

again, approaching nearer and nearer to the wood in the depth of the valley, and at last reached the dark opening where the road enters the wood. As we reached the spot where we had to drive under overhanging trees we saw close before us a very slender fir, curved so as to form an arch over our road, such as men are wont to make in honour of an Imperial entry. Oh, the unspeakable splendour! the weight of ice hanging down from every bough! There they stood, those needle-leaved trees, like candelabra, from them depending, in an inverted position, a countless multitude of tapers, some of an almost incredible size. These tapers all glittered like silver, the stems were also silver, but were not all erect, many being bent down in various directions. The crackling noise which we had heard was now explained; it was no longer in the atmosphere, but close to us. Throughout the whole forest it continued unceasingly; branches and twigs cracking, breaking off, and falling to the earth each moment, of which the effect was the more striking, inasmuch as the whole scene was otherwise perfectly tranquil; not one glittering twig, not one sparkling pine-leaf could be seen striking, except when on looking up again on a bent tree, it might be perceived bent still lower than before by the dragging weight of the icicles.

We paused and gazed, whether more with admiration or through fear of proceeding it would be difficult to say. Our horse certainly shared the latter feeling, for the poor brute kept drawing in his feet very cautiously, and thus gently pushing the sledge backwards. Neither of us had as yet spoken a word, when again we heard a heavy fall, such as we had noticed twice before during the day. Now the mystery was cleared up. A sharp crash, somewhat like a shriek, came first; then, for a brief space, a groaning, rushing noise; and, lastly, the hollow thundering fall with which a mighty trunk measures its length upon the earth. The report passed rushing through the wood, and simultaneously there was a tinkling and twinkling, as though an infinity of glass-drops were being shaken together; then all was as before, the trees stood silently one behind the other, nothing stirred, and the snapping and cracking of branches, which had for a while ceased, or, perhaps, been only drowned by the louder noise, was heard again. It was curious to see a bough, or a twig, or a fragment of ice fall down close to us; we saw not whence it came, only the sudden gleam as it descended, and, although we heard the rebound of the lightened branch, we could never discern which it was; and afterwards there was the same motionless rigidity as before. * * *

The rain continued to pour down, we were so closely muffled up that we could not stir without breaking up our coverlet, the sledge was heavy and glazed with ice, and the chesnut (horse) had his burden likewise. Were only the weight of an ounce to be added to that already dragging down each tree, a fall would be inevitable; beside, the points of the icicles, which were hard as bullets of iron, might be showered down upon us—the path before us was already strewn with them—and, indeed, whilst we stood there, several heavy falls had been heard in the distance. We turned round to look back, not a man, not a single living creature, was to be seen either in the fields or throughout the whole district. I and Thomas, with the chesnut were alone in this wild region.

RAILWAY TRADE.

A regular trade is now carried on between London and the most remote parts of the kingdom in every conceivable thing that will bear moving. Sheep has been sent from Perth to London, and Covent Garden has supplied tons of the finer description of vegetables to the citizens of Glasgow; five tons of the best fish in season, every Saturday are despatched from Billingsgate to Birmingham, and milk is conveyed in padlocked tins from and beyond Harrow at the rate of about one penny per gallon. In articles which are imported into both Liverpool and London there is a constant interchange, according to the state of the market—thus a penny per pound difference may bring a hundred chests of congo up or send as many of hyson down the line. All graziers within a day of the rail are able to compete in the London market; the probability of any extraordinary demand increases the number of beasts arriving weekly at Camden Station from the average of 500 to 2000, and the sheep from 2000 to 6000; and these animals can be brought from the farthest grazing grounds in the kingdom without any loss of weight, and in much better condition than the fat oxen which were formerly driven to Smithfield from the rich pastures round Aylesbury or the Valley of the Thames.—*Sidney's Rides on Railways.*

DIRTY WORK.

