

miniature; all was now clear to my mind—his singular and unaccountable conduct afterwards, all went to convince me that she had been deceived, and most fatally betrayed. I endeavoured to collect myself, to reason what was the best course to pursue; he must die, and that too, ere another night had passed.

To gain admittance into his chamber, and there taunt him with his infamy, and then, if possible, myself to die, was the only wish that now haunted me. Alas! I knew but too fatally well all the secret winding passages in the palace, and trusting I might encounter him in the former apartments of the Countess, I determined to seek him there. I now became more collected, and awaited the proper hour for my purpose, and when it arrived stole silently into the secret passage which led to the Countess's apartments. Arriving there, I removed a secret panel and stepped full into the room, and but too true, oh! my G—! there lay in fond embrace the betrayer and his victim. I stood for several moments gazing upon them, and heard her, who even in sleep was true, murmur, 'Juan, Juan, why didst thou force thee from me, to die by murderers in a foreign land?'

'Twas enough; I needed no other confirmation of what I felt to be too true before. I now approached the bed side, and hissed into his ear, 'Villain! thou art at length caught! A waker and defend thy miserably perjured life!' He awoke and gazed wildly around him, and seeing me, sprang up and exclaimed, 'Who art thou, midnight assassin, that demands my life?' 'One who has been gazing fondly on the miniature of thy sister—one who has been lingering for years in prison by thy plotting—one who has been dead to effect thy vile purposes—one who has been permitted to live again to taunt thee with thy infamy, and hurl thy soul to perdition! Dost thou not know me? I am thy Captain whom thou left rotting in a dunghill to rush to his bridal couch, and upon that couch shalt thou die! Take that, villain!' striking him with my sword, 'arm and defend thyself, or thou diest the death of a coward!' Our swords crossed, the noise and confusion awoke the Countess, who sprang out of bed, crying 'Murder, murder! oh, kill him not; kill him not!' Our eyes met, she knew me not, and with a bound sprang between us—'Fatal bound, for just then her husband, taking advantage of the pause, made a thrust, which to parry, my sword passed through her heart, and she fell dead at his feet. 'Oh, God! and am I her murderer too?'—another thrust and the villain lay quietly with his victim.

I rushed from the apartment, the air seemed filled with hissing serpents, my tracks followed by howling demons, and upon my shoulder sat a gory death's-head hissing in my ear, 'Villain, thou art at last caught!' and with a bound the nearest demon fastened his icy talons into my back, and I fell senseless upon the earth. How long I lay there I know not, or what occurred afterwards, I know not; I only know that when I awoke, I had been the inmate of a mad house, for how long a time I could not tell, for my locks which then were black were now as white as snow. Yes reader, I had been for years and years a raving maniac, and Oh! how happy was the maniac's life compared with the murderer's. I was pronounced cured, and told I might leave whenever it suited me. But whether, or what to do with myself I knew not; and determined to pass the few remaining days of my miserable life in the service and in the house of God; and by a strange fatality sought the same country where I had once before expected to find honors and renown. I arrived at this lonely spot, and besought the superior to admit a spirit crushed with the afflictions of the world, and who only sought a quiet place to die in peace and in the service of his Maker. My prayer was granted, and here I've lived endeavoring to wipe out a life of sin and wickedness, by penance and devotion; and here I hope to die.

THE PLOUGHMAN AND THE PRINCE.

The Rev. W. B. of Norwich, at the recent annual meeting of the London Missionary Society, stated, that a small Norfolk farmer, or rather ploughman, having formed an improved plough, got an audience of Prince Albert, and showed him a model, with which His Royal Highness was so much gratified, that he gave permission to use the name of 'The Albert Plough.' 'Please Your Royal Highness, (when the affair of the plough had been disposed of) I sometimes write a little poetry. When Her Majesty came of age I wrote a little about that; when Her Majesty was crowned, I wrote a little about that; I have had them copied out, if you please, give them to her Majesty.' The gift was accepted, and the happy laureate returned home. In a few days the telegraphic coach brought him a parcel from the palace, consisting of a copy of the Bible, of an edition called Bagster's Comprehensive Bible. John packed the book up again and returned to Windsor; and was again in the Prince's presence. 'Would His Royal Highness write his name in the bible?' No sooner asked than granted.—John then paused, as if afraid to go too far, but at length he said, 'Did he think her Majesty would write her name?' The Prince said, he could not speak for the Queen but he would ask. In a minute or two he returned with the book, bearing the Royal autograph. John returned with the Bible, and by showing the book and the names to his neighbors, at a shilling a head, they raised £50 for the Baptist Jubilee.

