it in all its madness, in our poor friend Robinson. He has made one fortune, but did not consider it large enough. He is off to the city at 8 A. M., never returning till 8 P. M., and then so worn and jaded that he cares for nothing beyond his dinner and his sleep. His beautiful house, his conservatories and pleasure-grounds, delight not him; he never enjoys, he only pays for them. He has a charming wife and a youthful family, but he sees little of either—the latter, indeed, he never sees at all except on Sundays. He comes home so tired that the children would only worry him. To them "papa" is almost a stranger. They know him only as a periodical incumbrance on the household life, which generally makes it much less pleasant. And when they grow up, it is to such a totally different existence than his that they usually quietly ignore him—"Oh! papa cares nothing about this;" "No, no, we never think of telling papa anything;"—until some day papa will die, and leave them a quarter of a million. But how much better to leave them what no money can ever buy—the remembrance of a father! A real father, whose guardianship made home safe—whose tenderness filled it with happiness—whose companionship and friend, as well as ruler and guide—whose influence interpenetrated every day of their lives, every feeling of their heart—who was not merely the "author of their being"—that is nothing, a mere accident—but the originator and educator of everything good in them—the visible father on earth, who made them understand dimly "our Father which is in Heaven."

SUSPENSION BRIDGE OVER THE OHIO.—The suspension bridge over the Ohio River at Cincinnati, which is 2,252 feet long, will be opened to pedestrians on Saturday, December 1, with appropriate ceremonies; it is the longest single span bridge in the world, costing \$2,000,000. The railway tracks are laid over its span from centre to centre of towers 1,057 feet.

POLISH EXILES SETTLING IN VIRGINIA.—Twenty-seven families of Polish exiles left this port for Richmond in the steamship *Virginia* to settle on two thousand five hundred acres of land in Spottsylvania county, Va., procured for them through the American Aid and Homestead Company. They are to pay five dollars an acre for it, in six years. Implements, seeds, &c., were furnished by subscription in this city, and the owners of the *Virginia*, it is said, gave the emigrants free passage.

A NEW THEORY AGAINST SEWING MACHINES.—There is now a serious charge preferred against our popular favorite, which has the authority of a grave and learned faculty to support it. A number of Parisian physicians pretend to have discovered that steady employment on these machines is exceedingly detrimental to the health and morals of the female operators. Dr. Guibout, who seems to have been the first whose attention was attracted to this subject, gives some very startling results of a series of observations made by him at some of the largest manufacturing establishments where these machines are extensively in use. In one where 500 females are employed, over 200 were suffering more or less from its effects. Most of the operators endured the work only a few months, and then abandoned it, weakened and reduced in flesh. The leading physicians of Paris have fully endorsed these views, and declared that permanent work on the machines is sure to injure woman physically and endanger their morality. These observations, of course, apply only to the working of the class of machines which are worked by the feet of the operatives, but they may afford some of our inventors a chance to reap new laurels by discovering a motor less objectionable.—[*Detroit Free Press*.]

THE POPULATION OF TURKEY.—The whole Turkish Empire, according to the census made for the assessment of the "tenth," comprises in the aggregate a population of nearly 42,000,000 of which 18,000,000 are in Europe, and 24,000,000 in Asia. Servia Moldavia and Wallachia number 6,000,000 inhabitants, so that there remains a population of 36,000,000 for Turkey proper. setting aside the provinces enjoying self-government, this population is divided into eleven different races: Greek rayas, 2,000,000; Armenians, 2,500,000; Syrians and Chaldeans, 300,000; Selaves, 6,000,000; and Albanians, 2,000,000—total, 12,800,000. These constitute the Christian element. Including in it the Syrians and Chaldeans, we cannot reasonably add to it the 300,000 Jews found in those countries. Now follows the Mussulman portion, composed of 15,800,000 souls, without reckoning 160,000 Tartars, 100,000 Turcomans, 5,600,000 Arabians, 40,000 Druses, and 1,000,000 Kurds; or, in all, 6,900,000 Mahometans of different kinds. To sum up, there are Christians, 12,800,000; Mahometans, 6,900,000; and Mussulmans, 15,800,000, or a total population of 35,500,000; to which must be added, to make up the number of 36,000,000, the 300,000 Jews, and about 200,000 gipsies, who have no religion.

UNPARALLELED RAILWAY TRAVEL.—The *Philadelphia Press* says that on Thursday, Nov. 23 the gentleman returned to that city who left on the 29th of October to take part in the great Union Pacific Railway excursion to Fort Riley, Kansas and back. This journey was successfully accomplished in a single car, by means of broad flange wheels, which adapted it to the different gauges which occur on two roads, between the Pennsylvania Central and the Union Pacific, the distance to Fort Riley being nearly fifteen hundred miles, and that of "the round trip" about three thousand five hundred miles. Such a journey in a single railroad car is without precedent in the annals of American travel, and of course in those of the Old World.