

WAITING.

Waiting many a lonesome hour,
Waiting ever, aye for thee,
Till the sunbeams on the tower
Slant and fade from off the lee,
Till all light from maiden's bower
Slips into a hazy sea.

Waiting while the snowdrop springeth,
Piercing thro' the ice-bound sod,
Waiting while the summer bringeth
Flowers, sweet offerings to her God;
While the sun of autumn flingeth
Golden gems, and corn-fields nod.

Waiting while cold winter stealth
O'er the sunshine-loving earth,
Waiting while the Yule bell pealeth
Sounds of blessed joy and mirth;
Waiting until Time revealeth
To my soul of bliss the birth.

Waiting while my spring is waning,
Melting into summer days;
Waiting, only patience gaining,
No reward, no meed of praise;
Waiting, till of life remaining
There will be but faintest rays.

Waiting? What reck I of waiting
Days and months and years maybe?
If Time only is creating
In thy breast more love for me,
Then am I far over-rating
Life-long years of misery.

Youth and love shall not be hoarded,
I can wait, and war with strife,
If to me may be accorded
One brief hour thro' all my life,
When—and oh! how well rewarded
I may hear thee call me—"wife."

AGNES STONEHEWER.

LOUIS NAPOLEON'S LOVE-AFFAIRS.

IT is interesting to follow the course of Louis Napoleon's amours. The first flame of the present emperor of the French was Eleonore Gordon, the daughter of a French captain who fell in Spain. Eleonore was the Prince's *confidante* in the Strasbourg attempt. She was a singer, and made advances to the pretender at Baden in the summer 1836. It is said that she had dreamed that she would become Empress of the French. In any case she behaved very courageously. While Louis Napoleon was unsuccessfully haranguing the troops in the Finkmatt barracks, the gendarmes were already knocking at the door of Miss Gordon, whom Persigny had just informed that the prince's enterprise was a failure. Miss Gordon burnt all the papers referring to the *émée*—the lists of conspirators, the correspondence with them; and when the gendarmes threatened to break the door in, she placed a chest of drawers against it, so as to complete her *auto-da-fé* at leisure. It was owing to her presence of mind, consequently, that so little came to light at the trial. Louis Napoleon held Miss Gordon in affectionate memory for a long time. When Louis Blanc visited him at Ham, in 1845, he spoke kindly about her. Almost simultaneously, Louis Napoleon had fixed his eyes on the Queen of Portugal, who was then fifteen years of age. The portrait of Maria da Gloria produced an impression on him, and he would not have been indisposed to become King of Portugal. But the matter did not go on quite right, in spite of all the exertions made by his relatives. On December 14th, 1835, Louis Napoleon in an official letter, declined the Portuguese candidature in these words:—"Convinced that the great name I bear will not always be a cause of exclusion from my fellow-citizens, because it reminds them of olden glorious years, I calmly await, in a free and hospitable land, the time when the nation will take back to its bosom those persons who were banished by the foreigners in 1815. The hope of some day being able to serve France as a soldier and citizen strengthens my mind, and is more in my eyes than all the thrones in the world." At that time, however a third lady was

the rival of the singer and the queen. This was Mathilde, King Jérôme's seventeen-year-old daughter. She seemed to have loved Louis Napoleon sincerely. When he was transported to America, on board the *Andromeda*, he thought with sadness of his cousin, and wrote the following in his journal: "When I was taking Mathilde home a few months ago, we entered the park together, and saw there a tree which had just been destroyed by a tempest,—upon which I said to myself, that our marriage plans would be destroyed by destiny in a similar manner. What my mind then darkly foreboded has since become the truth. Have I during this year enjoyed the whole amount of felicity granted to me in this world?" Mathilde, who was born at Trieste on May 27th, 1820, was a great beauty, of short stature, but well formed; with a head of classic shape, large, flashing eyes, and expressive regular features. Her blooming complexion served as a relief to her light flaxen hair. Soon after her marriage with Prince Anatole Demidoff, her charms faded away, and her face assumed an expression of weariness. When Louis Napoleon became President, Mathilde did the honours in his house. In 1840, Lo. is Napoleon was enamoured of the lovely Lady S—. He wore her colours at the tournament which Lord Eglington got up in Ayrshire. From the tournament he proceeded to Boulogne. At the fortress of Ham, whither he was conveyed after the Boulogne failure, he fell in love with a girl of the name of Badinguet, the daughter of a wholesale baker in the town. By her he had two children, of whom Miss Howard afterwards took charge, of course for a large allowance. Miss Howard was a robust English beauty, who cost Louis a great deal. He made her Countess de Beaurgard, and purchased her a splendid villa near Paris. In 1849 she had a *fausse-couché*; and the Parisians still remember, as if it were to-day, how straw was spread in front of the house of the President's mistress. It is notorious that it was the Howard who, in the winter of 1861, drove the Empress to Scotland by her audacity; she took a box in the opera exactly opposite Eugénie's, and stared at her through her glass in a most provocative way. The last of Napoleon's loves, the Countess Eugénie Montijo, was the happiest of all—she became Empress. In 1848, Louis Napoleon was for a while the admirer of Madame Kalgorgis, a charming blonde, to whom Cavaignac also paid court. Louis is said to have defeated the general with the lady, who lived apart from her husband.—"Napoleon III. and his Court." By a Retired Diplomatist.

