

between two Protestant states; whereas, in the case of Popish Spain, his soul leaped at the anticipation of battle—sympathising as he did with the Puritan conviction, that Spain was the devil's stronghold in Europe. At this period, Blake was suffering from illness, and was sadly crippled in his naval equipments, having to complain constantly of the neglect at home to remedy the exigencies of the service. 'Our ships,' he writes, 'extremely foul, winter drawing on, our victuals expiring, all stores failing, our men failing sick through the badness of drink, and eating their victuals boiled in salt water for two months' space' (1655.) His own constitution was thoroughly undermined. For nearly a year, remarks his biographer, 'he had never quitted the 'foul and defective' flag ship. Want of exercise and sweet food, beer, wine, water, bread, and vegetables, had helped to develop scurvy and dropsy; and his sufferings from these diseases were now acute and continuous.' But his services were indispensable, and Blake was not the man to shrink from dying in harness. His sun set gloriously at Santa Cruz—that miraculous and unparalleled action, as Clarendon calls it, which excited such grateful enthusiasm at home. At home! words of fascination to the maimed and enfeebled veteran, who now turned his thoughts so anxiously towards the green hills of his native land. Cromwell's letter of thanks, the plaudits of parliament, and the jewelled ring sent to him by his loving countrymen, reached him while homeward bound. But he was not again to tread the shores he had defended so well.

As the ship rolled through the Bay of Biscay, his sickness increased, and affectionate adherents saw with dismay that he was drawing near to the gates of the grave. 'Some gleams of the old spirit broke forth as they approached the latitude of England. He inquired often and anxiously if the white cliffs were yet in sight. He longed to behold one more the swelling downs, the free cities, the goody churches of his native land. At last, the Lizard was announced. Shortly afterwards, the bold cliffs and bare hills of Cornwall loomed out grandly in the distance. But it was too late for the dying hero. He had sent for the captains and other great officers of his fleet, to bid them farewell; and while they were yet in his cabin, the undulating hills of Devonshire, glowing with the tints of early autumn, came full in view. . . . But the eyes which had so yearned to behold this scene once more were at that very instant closing in death. Foremost of the victorious squadron, the St George rode with its precious burden into the Sound; and just as it came into full view of the eager thousands crowding the beach, the pier heads, the walls of the citadel, &c. ready to catch the first glimpse of the hero of Santa Cruz, and salute him with a true English welcome—he, in his silent cabin, in the midst of his lion hearted comrades, now sobbing like little children, yielded up his soul to God.'

(To be Continued.)

From Godey's Philadelphia Lady's Magazine:

MODERN VARIATIONS.

ONE of the most entertaining books of the season is, without doubt, 'Thackeray's Book of Snobs,' a volume of 'Appleton's Popular Library.' Like all the satire in which this clever writer indulges, it has its philosophy, which, if sometimes harsh and severe, is never wanting in truth. Thackeray is not one of those authors who 'state in one line, and retract in another; he is always in earnest, almost always in the right, and does not hesitate to shoot at any folly, be it visible in court or commons. As one of the best things, we quote his description of the modern popular variations—some one has called their authors 'the old clothes men of music'—wherein an insignificant air of four or five lines is made to do duty through six or seven pages.

'For the performance of 'Gettin' up Stairs,' I have no other name but that it was a *stunner*. First, Miss Wirt, with great deliberation, played that original and beautiful melody, cutting it, as it were, out of the instrument, and firing off each note.

'When she had banged out the tune slowly, she began a different manner of 'Gettin' up Stairs,' and did so with a swiftness and fury quite incredible. She spun up stairs; she whirled up stairs; she galloped up stairs; she waltzed up stairs; she rattled up stairs; and then, having got the tune to the top landing, as it were, she hurled it down shrieking, to the lower floor, where it sank in a crash, as it exhausted by the breathless rapidity of the descent. Then Miss Wirt played the 'Gettin' up Stairs' with most pathetic and ravishing solemnity, plaintive moans and sobs issued from the keys: you wept and trembled as you were getting up stairs. Miss Wirt's hand seemed to faint, and wail, and die in variations: again, and she went up with a savage rush, and clang of trumpets, as if Miss Wirt were storming a breach; and, although I know nothing of music, as I sat and listened with my mouth open, at this wonderful display, I wondered the windows did not crack, and the chandelier start out of the beam, at this earthquake of a piece of music!

