

of police, who was also obliged to fly from the vengeance of the Camarilla of the day. They reached Corunna in safety, and embarked for England; this facile versatility with which Olozaga had smoked, joked, and drunk his way, adapting himself to the humours of all he met, and supporting admirably his assumed character, having in no small degree contributed to save them from detection.

The account our author gives of Queen Isabel is anything but a favorable one; although we have much reason to fear that it is substantially correct. Wilful and pettish, at times obstinate, deficient in intelligence, as well as temper, and above all, a dissembler. Ugly words these; but if it be true that children inherit their parents' virtues and vices, what better could be expected from the offspring of a Ferdinand and a Christina? Indeed it will be fortunate for herself and her people, if, at a later period of this child-queen's life, there are not a few more failings to be added to the above list—already sufficiently long. At present, artfulness and insincerity seem her chief faults—no trifling ones, certainly; and to these may be added a want of heart, very unusual in a girl of such tender age, and which is perhaps the worst symptom in her character. It has been frequently and strangely exemplified in her conduct to those nearest her person. Previously to the anti-Christina revolution of 1840, the Marquessa de Santa Cruz was her governess, and to her the young Queen appeared much attached. But when the Marchioness left Spain in the suite of the Queen-mother, Isabel never made an enquiry after her, receiving Madame Mina with the same degree of apparent affection that she had shown to her preceding governess. Whilst Espartero was Regent, she professed unbounded attachment to him, insisted on having the portrait of her "caro amigo" hung in her room, and seemed proud of showing it to all her visitors. The wheel went round; Narvaez was at Madrid, and the Duke of Victoria a refugee on board the Malabar. The Senora de Mina was dismissed, and her royal pupil took leave of her with the same absence of feeling that she had shown when separated from the Marchioness of Santa Cruz:—

"Since you are leaving me," she said, "I must make you a present." And away she ran to take down the portrait of her very "dear friend" Espartero, which precious relic she handed over to her outgoing Aya, saying, "Keep this portrait, senora; it will be better in your possession than mine!"

Taken to a bull fight her youthful majesty of Spain was delighted beyond measure, enjoying the sufferings of maddened bulls and gored horses, with as much zest as could have been shown by her illustrious and respectable father. Unfortunately, auto-da-fes are out of date, or they might serve to vary her pastimes. As it is, she is obliged to fill up her leisure by the consumption of confectionary, of which she has a constant and abundant supply on hand.

The abundance of the comforts and the badness of the counsellors by which the poor child is environed, menace grievous injury both to mind and body, heart and stomach. A puppet in the hands of factions, living from her earliest childhood in an atmosphere of intrigue and falsehood,—the usual atmosphere of Spanish courts and Camarillas, how was she to escape the contagion? Her education seems also to have been grievously neglected. When Arguillas was her governor, she was iudocile and refractory; under the care of Olozaga she only remained three months. Her female instructors, with the exception of the Countess of Mina, have been women of equivocal character, seeking to advance themselves and their friends, and teaching their pupils few lessons but those of dissimulation: To aggravate the evil, during the three years of Christina's exile, that princess was allowed to be in constant correspondence with her daughter, and of course lost no opportunity of inspiring her with a dislike of her own political enemies, the Progressives. These last, however, being in power, and about the person of the young Queen, she was obliged at least to appear friendly with them, and was thus "taught to be false and artful by the force of circumstances, and trained by events to deceit."

From Fisher's Colonial Magazine. SUEZ NAVIGABLE CANAL.

[From an article on this important subject, in the above-named periodical, we make the following selection.]

A few concluding words are requisite, first, as to the facility of constructing the proposed canal; second, as to its general, and financial advantages and profits when constructed.

The following is a summary of Mr. Linaut's proposal:—

- 1st That the nature of the soil and chain of lakes present great facilities of excavating a canal.
2nd. That the Red Sea at Suez being thirty-two feet higher than the Mediterranean at Tineh, the water being once let into the canal, would form a permanent current, flowing from sea to sea at four miles an hour.
3d that a breakwater might be constructed on the bar, which would form at the Mediterranean mouth of the canal.
4th. That the excavation, embankment, and masonry, extending 100 miles from sea to sea, might, with 20,000 labourers, be completed in one year.
5th That the cost, at the current price of labour in Egypt, (5d. per day) would be £150,000; to which, if £25,000 be added for the breakwater, the whole expense would not exceed £175,000.

