

early, to sleep off the hunger, yet often it's too easing on the poor child, and wakes him in spite of me, and I know the hungry face of the darlint aggravates his father. I know all that: but he ought to know that I'd follow him faithful through the gates of death, if that would save him an hour's pain; he ought to know it—and does know it—I'moshee he does, and he kissed me this morning on his fasting breath, leaving the handful of potatoes for me, and saying, the mather, where he gives his strength for eightpence a day, ordered him a breakfast, which I'm sure ain't the truth. The boy's in his heart as strong as ever: but the misery, ma'am, often hardens the man, while it softens the woman: but it's hard to listen to such a word as that. He was my first love, and he'll be my last. None of us can tell what's before us: but I'd go all my trouble over again if it would do him any service.'

From Charles O'Malley.

INCIDENTS OF WAR.

A strong cavalry force stood inactively spectators of the combat on the French side, among whom I now remarked some bustle and preparation, and as I looked, an officer rode boldly to the river edge and, spurring his horse forward, plunged into the stream. The swain and angry torrent, increased by the late rains, boiled like barm, and foamed around him as he advanced, when suddenly the horse appeared to have lost his footing, and the rapid current, circling around him, bore him along with it. He laboured madly, but in vain, to retrace his steps; the rolling torrent rose above his saddle, and all that his gallant steed could do was barely sufficient to keep them afloat: both man and horse were carried down between the contending armies. I could see him wave his hand to his comrades as if in adieu: one deafening cheer rose from the French lines, and the next moment he was seen to fall from his seat, and his body shattered with balls floated mournfully upon the stream. This little incident, to which both armies were witnesses, seemed to have called forth all the fiercer passions of the contending forces, a loud yell of taunting triumph rose from the Highlanders, responded to by a cry of vengeance from the French, and the same moment the head of a column was seen descending the narrow causeway to the bridge, while an officer, with a whole blaze of decorations and crosses, sprang from his horse and took the lead. The little drummer, a child of scarce ten years old, tripped gaily on, beating his little *pas de charge*, seeming like the play of infancy than the summons to death and carnage, as the heavy guns of the French opened a volume of fire and flame to cover the attacking column: for a moment all was hid from our eyes, the moment after the grape-shot swept along the narrow causeway: and the hedge, which, till a second before, was crowded with the life and courage of a noble column, was now one heap of dead and dying: the gallant fellow who led them on fell among the first rank, and the little child, as if kneeling, was struck dead beside the parapet, his fair hair floated across his cold features, and seemed in its motion to lend a fond life when the hearts throbb had ceased for ever.

Wilkinson on Engines of War.

A CLINCHER OF ARMOUR.

Phillip de Comines has recorded, that at the battle of Fournoue, under Charles the Eighth, a number of Italian knights, who were overthrown and unable to rise on account of the weight of their armour, could not be killed until they were broken up, like huge lobsters, with woodcutters' axes, by the servants and followers of the army, which fully justified the observations of James the First, who, speaking in praise of armour, said, "That it not only protected the wearer, but prevented him from doing any injury to others." In fact, we find, in several battles about the time referred to, that not a single knight was slain. An anecdote in point is also related of George the Fourth. After the battle of Waterloo, it was proposed to make some change in the dress of the Life Guards: the King ordered one of the soldiers to be sent for, who had greatly distinguished himself, and was said to have slain six or seven French cuirassiers in single combat. He was asked a variety of questions, to each of which he assented; until the King, perceiving that he was biased by the presence of royalty and his own officers, said to him, "Well, if you were going to have such another day's work as you had at Waterloo, how would you like to be dressed?" "Please your Majesty," he replied, "in that case I had rather be in my shirt-sleeves."

From James's Corse de Leon.

A BRIGAND'S PHILOSOPHY.

It is because man's law is not God law that I stand here upon the mountain. Were laws equal and just, there would be few found to resist them. While they are unequal and unjust, the poor hearted may submit and tremble; the powerless may yield and suffer; the bold, the free, the strong, and the determined fall back upon the law of God, and wage war against the injustice of man. If you and I, baron, (he continued, growing excited with the heat of his argument;) "if you and I were to stand before a court of human justice, as it is called, pleading the same cause, accused of the same acts, would our trial be the same, our sentence, our punishment? No! all would be different; and why?—Because you are Bernard de Rohan, a wealthy baron of the land, and I am none. A name would make the difference. A mere name would bring the

sword on my head and leave yours un wounded. If so it be, I say—if such be the world's equity—I set up a retribution for myself; I raise a kingdom in the passes of these mountains, a kingdom where all the privileges of earth are reversed. Here, under my law, the noble, and the rich, and the proud are those that must bow down and suffer: the poor, and the humble, and the good are those that have protection and immunity. Go, ask in the peasant's cottage; visit the good pastor's fireside; inquire of the shepherd in the mountain or the farmer on the plains: go, ask them, I say, if, under the sword of Corse de Leon, they lose a sheep from their flock or a sheaf from their field. Go, ask them, if, when the tyrant of the castle—the lawless tyrant, or the tyrant of the city—the lawful tyrant, plunders their property, insults their lowliness, grinds the face of the poor, or wrings the heart of the meek—ask them, I say, if there is not retribution to be found in the midnight court of Corse de Leon—if there is not punishment and justice poured forth even upon the privileged heads above.