Many people turn up their noses at what they call dirty work, as though all honest labour was not cleaner than many kid glove ways of swindling one's way through the world. Rather than owe our living to the latter, we would infinitely prefer to shake carpets or sweep chimneys at fifty cents per day. A day or two since we learned an instructive bit of history touching a doer of 'dirty work'—a hodman. No matter where he was born—he was none the worse for being a Turk man or an Irishman. He came to this city about ten years ago, young, healthy, and honest; he could get no employ but hod carrying, and he carried so well as to earn at once his dollar a day. He procured cheap but good board and lodgings, spent none

of his earnings in saloons or low places, attended church on the Sabbath, educated himself in the evenings, laid up money, and at the end of five years bought a lot in the city and built a pretty cottage.

In one year more he found a good wife, used the cottage, before rented out: for these six years he had steadily carried the hod. He was a noted worker, an acknowledged scholar and a noble pattern of a man. On the opening of the eighth year his talents and integrity were called to a more profitable account: he embarked as a partner in a business already well established. This day he is worth at least \$100,000, has a lovely wife and two beautiful children, a home that is the centre of a brilliant and intelligent circle, and he is one of the happiest and most honorable men as far as he is known. So much has come of a hodman.—*New York Tribune.*

From Chambers's Edinburgh Journal.

THE CHILD'S TREASURE.

Around a throne of cloud and storm
A summer rainbow came;
No shadow veiled its perfect form,
Nor dimmed its arch of flame;
In glowing colors, rich and warm,
Shone out that brilliant flame.

Its shape reflected on the cloud
In double arch was seen;
And where each line of radiance bowed
Appeared the tints between;
While rays of light a spectre road
Formed on the meadows green.

In all the glee of childhoods days
An infant watched the bow;
For he had heard in fairy lays,
That who was first to go
Might find a treasure where the rays
Fell on the earth below.

On such a quest, with eager haste,
The youthful pilgrim strayed;
Across the forest wild and waste
He urged his step—nor stayed,
But every danger boldly faced—
To where the bright beams played.

With trembling limbs he journeyed on,
To reach the horizon's bound;
And little felt the wearied one,
So might his hopes be crowned:
But yet the shining bow had gone
Long ere the place he found.

The spot was gained where lingered last
The rays before they fled;
With weariness his heart beat fast;
He sought the grassy bed—
And found the treasure—for he passed
In sleep among the dead.

CLOUDS AT SEA.

Heavy seasons there are when a curtain of gloom
Gathers black o'er the mariners' glee,
And the merry sun quits for a desolate tomb,
All his revels of joy with the sea:
But courage! the bright one will soon reappear
'Like a bridegroom' devoted and fond;
Though the tempest may threaten no danger is near,
For the blue sky is smiling beyond.

There are times when the mind is alarmed and distressed,
When the sunshine of Pleasure is gone,
When the spirit looks back upon moments of rest,
Which she fears are forever withdrawn:
But the angel of Hope whispers comfort and gladness:
Look upward and never despond;
Though above thee is frowning the storm cloud of sadness,
The blue sky is smiling beyond.

WRONG DOING.—When once a weighty sin hath trod down the fence, each petty vice will easily step over. A breach once made, the city is in danger to be lost. To think we shall be wiser by being wicked, is the simple mistake of man. Ignorance herein is better than knowledge; and it is far better to want discourse than guilt. Alas! we know not what rich joys we lose, when first we launch into a new offence. The world cannot re-purchase us our pristine clear integrity.

PRETTY GOOD.—A gentleman while examining a harness he has ordered of a mechanic, it was discovered that one of the buckles was deficient of a tongue. The master of the shop was apologizing for the oversight, when one of the boys sung out: "If you have lost your tongue I'll lend you mine." His impertinence was soon checked by the gentleman, with this remark: "But I want a tongue that will keep its place!"

ANCESTRY.—To be descended of wealth and titles fills no man's head with brain, or heart with truth; those qualities come from a higher cause. 'Tis vanity, then, and most condemnable pride, for a man of bulk and character to despise another of less size in the world, and of meaner alliance, for want of them; because the latter may have the merit, where the former has only the effects of it in an ancestor; and though the one be great by means of a forefather, the other is so too, but by his own. Then, pray, which is the bravest man of the two?—*William Penn.*

The Politician.

RAILWAY DEBATE.

HOUSE OF LORDS, June 7.