THE PERILS OF A CROSSING.

We give our young lady readers a paragraph from a popular modern writer, leaving them to point the moral:—

'I hardly know a more interesting sight than that of a young lady going to school on a wet day, with books to carry in one hand,

and an umbrella to sustain in the other. To see the struggles she makes in such circumstances to keep her skirts from dragging in the mud, or the patience with which she submits to their unavoidably doing so, and to think of the sad condition of her lower extremities all the time—to reflect, moreover, that all this trouble and suffering could be avoided by merely having skirts of a sufficient but not over sufficient length—presents such an affecting picture of evils voluntarily encountered and heroically sustained, as but rarely occurs in the course of human life.—It is justly held as a strong proof of patience, that you should calmly submit to be spat upon or have mud thrown upon you by some infuriated crowd; but here is a gentle creature who literally goes out every day to endure the certain contact of these nuisances, and comes home to dinner not in much better plight than one who has sat (unpopularly) in the pillory for an hour. I really must give such martyrdom the meed of my admiration; and the more so, that I feel myself, under the hardening effects of worldly common sense, totally unprepared to go through such hardships without some useful end to be served by it.'

The Politician.

CANADA.

THE RAILROAD DEBATE CONTINUED.

[According to promise, we publish the conclusion of the debate which took place in the Canadian Assembly on the 11th instant, on the subject of the grand trunk railroad.]

Mr Cauchon was not satisfied with the explanation of the hon. Member. Last year we had Mr Hincks's explanation that the northern route was the best, and proving that no canals could possibly compete with such line. But then Mr Young afterwards came into the ministry, and in deference to Montreal, he committed the Government to the opinion that the St. John's Valley route was the best. As soon as that determination was known among the public, it became universally felt that the scheme would fail. Common sense proved that.

Mr Hincks said the whole thing depended on the change of Government. Had the whigs remained in power for two months, it would not have failed.

Mr Cauchon however did not believe that Earl Grey could have succeeded with the Imperial Parliament had he brought in a plan for a road which offered no advantage to Great Britain. At any rate the Inspector General went to England and the moment he found that the Imperial Government adhered to their original plan, he at once turned round and said, 'Well, if you want to make that road, make it yourself.' Instead of that he ought to have come back and ascertained whether the Provinces could not be brought to agree upon that road which he had himself formerly favored. It was now shown that this St. John's line could not possibly be made on account of spring floods, which would cause an amount of bridging that would prevent the enterprise. Had this been ascertained by a survey before the British offer was rejected, even New Brunswick might have been convinced and brought into the scheme. But notwithstanding the faults of the Inspector General, then, he did not want to refuse the road now if it could be got. He looked upon that road as the most important one that could be constructed.—For he wanted a union of the Provinces effected by its means.

Mr Merritt contended in favor of connecting the two Provinces by the railroad in question.

Mr Morin said it was impossible for Mr Hincks at the time he was in England to make the terms which Mr Cauchon said he could have made. The members for Kent and Montmorenci did all in their power to prevent railroad enterprise.

Mr Brown would not then enter into the ground gone over by the Inspector General as another opportunity would occur; but as for the statement of the Provincial Secretary, he denied that he was opposed to Railroad enterprise. But he was opposed to a monstrous job. There must be a reason why the construction of this road was to be handed over to these persons at double the sum, which the Inspector General each year told the House would be amply sufficient to build the road.

Mr Hincks believed the jobbing was all on the other side of the question. The propositions which took place in England, if there were any, must have been with him in England. If the hon. member thought him capable of jobbing, by receiving a sum of money, he was welcome to it. But he was happy to think that no man in the House was capable of jobbing. Messrs. Brassey, Betts, and Peto, were gentlemen whom on calumny could reach.

Mr Cauchon not joining Dr Brown in his accusations of jobbing, thought it just as wrong to impute motives on the part of other members. He therefore condemned the remarks of Mr Morin.

Mr Boulton said if the government were accused of jobbery they owned it to themselves. Look at this charter now before the House. It permitted the company to go into any City or Town in the country and take any twenty acres of land would enable them to build hotels, markets, &c. and divide the whole trade of the place. Now, why were these advantages to be given to these parties

which, by the general railway act, were denied to every one else? Besides this, when last year the Ins. General came down and pledged himself that the railway could be made for £3000 per mile, and when he repeated the same statement at Halifax with reference to the more expensive road between that city and Quebec, how did it happen that a bill was to be passed, giving the right to raise stock to the amount of £12,000 per mile to build the same road? Again, why were all the directors to be residents of Quebec, for a railroad between Montreal and Kingston? And again, why was this great company, with so much money they were to bring out into the company, to take out bonds and borrow money on them at 6 per cent.