European News.

BY THE COLUMBIA.

From British Papers to the 4th April.

The Overland Route to India.—Altho' the industry and enterprise of man have already rendered this once tedious and arduous journey, one of great ease and wondrous rapidity, every information tending to make the beaten path smoother still, and to accelerate the speed, is at all times extremely valuable. Under the influence of this utilitarian principle, we have derived great gratification from the perusal of an intelligent letter, by an observant traveller, on this subject, dated Cairo, 28th of Jan. As the dates therein supplied will be useful to overland travellers, by furnishing them with the probable periods of their journeyings through Egypt, we have selected them from his interesting narrative, and subjoin them *seriatim*, from Alexandria to Suez, with the distances from each to each.

Alexandria to Atfeh, per canal—12 hours, 48 miles.

Atfeh to Cairo, by steam—2 days, from 90 to 150 miles.

Cairo to Suez—2 days, 75 miles.

Now the distance from Atfeh to Cairo appears very indefinitely given, but it is inevitably so, for this cogent reason, that the tide of the Nile, like tides all over the world, will wait for no man! It appears, *ergo*, that the steamer can proceed direct from Atfeh to Cairo at the top of the tide, but at 'low Nile,' as it is phrased, the fear of grounding compels the steamer to observe the meandering of the river where there is a sufficiency of water. The time we have quoted was during the 'low Nile.' Nothing can be more animated and interesting than the aspect of the desert, when a bevy of travellers proceed *en masse* to join the steamer at Suez. Now that so vast a majority prefer the expeditious overland route to the tedious one round the Cape, parties averaging from 150 to 200, are frequently to be seen traversing the desert together. When we come to consider that all these travellers are variously mounted, some on horses, some on camels, and some on donkeys, 'the tattle of the whole' must have an extremely picturesque appearance.

But to return to our traveller, whose pertinent remarks have given rise to these reflections:—

I have no hesitating in stating generally (says he), that such are the natural facilities of the route through Egypt, that with, comparatively speaking, a trifling expense, it may be made as expeditious and convenient as most routes of a similar distance even in England. With the exception of the nine miles from Cairo to the first station house, which is sandy, the whole of the road between Cairo and Suez is a hard gravel, equal to the general quality of country roads in England previous to the Macadamising system. About fifteen miles between No. 6 station and Suez requires clearing of loose stones, which renders carriage travelling uneasy. The stones, however, only require to be picked off and piled up either in heaps or as a small fence on each side of the road, and the Pasha will order this to be done at once. This being done, carriages of any description could travel the road, and, with relays of horses at the station houses, the distance between Cairo and Suez may be done with ease in twelve hours. A steamer of good power, and to tow an iron luggage boat, would do the distance from Atfeh to Cairo in twenty hours, or with the stream, from Cairo to Atfeh in ten hours, and with a proper track boat on the canal, similar to those used on the Shannon, that distance might be done in seven hours, thus reducing the transit through Egypt to thirty

nine hours of actual travelling one way, and to twenty nine hours the other.

COLONIAL TRADE.

Extract from the Report of the Select Committee of the House of Commons on Impost Duties, and from the principal evidence taken before the Committee.

Mr M'Gregor's Fourth Examination.

TIMBER.

The differential duty on timber is 5s. for hardwood, and 10s. on pine and fir, from our colonies, as compared with £2 15s. upon timber from foreign countries, being a differential protection of 450 per cent.; what observations have you made upon that?—My opinion is, that the differential duty upon foreign and colonial timber is exceedingly injurious to the manufacturing interests, and indirectly to our navigation, inasmuch as we are prevented from supplying in return those foreign nations with our manufactures, which they would take in about the same proportion as we took timber, or their other productions which they may have to give us.

Does not the high differential duty oblige ship builders and others who use timber in England to pay a very high price for inferior timber?—Certainly, for all kinds of timber.

In what way would the revenue be affected if the duties on foreign and colonial timber were equalized?—By lowering the duties or equalizing them, my opinion is that you would raise the revenue now derived from timber, which is £1,603,194, to at least £2,500,000.

How would you effect that?—I should fix the duty upon all colonial timber, with the exception of oak, teak, elm, cedar and juniper, and other wood required for ship building, to 10s. per fifty cubic feet of measurement, including deals and staves, adding five per cent on the deals and staves for revenue, as being partly manufactures; and I should lower the duty upon foreign timber to £1 10s: not that I consider this the best, but I consider it the best you could do under the existing system. I would prefer 7s 6d per load on colonial, and 22s 6d on foreign timber; then all classes would be greatly benefited, timber being so extensively required in all kinds of buildings down to the poor man's cottage, and for so many implements and countless other uses. If the duty were to be levied *ad valorem*, even at the same rate, it would in amount be higher, in its great value, on foreign timber.