RAILWAY ACROSS THE ALPS.

WHILE the Mont Cenis tunnel has only succeeded in forcing its way about one-third through the thickness of the mountain, and the period of its completion is still variously estimated at from four to ten years, a method has been proposed, and experimentally tried, for carrying a railway over the pass itself. And the experiment seems likely to prove that the work can thus be effectually done.

The present gap in the railway communication on the Mount Cenis route is of a length of forty-seven miles, between St. Michel on the French, and Susa on the Italian side. The service is performed by diligence, with all the discomfort incident to that mode of travelling, and in bad weather, or after heavy falls of snow, it is liable to be for some days interrupted altogether. Everything has been done, however, that can be done with such methods of transit. The road is excellent; it is of an average width of thirty feet, and as it zigzags up the mountain it is nowhere of a steeper gradient than one in twelve. But this incline, though not excessive on a road, is far beyond the power of any locomotive on a common railway. Yet no better course than the road takes could be laid out by any engineering skill, at any practicable cost, across the pass. The question then was, how to construct a line of railway following the curves of the road, so as to enable an engine to take up with speed and safety a train of carriages where nothing but horses and mules had before trodden.

It is solved in this way. An ordinary line of rails is laid down on the outside edge of the road, occupying so much of it as is necessary for the purpose. On these the engine and carriages run in the usual way. But between the rails there is further laid a central rail, lying on its side, and supported at a height of seven inches above the ground. This central rail bears no weight, and no wheel runs on it. But below the engine there are two horizontal wheels, which work against it, one on each side, being pressed to it by springs, capable of being regulated to any pressure. These wheels are driven by independent cylinders. Thus, when the inclination becomes so steep that the bite of the ordinary driving-wheels, obtained from the pressure of the weight of the engine against the rails they run on, is insufficient to propel the train: when they would, in fact, merely slip round without advancing: the horizontal wheels come into play, and, by their bite on the central rail, not caused by weight, but by the springs that force them against it, they furnish the requisite increase of resistance which enables the engine to advance. And, since the strength of their bite upon the central rail does not depend on the weight of the engine, but on the force of the springs and the regulating means which the engine-driver can bring into play, it is thus possible at once to employ a light engine, and to make the whole steam power it can exert available for propulsion, without losing any of it by 'slip.' So much as regards the mounting of steep incline. But the centre rail plays an equally important part in descending.

It is then used as furnishing means for employing a break power. In an ordinary railway it is the weight alone of the engine, or break-van, which gives the power of resistance by which a train can be stopped. When the breaks are applied at their utmost force they can do nothing more than stop the wheels from revolving, just as a chain round the spoke of a waggon-wheel stops it, and converts it into a drag. The very most they can do, therefore, is to make the wheels they are applied to slide instead of turning round, and only by the friction thus caused can they retard the motion of the rest of the carriages. But if the horizontal wheels on the Mount Cenis line have breaks applied to them, and at the same time are forced against the central rail, there is a means of retardation provided which is quite independent of weight. Moreover, they may for such a purpose be supplied not only to the engine, but to every carriage in the train, thus affording the means of stopping each independently, and of holding in reserve an enormous break-power over the whole train for use in case of emergency. But, finally, the centre rail possesses yet another advantage. The hold which the horizontal wheels take of it make it impossible that the carriage to which they are attached should leave the rails it runs on. Hence, with this precaution the trains may safely pass round the sharp curves of the road, and the passengers may, without alarm, look from the windows down the walls of rock along the edge of which they are borne at double the speed and with far more than the safety of diligences dragged by mules; for the engine cannot take fright, nor stumble at a critical point, and the carriages are actually locked to the road they travel on.

THE TRUE GENTLEMAN.—By a gentleman, we mean not to draw a line that would be injurious between the high and low rank, and subordination, riches and poverty. The distinction is in the mind. Whoever is open, loyal, and true; whoever is of humane and affable demeanour; whoever is honourable to himself, and in judgment to others; and requires no law but his word to make him fulfil an engagement—such a man is a gentleman; and such a man may be found among the tillers of the earth.

MAN AND WOMAN.—Man is strong—Woman is beautiful. Man is daring and confident—Woman is diffident and unassuming. Man is great in action—woman in suffering. Man shines abroad—woman at home. Man talks to convince—woman to persuade and please. Man has a rugged heart—woman a soft and tender one. Man prevents misery—woman relieves it. Man has science—woman taste. Man has judgment—woman sensibility. Man is a being of justice—woman of mercy.