The following is a summary of its general advantages, from the pamphlet of Mr. Edward Clarkson, reprinted from the article on

Steam Navigation to India, in the Foreign Quarterly Review, 1837.

Let us examine next what would be the advantages of the navigable canal proposed? what would be the expense? and would be the outlay?

The distance from the Mediterranean to the Red Sea by the Suez Navigable Canal, would be from seventy to eighty miles. The time consumed by a steamboat in this transit might be averaged at two or three hours. What is the time now consumed in the transit through Egypt by the voyager from England to Bombay? and what is the nature of the transit? Passengers, packages, and letters, after being landed at Alexandria, are now conveyed by the Mahmoudie Canal forty miles to Atfeh, on the Nile. This transit consumes twelve hours, and is performed by a track-boat, attended by numerous inconveniences. The passengers, goods, and letters, are left at Atfeh; they are there re-shipped, and carried by steam-boat from Atfeh up the Nile to Boulac, a distance of 120 miles. This water-transit consumes eighteen hours. At Boulac, which is the port of Cairo, the passengers, goods, and letters are again unshipped, and have a land-transit of two miles before they arrive at Cairo. At that capital a stoppage of twelve hours, which is considered indispensable to the travellers, occurs. A fourth transit then takes place to Suez from Cairo, across the Desert. This is performed by vans, with two and four horses, donkey-chairs (two donkeys carrying a species of litter between them for ladies and children), and is often attended owing to the scarcity of good horses, with great inconvenience. The distance of this land-transit is eighty-four miles, and consumes thirty-six hours.

The whole distance by the present line is thus 246 miles! By the projected line it is 60! The transit by the present line consumes four days! The transit by the proposed line would not consume more than two hours!

Nor is this all; this is, in reality but a small part of its intrinsic advantages. Many others will attend it. Instead of a land, and river, and Desert transit, with all the obstructions and inconveniences of track-boats, native steamers, donkey-chairs, and vans, shipping and unshipping, unloading and relading, there will be no land transit,—and the whole passage may be made by sea from London to Bombay without stoppage. Instead of four days being consumed in the Egyptian transit, two or three hours will only be requisite. The entire avoidance of contact in seasons of plague, is no trifling advantage. Moreover, the £20 expense caused by the present transit in Egypt, or charged to each person, will in future be saved by every passenger.

These advantages resulting from the line proposed, are great and striking. But they are principally limited to individual benefit. The advantages to the mercantile community would be immense, and in some degree inappreciable. India would be practically brought by a month's voyage nearer to England than at present. The desiderated three days requisite for a monthly correspondence would be obtained; four days would, in fact, be saved; but three, or sometimes two, would be sufficient. Merchants would hereafter be enabled to answer their correspondents in India regularly every month, and vice versa. That constitutes one principal advantage of the Suez Navigable Canal. At present the outward mail starts on the 4th of the month, while the home word-bound mail does not arrive till the 7th. The governmental facilities of expediting troops must be considered. By the Canal, troops could be placed from Malta to Bombay in three weeks.

We must further consider what an East India firm would gain in interest of money on a single ship, the lading of which is not unfrequently worth £300,000; when a month's passage, without land-transit—without delay—without unloading or relading—would suffice for the India voyage, instead of ten weeks or three months. The entire saving of interest in mercantile investments might be fairly rated at £250,000.

Again: all the large quantity of merchandise which is now sent from the East Indies for all the various commercial stations of the Levant, and which is now obliged, after being consigned direct to London, to be reshipped again for its destination, might be left, in future, in the Mediterranean, there to be distributed, at a great saving of time and freight, instead of coming on to London.

A new and unimpeded transit such as we have described—saving the trouble and expenditure of lading and unloading—saving money in outlay saving six weeks' interest of money on cargoes often averaging values from £100,000 to £300,000—would not have to solicit or attract favour, but would command the market.

The facilities being shown, we approach the next obvious branch of the inquiry. What would be the outlay requisite for completing the Suez Navigation? What would be the returns for the invested capital? These practical questions, it is proposed briefly to answer.