Would not that change be prejudicial to our colonies?—I think not, if you take away the useless restrictions with which we shackle their trade.

Have you resided in the Canadas, and had opportunity of judging what the effect would be if the duty was raised on Canada timber? I have resided in all the British North American colonies and my opinion is that if we remove our restraints upon the trade of these possessions, we shall not be long required to continue any productive duty whatever; but while we continue our colonial restrictions we shall be obliged to continue some of those protections, we have by our legislation, caused merchants and others to embark in undertakings their capital, which it would be unjust to destroy by other legislation except upon equitable principles.

To what restrictions do you allude as a counterpart to our admitting timber into England at this lower rate of duty? The restrictions are chiefly in respect to our confining the colonies to certain limits of trade and navigation.

Would you recommend then those restrictions to be withdrawn?—Entirely; I would remove all British custom houses from the Colonies.

What effect would that have upon the mercantile navy of England; have you considered that?—I consider that removing those restrictions would be no disadvantage whatever to the mercantile navy, inasmuch as if you increase the colonial mercantile navy you increase the British; the navigation of those countries will be quite as applicable to supply the British navy with seamen as that in the mother country. No inconvenience or disadvantage can arise from that cause.

Then are the committee to understand that the change you propose in withdrawing the restrictions from the British North American colonies, and in reducing the duty upon foreign timber coming from the Baltic, would be beneficial both to England and the Canadas?—I think so; the Province of New Brunswick alone, from existing circumstances, from the labour and industry of the country having been directed so much more to saw mills and timber cutting, than to agriculture, would experience inconvenience and loss, which ought to be guar-

ded against, on the principle of equity, for some time; but none of the other colonies would to any serious extent experience injury. Some individual houses would; but it would be economy for this country, and it would only be justice to remunerate them for their losses, provided we effected a change which would give us at least an additional million of revenue, with far greater advantages to our manufacturers, ship builders, and to our whole population.

Mr Villiers.—Do you consider that the timber trade is of great importance to all those Colonies?—Only to the colony of New Brunswick, and a few mercantile houses in Quebec and Montreal.

Have you ever considered the policy of encouraging them to employ their capital in the timber trade? Morally I have considered it pernicious; but I would never think of restricting industry and enterprise.

Have you ever observed how far it prevents them from employing their capital in agriculture? Yes; and I consider that entering upon the timber trade, except occasionally for employment during the first years of settlement, has been injurious to the agriculture of a country.

Chairman.—Without entering into the detail of all the differential duties in the list you have given in, will you state in your opinion, how far colonial produce in general protected? I must repeat what I have stated, that while we continue those restrictions upon the colonial trade we shall be obliged to continue protection something equal to those restrictions towards the colonies; and in reference to British ship trading with British possessions, it will be found absolutely necessary to let those who build them, and fit them out and provision them, do so in regard to the materials of construction, the stores and provisions, without those restrictions as to duties and prohibitions which prevent their being constructed and fitted out something much nearer the expense of building and fitting out ships in foreign countries.

Then you consider that that protection which we have given, and those restrictions which have been laid on the colonies, have actually been detrimental to the colonies as well as to England?—Certainly; one example I will give: the colonies are not allowed to import one single pound of tea from the United States of America, but they either get their tea direct from this country, or else by smuggling them from the United States; another example is, that they send vessels from the colonies, Maderia and other ports, with fish, but they cannot bring back wines direct without paying a differential duty of £7 10s.

The Plymouth breakwater has been twenty-eight years in progress, has consumed 3,62,727 tons of stone, and cost £1,200,000.

Notification was made at Lloyds, on Monday morning, requiring tenders for transports to convey 1,600 men, with 77 officers, to Halifax and Quebec, whither, it is reported, 4,000 men are ultimately destined.

War Steamers.—Sixteen War steamers are ordered to be built, six of the first class, and ten of the second; all to be armed with guns of 10 inch calibre. Several of these will be laid down immediately, and the frames of the whole converted without delay, so as to be ready against the engines are prepared.

Army.—Detachments have been placed under orders for North America. The strength of the drafts for Canada, Nova Scotia and New Brunswick will be about 65 officers, 40 sergeants, and 1,630 rank and file.

The Thames Tunnel.—The great difficulties which have impeded the completion of the extraordinary undertaking may with truth be said now to have been entirely overcome. The work has been wholly completed under the river, and shield—the avant courier of the structure—is now below the company's wharf on the Middlesex side. The operations at Wapping for completing the shaft by which foot passengers will descend are in full activity. Thirty feet of this shaft have already been completed, leaving about forty feet more to be accomplished. The natural ground which has been already touched is favourably for the gradual and safe descent of this enormous and ingenious mass of brickwork. It is expected that the ceremony of opening the tunnel will take place about the end of the summer. It need hardly be observed that the engineer, Mr. Brunel, who has devoted his whole attention for 14 years, looks forward to the accomplishment of the tunnel with the greatest interest. We hear that her Majesty, fully alive to the great skill and talent of the engineer, is about to confer the honour of