FRANKLIN'S RULES OF LIFE.

The resolution he took up to his twenty-first year, was one which might more frequently be

adopted than we see it to be. He was then on his voyage from England, and employed himself in marking down incidents in a journal. It struck him while thus amusing himself that it was unbecoming the character of a man to whom heaven had imparted intelligence and reason, to fluctuate without a design through life; and he then resolved to form some plan for his future conduct by which he might promote his fortune, and secure respect and reputation in society.

This plan is prefaced by the following reflection: 'Those who write of the art of poetry teach us, that if we would write what would be worth reading we ought always before we begin, to form a regular design of our piece; otherwise we shall be in danger of incongruity. I am apt to think it is the same as to life. I have never fixed a regular design in life, by which means it has been a confused variety of different scenes. I am now entering upon a new one, let me, therefore, make some resolutions, and form some scheme of action, that henceforth I may live in all respects like a rational creature.'

To these remarks he attached a set of rules and moral principles, which, while they show his noble ardor of virtue, may afford those animated with the same spirit an unprofitable example. They are partly as follows:—

I resolve to be extremely frugal for some time, until I pay what I owe.

To speak the truth in every instance, and give no man expectations that are not likely to be answered; but aim in every word and action, the most amiable excellence in a rational being.

To apply myself industriously in whatever business I take in hand, and not divert my mind by any foolish project of growing suddenly rich, for industry and patience are the surest means of plenty.

I resolve to speak ill of no man whatever, not even in a matter of truth; but rather by some means excuse the faults I hear charged upon proper occasions, to speak all the good I know of every body. &c.

To these resolutions, though formed in the ardor of youthful imagination, he adhered with a scrupulous fidelity.

From the London People's Journal.

A VISION FOR THE FUTURE.

BY W. C. BENNETT.

Oh! clap your hands ye vaulted heavens,
Thou green earth leap for glee;
In gladness to the shouting winds
Toss high with joy, oh sea;
The cycle of thy mourning
Thou hast circled on through mirth;
Through the ages yet before thee
Roll peacefully on earth!

Lo, the dear brotherhood of man
Shall be no empty theme
For drowsing priest to mumble of,
And untamed youth to dream.
And he who toils shall need no more
In vain for toil to sue,
Shall payment meet and leisure gain
His daily labours due.

The state—it shall the poor man hold
Entitled to a mind,
And no more shall the lowly born,
With untaught ignorance blind,—
No more shall give the evil way
The man to mould at will,
Then strangle him in law's fell grasp,
Because his deeds are ill.

In still calm thought shall wisdom sit
With brooding love, and scan
The fount-springs of the miseries,
The wants and ills of man;
And loving counsel from her lips
For evermore shall well,
Teaching how life new good may gain
And ancient evil quell.

And science shall with earnest eyes
Watch nature day by day,
And, day by day, shall from her win
New mysteries away—
Shall from her elemental powers
Their secret nature rend,
And bow them to the use of man,
Their mighty force to bend.

So man from good to better—
From height to height shall climb,
And with wide realms of new-won bliss,
Make rich the march of time;
And life shall to succeeding life
Bequeath a wealthier dower
Of rarer pleasures,—nobler thought,
And still ascending power.

A LADY'S SNEEZE.—Thus says somebody: 'The height of politeness is passing around on the opposite side of the lady, when walking with her, in order not to step upon her shadow.' But we think they beat it 'out west,' where when a lady sneezes the company give three cheers.

A DUCK OF A MAN.—M. de Longaeville, a Frenchman, who died lately at the age of 110, had been married ten times, espoused his last helpmate at 99, and was presented by her with a son two years afterwards.