It has been shown that the French engineers, in their report to Napoleon, in 1800, calculate the expense of that branch of the proposed canal extending northwards from the Bitter Lakes to Tineh at about £100,000 of English money. To this must be added the expense of re-opening and completing the old canal from Suez to the Bitter Lakes. It has been shown, also, that Linaut, in 1843, estimates the expense at £175,000. But let us take the estimate of Mr. Edward Clarkson, who, in 1841, published the prospectus of a Suez Navigable Canal Company, with a capital of one million. What is the sum of one million, in compari-

son to the large fund invested in so many minor and problematical undertakings (whether railway or canal), in reference to its certain large return, and to its immeasurable advantages to British commerce?

The amount of capital required for carrying out this important undertaking has now been intelligibly stated—£1,000,000 in lieu of the £175,000 of Linaut. Next, as to the returns. These must be considered under two points of view: 1stly, by comparison with the returns now produced or producible by the existing transit-trade through Egypt; and 2ndly, by the returns derivable from the major part of the trade of British India being diverted, by the command of a new navigable access to the Red Sea passage, from its present circuitous and dilatory course round the Cape of Good Hope.

It is no exaggeration to predict that at least one-half of the merchandise, now conveyed by the Cape of Good Hope, would flow into this new channel; and that, if so, a moderate tonnage-duty, which the directing capitalists of the Suez canal would be entitled to levy on all shipping passing and re-passing the Isthmus, would, setting aside other sources of revenue to which we are about briefly to refer, and which alone would pay a not inadequate interest for the amount of capital required, return princely revenues. The advantages previously enumerated are indeed so great, that, omitting altogether the commercial consideration of profit and loss, if the government of this country were to spend or sink a million of money in opening the canal, it would be money well laid out.

From Fraser's Magazine.

A SPRING CAROL.

The spring's free sunshine falleth

Like balm upon the heart;

And care and fear, dull shadows of

Are hastening to depart.

Oh! time of resurrection

From sadness unto bliss;

From death, decay, and silence,

To loveliness like this.

Oh! season of rejoicing,

That fills my heart and brain

With visions such as never,

Met thought, should come again.

Oh! blessed time, renewing

The light that childhood wore;

Till thought, and hope, and feeling,

Grow earnest as of yore!

Though youth has faded from me,

Perchance before its time,

Like a flower, pale and blighted,

Amid its gayest prime;

Though now I value lightly

The noisy joys of life,

And deem its vain ambition

A mad and useless strife;

Thank God! the fount of feeling

Hath deep, exhaustless springs,

And the love once poured so freely

On frail and worldly things,

Is now more freely given,

To the blossoms of the sod,

So the trees, whose leafy branches

Are whispering of God.

The young green lime bends o'er me,

Through its boughs the sunbeams pass,

Making here and there bright islands

'Mid the shadows on the grass.

The butterfly is wending

Its way from flower to flower,

Like a freed and happy spirit—

Meet emblem of such hour!

Loud sings the hidden cuckoo

In his bow'r of leaves all day,

And many a voice of gladness

Is answering his lay,

The rose is opening slowly,

The lilac's scented cones

Are musical till nightfall,

With the wild-bees' drowsy tones.

In this season of life's triumph

Man's spirit hath a share,

It can see the grave unclosing

Yet feel all ends not there.

It smiles to see the conquest

Of beauty o'er decay,

With the merry lark up-soaring,

It greets the dawning day.

Not vainly by such gladness

The poet's heart is stirred,

These sights and sounds not vainly

By him are seen and heard.

All fears that crowded o'er him,

Like clouds asunder roll,

Spring's hope and joyful promise

Sink deep into his soul.

New Works:

From Mrs. Shelley's Rambles in Germany and Italy.

GERMANY.