Sir A. Macnab said that the railway Company could only take twenty acres of land for the purpose of the railway and not for speculation. I was delighted that the railway operations were in progress, and would be glad to see the Inspector General lay his scheme before the House and have it discussed by the Railroad Committee. He was not afraid of Mr Jackson or Mr anybody else, he was in favor of giving that gentleman a good price and of getting a good road; and was not prepared to meet him on the threshold with unworthy suspicions of every one of his mere merits.

Mr Brown had not accused Mr Hincks of taking a sum of money for the arrangement with Mr Jackson. The Inspector General need not have taken to himself. But what he did say was, that there would not now be so many lawyers, contractors, and other people working to put through this railroad, which was to cost double what it was well known a road should cost, unless there were some good reason for it.

NEW BRUNSWICK.

The following is a copy of the Agreement entered into with Messrs. Jackson & Co. for building the Railroad, and brought into the Legislature by the Government.

AN AGREEMENT

Made and entered into this twenty ninth day of September, in the year of Our Lord one thousand eight hundred and fifty two, between the 'European and North American Railway Company' of the first part, and William Jackson, of Birkenhead and London, Samuel Morton Peto, Thomas Brassey and Edward Ledd Betts, all of London, in Great Britain, Esquires, of the second part: Whereas the said European and North American Railway Company have been incorporated and duly organized, for the purpose of making, constructing and finally completing a Railway from the eastern boundary of this Province of New Brunswick, in the County of Westmorland, so as best to connect with a Railway to be constructed from the City of Bangor, in the United States of America, to the eastern part of the State of Maine, as the Directors of the said Company in the exercise of their best judgment and discretion shall deem most favorable and best calculated to promote the public convenience, and carry into effect the intentions and purposes of the Act of Incorporation; and such Branch Railways to every or any part of the Province as the said Company may deem expedient; such lines and branch lines being subject, nevertheless, to the approval of His Excellency the Lieutenant Governor or Administrator of the Government for the time being, in Council: And whereas it has been determined, subject to the provisions and conditions hereinafter expressed, immediately to commence the said work and to construct and equip that portion of the said road extending from the River Saint John, at the Falls, not including the Bridge over the same, to Shediac, and from some place at or near the Bend of the Peticoadiac to the Nova Scotia Boundary, completing in the first place the line between Shediac and the Bend of the Peticoadiac: And whereas the said parties hereto of the second part, have agreed to construct such portion of said Railway at and after the rate of six thousand five hundred pounds sterling per mile, upon the terms, conditions and stipulations hereinafter set forth: And whereas, for the purpose of facilitating the construction of the said Road, the Government of this Province have agreed to take stock in the said Company to the extent of Two hundred and fifty thousand pounds sterling, payable in provincial Debentures to be issued and payable at the end of twenty years, with interest at the rate of six pounds per centum per annum, payable half yearly in London, and subject to the sanction of the Legislature hereafter to be obtained, to loan to the said Company to the extent of two hundred and twelve thousand pounds sterling in debentures, to be issued in the like form, with principal and interest, payable in like manner in all respects as the said stock debentures are to be payable; repayment of the said last mentioned debentures and interest being secured to the said Government by a mortgage or first charge on the said Railway as such debentures shall issue, in the manner and according to the terms of an act to be passed by the Legislature for that purpose, by which it is contemplated to make the said loan Debentures and the interest thereon accruing a primary charge on the said Railway, its Stations, Station houses and Rolling stock, as the same may be made and completed, and while in the course of construction: And whereas the said parties hereto of the second part, have agreed to take stock in the said Company to the extent of seven hundred pounds sterling per mile: And whereas the estimated length of that part of the Railway about to be forthwith constructed, is from St. John to Shediac, one hundred and seven miles and from the point of departure at or near the

Bend of the Peticoadiac to the Nova Scotia Boundary, thirty seven miles, estimated in all about one hundred and forty four miles; the expense of constructing, finishing and furnishing which, at the rate aforesaid, will amount to nine hundred and thirty six thousand pounds sterling, or thereabouts, according to the exact length of the line:

Now this agreement witnesseth, That the said parties hereto of the second part do hereby undertake and agree to build, construct and equip a first class single track Railway, of five feet six inches gauge, along the portion of the line of the said European and North American Railway, lying between the River Saint John at the Falls and Shediac on the Gulf Shore, and at or near the Bend of Peticoadiac and the Boundary of the Province of Nova Scotia, completing the road between Shediac and the Bend of Peticoadiac in the first place; the whole line hereby contracted for to be constructed and equipped in a good, substantial and workmanlike manner, and of the best materials, and in all respects with reference to the Permanent way, Earthworks, Grades, Curves, Bridges, Culverts, Crossings, Terminal Station at Saint John, Road Stations, Rolling Stock, Sidings, Turn Tables and Fencing where required, as set forth, specified and described in the general specification hereto annexed, 'A,' the same to be finished, furnished and completed to the entire satisfaction of Albin C. Morton, Esquire, or such other consulting Railway Engineer of eminent standing, as the said Lieutenant Governor or Administrator of the Government for the time being, by and with the advice of the Executive Council, shall from time to time appoint to superintend and inspect the construction and equipping of the said Road; the said consulting Engineer to be paid by the said parties hereto of the first part; and which said Railway, when so completed, is to be delivered to the said parties hereto of the first part; in good working order in every respect, ready for actual traffic and travel without further outlay or expense to the said parties, hereto of the first part, on or before the first day of July, which will be in the year of our Lord one thousand eight hundred and fifty seven:

And the said parties hereto of the first part do hereby undertake and agree to and with the said parties hereto of the second part, to pay for the said Railway and equipment on and after the rate and price of six thousand five hundred pounds sterling per mile, in manner following, that is to say: when and so soon as the said consulting Engineer for the time being shall certify that work is done, and material on the ground, to the extent of twenty thousand pounds sterling, then payment shall be made to the said parties hereto of the second part to the extent of ninety per cent., or eighteen thousand pounds sterling, twenty five per cent. in Provincial Debentures to be issued by the Government in payment of their stock; twenty two per cent. in Provincial Debentures to be loaned by the Government to the said parties hereto of the first part as hereinbefore mentioned; ten per cent. in Stock Certificates of the said Company paid up; and the residue, or forty three per cent., in Bonds of the said Company bearing interest at the rate of six per cent. per annum, payable in London, in twenty years from the dates they shall be respectively issued, in such sums as shall be required by the said parties hereto of the second part; and so on, from time to time, as such consulting Engineer shall certify, until the reserves on such sums of twenty thousand pounds sterling shall amount to ten thousand pounds sterling, which shall remain and continue reserved till the whole of the said work hereby contracted for shall be complete, and in the mean time on each Certificate subsequent to such reserve to the extent of the whole of each Certificate of twenty thousand pounds sterling in like proportions as above expressed of Province Debentures, Stock Certificates and Bonds of the Company: And on the said Railway being completely finished and equipped as aforesaid, and certified by such consulting Engineer to be open and ready for traffic, the said reserved sum of ten thousand pounds sterling shall be paid to the said parties hereto of the second part in like manner by a like proportionate quantity of Province Debentures, Stock Certificates and bonds of the Company: And it is further understood and agreed by and between all the said parties hereto, that all land required for locating the said Railway, and for the construction or use thereof, temporary or permanent, shall be provided by the said parties hereto of the first part, whenever required by the said parties, hereto of the second part; and further, that the said parties hereto of the first part shall, from time to time, when required, procure for the said parties hereto of the second part the consent of the Executive Government of this Province to enable them to enter and go on and upon the Crown Lands lying in the route or line of such Railway, and to dig for, take, remove, use any earth, gravel, stone, timber, wood or other matter necessary for the construction of the said Railway, under or from the Crown Lands contiguous to the said Railway, free from any duties or charge therefor: And it is understood and agreed that this Agreement and Contract is based on the supposition and assumption that Iron rails can be purchased in England free on board, at six pounds ten shillings sterling per ton: And it is hereby agreed that should this not be the case, any increase upon this amount will be added to the contract price, and any decrease will be deducted therefrom, and with respect to chains and pins a relative deduction or advance shall be made; And it is further agreed that the road bed of the said Railway should be elevated as much as prac-