SUNDAY IN FRANCE.—The French National Assembly have decreed, unanimously, that 'No employer shall be allowed to compel his men to work on Sunday.'

Provincial Legislature.

REPORT OF COMMITTEE ON RAILWAYS.

The Select Committee to whom were referred all matters relating to Railways in this Province, beg leave to submit the following Report:—

In the consideration which we have given to the highly important subject referred to us, we have been deeply impressed with the force of His Excellency's remarks in relation to Railways in the Speech at the opening of the present Session, that 'The elements of great future prosperity in the North American Colonies, depend for their immediate development on Public Works of this description, and that no sacrifice which tends to secure their execution, will ultimately be found too great.'

Viewing the relative position of the North American Colonies, and the great importance in a national point of view of improving the facilities for mutual intercourse, we consider it a matter of the greatest moment for the permanency of British interests on this continent, that a Railway should be laid down to connect the Lower Provinces with the interior of Canada.

It was under the influence of this conviction that we cheerfully united with the Legislatures of the adjoining Provinces in 1846, in making provision for a Survey between Halifax and Quebec.

That service has been ably performed, and practicability of a great Trunk Line satisfactorily shown by the valuable Report of Major Robinson.

This Report we have had before us, but from the estimated expense of the line, we deem it altogether impossible for these Colonies to undertake it, unless largely aided by the Imperial Government.

The Commercial depression at present pervading these provinces, brought about as it has been in a great degree, by the recent modifications of the British Tariff leaves us in an enfeebled condition, and wholly unable to undertake that portion of the great Trunk Line which runs through this province.

We believe that no other measure can be devised, which will certainly consolidate the Colonies, and perpetuate our connexion with Great Britain; while, without it we fear that our position as Colonies will be of short duration.

Entertaining these opinions, it might be expected that we should at once suggest some means for the construction of the Trunk Line; but if we were able to execute our portion, it would be comparatively useless, without the completion of those parts running through the adjoining Provinces. Co-operation therefore on this work is indispensable, and as we believe the financial condition of the Sister Colonies is no better than our own, so do we feel satisfied that they cannot undertake their portions, without Imperial aid.

It appears by the observations of the Commissioners of Railways, contained in the communication from Cap. Harness to H. Merivale, Esq., that 'after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think that although in a Military and Political point of view, the completion of a Railway between Halifax and Quebec may be of great importance, yet as a Commercial undertaking, it is very doubtful whether it can, at least for a long time to come, prove profitable.'

We will not now go into the calculations which bear upon the Commercial view of the question, but admitting the correctness of the Commissioners' opinions, we shall deeply regret if the Imperial Government and the British Parliament are influenced in their deliberations on this all important question by the adjustment of commercial profits.

How would this mode of calculation apply to the Military and Naval Forces of Great Britain? It would certainly be a difficult thing so to direct a financial investigation on this subject, as to produce a profitable result in a commercial point of view, and yet the maintenance of these forces is considered indispensable to the preservation of the national honor and integrity.

In this light do we conceive the Great British North American Trunk Railway should be viewed, and it is therefore to be deplored, that an official paper emanating from the Office of Commissioners of Railways at Whitehall, should deal with this question as wholly Commercial, and should therefore give to the Foreign Ports of New York, Boston and Portland, a preference to the harbor of Halifax.

We think that the plain broad question on this subject is—Do the People of England wish to retain the North American Colonies or not? If they do, the Trunk Railway is indispensable, and should be completed at any cost, if on the other hand there be a prevailing disposition at Home to throw us off, it will be far better to do so at once, and not leave us as at present, depending upon hopes never to be realised, and looking for aid from whence it can never be derived.

But we hope for better things; and assuming that our value and importance as British Colonies are duly appreciated at Home, and that the Government is desirous of ascertaining how far we can assist in the completion of the Trunk Line, we think there should be an expression of opinion on the part of the Legislature on this subject, and we respectfully recommend that the following offer should be made:—

To secure to the Government or to any Company that may construct the Line, the ungranted Lands to the extent of ten miles on each side: To purchase the right of way and the necessary stations on improved and private

property; and if nothing less will suffice, we would respectfully recommend that the House should consent to such modification of the present protective Duty on our Pine Timber as the British Government may deem advisable. If, in consideration thereof, they will undertake to make the necessary advances to complete that portion of the line running through this Province.