Earl Grey rose, pursuant to notice, to ask the Under Secretary of State for the Colonies whether it was the intention of Her Majesty's Government to lay on the table of the House any further correspondence relating to the proposed construction of a Railway between the cities of Halifax and Quebec. In asking question of which he had given notice, he would only say a few words in explanation. Their Lordships would remember that much interest had been taken in the subject of the proposed construction of a Railway from Halifax to Quebec. Some years ago when the Noble Earl opposite filled the office of Colonial Secretary, he received addresses from the Colonies on the subject, and officers of the Royal Engineers were appointed to explore the country and report as to the line they might think best for the construction of the Railway. The report was received in 1848, when it was his (Earl Grey's) duty to transmit it to the Governors of the Colonies affected by it. In the spring of 1849, Lord Elgin, the Governor of Canada, sent certain resolutions of the Executive Council of that colony to him, proposing that the great work contemplated should be undertaken on certain terms by this country. That proposal was very liberal, and he had no doubt that it would have met with the concurrence of the other two Provinces; but at the same time the adoption of that measure would have involved the expenditure of a large sum of money by this country; and at the same time, looking to the financial condition of the country, it was not considered advisable by the Government that the measure should be assented to accordingly, with reluctance, the proposal was declined. In the autumn of the following year, the Lieutenant Governor of Nova Scotia (Sir John Harvey) deputed to this country a member of the Executive of the Executive Council, Mr. Howe, with whom he (Earl Grey) had frequent communications. That gentleman proposed that a loan on behalf of the Province of Nova Scotia of £800,000 should be raised by the Province, with a guarantee by this country which would enable it to be raised at a lower rate of interest. The assistance asked for was the credit of this country only, not the advance of the money. That proposal was considered by himself and his colleagues as exceedingly reasonable; and accordingly in March, last year, intimation was given to Lord Elgin and to the Lieutenant Governors of Nova Scotia and New Brunswick that if the Provinces would divide among themselves the expense of constructing this Railway, and would undertake to execute the work, the Government would recommend to Parliament that the guarantee of the British Treasury should be given, which would effect a saving of 2½ per cent. in the rate of interest. The Province, unassisted, could obtain the money at 6 per cent; but, with the guarantee of the British Treasury, at 3½ per cent. The dispatches containing this decision were sent over in March, 1851; and in making this statement to the Governors he informed them that Her Majesty's Government did not insist that the line recommended by Major Robinson should be adopted; but all they insisted on was, that it should be a line passing entirely through British territories, and that any deviation from Major Robinson's line should be subject to the approval of the Government. Since that date, various communications had taken place; and shortly before leaving office he had received an intimation that the Assemblies of the three Provinces had agreed upon the principles on which the expense of constructing this great work should be divided among them. At the same time, it was quite a different line from that which Major Robinson recommended should be adopted. He had been informed that Mr. Hincks, a member of the Executive Council of Canada, Mr. Chandler, a member of the Executive Council of New Brunswick, and Mr. Howe, as the Representative of Nova Scotia, would be sent to this country to communicate with the Government and to ascertain whether the proposal would be acceded to.—To this communication he answered that while he regretted Major Robinson's line had not been adopted the Government would be quite prepared to consider as to sanctioning the line proposed; and he was sanguine that that would have led to the construction of that great national work.—The establishment of a Railway communication between the three Provinces, on British territory, was an object of the highest national importance. Hear. Without that, the permanence of their connexion was extremely problematical. It was, therefore, with great disappointment he had learnt, from an answer reported to have been given in the other House of Parliament, that the communication between Her Majesty's present advisers and the very able and intelligent gentlemen who came from the Colonies, had not led to a satisfactory result, and not only that the proposal had been rejected, but rejected in a manner which judging from a letter which had appeared in the papers, had given rise to feelings of great excitement, and would render it improbable that the communication could ever be established. As from the answer given in the other House, it appeared that the negotiation was brought to an end, he hoped the whole correspondence would be laid at an early date on the table of that House. He was sure it was a subject which well deserved the atten-

tion of their Lordships, and ought to receive it at the earliest possible moment.