A name is drawing me on—Germany—vast,

unseen Germany? whence has poured forth nearly the whole population of the present civilized world,—a world not gifted, like the ancient, with a subtle organization which enabled them to create the beauty which we do little more than admire—nor endowed with that instinctive grace that moulded every stone which the Greeks touched into imperishable types of loveliness—nor with that vivacious imagination that peopled the unseen universe an endless variety of beautiful creations,—but the parent of a race in which women are respected—a race that loves justice and truth—whose powers of thought are, if slow, yet profound, and, in their way, creative. Tacitus's Germany—a land of forests and heroes. Luther's Germany in which sprang up the Reformation, giving freedom to the souls of men. The land of Schiller and Goethe! Do you remember La Motte Fouque's Magic Ring—and the old Baron, sitting in his ancestral hall, where banners waved and armour clashed, and the wild winds whispered prophecies, and Power brooded ready to fly abroad and possess the world? Such a mysterious shape is Germany to me. And this, too, is the stage on which Napoleon's imperial drama drew to a close. What oceans of human blood have drenched the soil of Germany even since my birth! Since I love the mysterious, the unknown, the wild, the renowned, you will not wonder that I feel drawn on step by step into the heart of Germany. It will doubtless continue a mysterious and unknown region, since we cannot speak its language; but its cities and its villages will no longer be dim shadows merely: substance and reality will replace misty imagination.

China, in a series of Views, displaying the Scenery, Architecture, and Social habits of that Ancient Empire.

A DEVOTE CONSULTING THE STICKS OF FATE.

With less diversity of appliances, less delicate pretexts, than the Greeks and Romans, the Chinese practise upon the credulity of their countrymen, and, by artifices the most contemptible, feed their fondness for fatality. In every species of situation, public or private, where the three ways meet in any city, town, village, on the summits of the highest mountains, in the recesses of the deepest vales, in the most unfrequented solitudes, in the lonely shelter of almost impenetrable forests, in situations as opposite as the passions in one human heart to those of another, temples of fortune or fate are erected, the doors of which stand open for ever, inviting the children of chance to enter, and seek their destiny. Here an altar is raised to this most capricious and purblind goddess, on which vases are arranged, containing flattened pieces of wood, resembling the leaves of a Chinese MS. book, or the spatula of a chemist. On these, which are called the Sticks of Fate, certain words are inscribed, having a mysterious connexion with each other, and with the contents of a sibylline library, kept in the temple for reference and consultation.

In those deep solitudes, where the paucity of visitors would render the subsistence of a priest upon their bounty precarious, the temple is untenanted; the Sticks stand in their urn, protected by subterfuge only; and the Book of Fate, like the ladders to our way-side fountains, is enchained to the pillars of the altar. In great thoroughfares, there is always an attendant bonze, a large supply of books of reference, and hideous figures, allegorical of the darkness that interrupts our view into fatality. Occasions of applying to the Sticks of Fate are sometimes of moment; such as undertaking a journey, building a house, purchasing a new wife, or burying a deceased relation.

The devotee having paid the bonze in advance takes up the vase, and continues to shake it with becoming timidity until a pair of Sticks falls out. The priest then examines the inscriptions, and comparing them with the pages, or paragraphs, or number in the prophetic volume, declares whether the applicant is likely to succeed in his undertaking. Indefatigable in all the imposts of worldly industry, the Chinaman is reluctant to obey even that deity whose aid he solicits; and should a first or a second throw fail to afford that entire satisfaction which he anticipated, he preserves until conquered fortune yields the victory. The purity of his gratitude is now displayed by the clear flame of a pile which he immediately kindles, throwing into it pieces of paper, covered with tinfoil; and it is in these ceremonies that the greatest portion of the tinfoil imported into China from Europe is consumed.

Vestiges of the Natural History of Creation.

ERA OF THE PRIMARY ROCKS.

The interior of the globe has now been inspected in many places, and a tolerably distinct notion of its general arrangements has consequently been arrived at. It appears that the basis rock of the earth, as it may be called, is of hard texture, and crystalline in its constitution. Of this rock, granite may be said to be the type, though it runs into many varieties. Over this, except in the comparatively few places where it projects above the general level in mountains, other rocks are disposed in sheets or strata, with the appearance of having been deposited originally from water; but these last rocks have nowhere been allowed to rest in their original arrangement. Uneasy movements from below have broken them up in great inclined masses, whilst in many cases there has been projected through the rocky matter, more or less resembling the great inferior crystalline mass. This rocky matter must have been in a state