On our part we are willing to make every reasonable sacrifice for the security of British interests on this Continent, and believe the neighboring Colonies will join with us in the effort, if a corresponding feeling exists at Home, the work will be done and not otherwise.

In the event of the Trunk line from Halifax to Quebec being constructed, it is very obvious that a Branch Line will be laid down from Shediac to St. John, in order to secure to this Province a share of the Commercial advantages derivable therefrom; but even without the Trunk Line, we are of opinion that no part of the Province presents so eligible a site for a Railway or promises so certain a return for the investment of Capital, as the Line recently surveyed by Mr Wilkinson, from St. John to Shediac a distance of 103 miles.

Being unanimously of opinion that a work of this kind should be forthwith commenced within the Province, we respectfully recommend this line as preferable to any other, for the following reasons:—

First—Because it will open up a Commercial communication between St. John and the Gulf of St. Lawrence.

Second—Because of population and the fertility of the soil throughout the whole line.

Third—Because, when twenty miles at either end of the Line is completed, great Commercial advantages will immediately result therefrom.

Fourth, because it must lead to the construction of a Line from Halifax to Shediac, and from St. John to the American Frontier, which would make it a part of the great highway from Europe to the remotest States of the Union.

Fifth—Because it will unite and identify the interests of the Lower Countries;

Sixth—Because no Line of equal extent can be found in the Province, which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the Fisheries, the Agriculture, or the Commerce of the Province.

We believe that no line of equal extent has been discovered which presents less engineering difficulties.

Mr Wilkinson, in his preliminary Report remarks, that 'the gradient is between level 7 feet per mile, with two maximum gradients each of only 30 feet per mile,' and he is of opinion that 'by a slight variation, and some increase of expense, the rise of 30 feet may be reduced to 22 feet, which would be a very little more than what is termed the angle of repose.'

Contrasting the gradients on this line with those on the line surveyed by Major Robinson over the Cobequid Hills, Mr Wilkinson states that 'the same tractive force which would convey 22½ tons to Halifax, would transport 46 tons to St. John.'

As we have thus selected this line as the preferable one for immediate operations, the next question for consideration is, in what manner can the funds be raised for its construction.

It is admitted on all hands, that the capital must be obtained from abroad; if left to private enterprise, we are sure the work would not be undertaken, unless a Legislative guarantee were given to secure a high rate of interest, and even then the management and control of the Railway would be principally in the hands of strangers, who being sure of the guaranteed interest, would have little inducement to economise, and would have but little regard for public accommodation by the establishment of low rates.

Some other and most effectual course must therefore be adopted. The crisis is extreme and the remedy must be equal to the emergency. Our trade is stagnant—our people are emigrating—our real estate is rapidly depreciating; and we are called upon to take a bold and decided course, irrespective of local claims and sectional jealousies. Providence has given us a country rich in all the natural elements wealth, and we must turn them to account; the talents have been generously bestowed, and we are now to decide whether we shall bury them in the earth or multiply them by profitable employment.

Impressed with these considerations, we have struck out a procedure.

The estimated cost of the Shediac Line is £500,000, and is as high as compared with the estimate for the St. Andrews and Quebec Line.

There are many reasons why the whole of this Line should be laid down by the Government; but we think that greater economy would be ensured if a portion of the stock were taken by private individuals, and we therefore respectfully and earnestly recommend that the Province should take one half the stock, to be raised on Provincial Scrip, redeemable in forty years, and interest payable half yearly in London, and that the Province should guarantee a rate of not exceeding five per cent. per annum, on the balance for 25 years, to commence immediately upon the completion and opening of the whole Line, and to continue so long only as the Line is kept in efficient working order. Should this recommendation be sustained by the House, we shall submit the necessary Bills for carrying it into effect.

We are well aware of the nature of those