The Earl of Derby said he had for several years taken a very deep interest in the successful conclusion of the negotiation for connecting by railway the three British Provinces, he would answer the question and statement of the noble earl opposite, although the question had been addressed to the noble lord behind him (Lord Colchester,) as belonging to his department, though it was by no means a question of colonial interest only.—The noble earl had made two charges against the government—first, as to the substance of the negotiation being broken off; and next as to the manner in which it had been broken off.

He would deal with the last charge first. He had certainly read with some surprise the letter referred to by the noble Earl, dated 1st May, from Mr. Hincks. That gentleman complained that the Deputation had been kept waiting for about seven weeks without being able to get any definite answer on the subject on which they were in attendance, and said that it would be impossible for them to make much longer delay. Mr. Hincks had arrived in the country on the 15th or 16th March; he had frequent interviews with Sir John Pakington; but Mr. Chandler the representative of New Brunswick had not then arrived, and Mr. Howe had not yet arrived. Mr. Chandler did not arrive till about the 15th April; and on the 20th either he or Mr. Hincks had an interview with Lord Colchester, at the Colonial Office. That noble Lord being newly in office, had not had his attention previously called to the matter. Between the 20th and the 26th he (Lord Derby) received a letter from Mr. Hincks, stating what had passed at the Colonial Office, and requesting an early interview; and this was the memorandum he had made for his private secretary:

"Give him an early appointment, the matter is one of very great importance; but I should, wish, if possible to see together with Mr. Hincks the representatives on this matter of New Brunswick and Nova Scotia."

He and Sir John Pakington saw Mr. Hincks and Mr. Chandler on the 30th April. He then learned for the first time that the Legislatures of the different provinces had passed Bills in favor of this scheme; those bills had not been received by the Colonial Department, and had only been in possession of the deputation twenty-four hours. He also learnt for the first time that the intention was to deviate very considerably from a line which it was most desirable should be taken; and the deviation was to such an extent that though literally and really through British territory, it might just as well have been on United States territory, for any desirable purpose that it would fulfil. Sir John Pakington stated in very strong terms his disappointment at the line varying so much from that of Major Robinson, and that such must weigh very materially in any decision of the government. He was, therefore a little surprised, having stated to Mr. Hincks and Mr. Chandler that the whole subject should be brought immediately under the consideration of the Government, that he himself would explain the papers and communicate them to his colleagues, and that they would take the earliest possible opportunity of signifying their decision—this having taken place on the 30th April—to find the letter the noble earl had adverted to in the papers dated on the following morning.

In that letter Mr. Hincks said—
"In the interview we had yesterday, we were given to understand by his Lordship that he would examine the various papers on the subject of the Railway, and would see us again after the arrival of Mr. Howe from Nova Scotia. I left his Lordship in the confident hope that we should receive an early communication of the intention of Her Majesty's Government."

Such was certainly his intention; but Mr. Hincks having had an interview with him at 3 o'clock on Thursday the 30th April, he could hardly suppose the Government would be able to give him an intimation of their intention before the following morning, when the letter was written. He added that from what had passed in the House of Commons on the same evening, he felt it his duty to the Province, whose interests were entrusted to his care to explain frankly to the government that it would be quite impossible for Canada to continue any longer a negotiation which had already involved her in much trouble, and which would materially retard other arrangements that might be made for the construction of the Railway. After this he would ask their Lordships candidly on which side was the obstruction—on the part of the representative of Canada or on the part of the Government? He (Mr. Hincks) went on to say that he had not been sent to England as a humble suitor, and he most respectfully requested a final answer by the 15th instant, when, if the Government were unable either from want of time or the necessity of consulting Parliament, to come to a decision by that period, he begged it to be understood that Canada withdrew from the present negotiation, and he should deem it his duty to enter into arrangements which would put it out of the power of the Provinces to negotiate on the present basis.

He (Lord Derby) had every respect for the representatives of Canada, New Brunswick and Nova Scotia; but when a plan was laid before the Government involving an expenditure of seven millions which they were asked to guarantee, it was somewhat to much for a gentleman to use the terms contained in that letter, and say that Canada would withdraw from an arrangement from which it and the British Provinces were to derive the