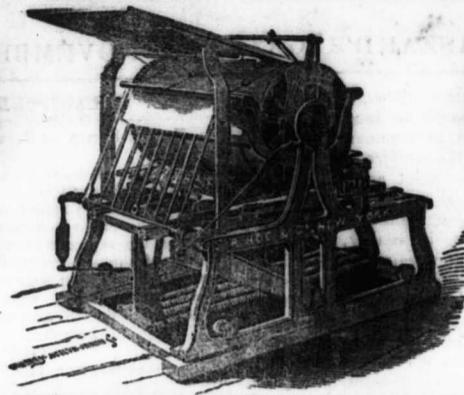


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### FOUR GREAT MEN.

It is a remarkable fact, that the careers of four of the most renowned characters that ever lived, closed with some violent or mournful death.  
Alexander, after having climbed the dizzy heights of his ambition, and with his temples bound with chaplets, dipped in the blood of countless nations, looked down upon a conquered world, and wept that there was not another one for him to conquer, set a city on fire, and died in a scene of debauch.  
Hannibal, after having, to the astonishment and consternation of Rome, passed the Alps, after having put to flight the armies of the mistress of the world, and stripped three bushels of gold rings from the fingers of her slaughtered knights and made her very foundation quake—fled from his country, being hated by those who once exultingly united his name to that of their God, and called him Hannibal, died at last by poison, administered by his own hands, unlamented and unwept, in a foreign land.  
Caesar, after having conquered eight hundred cities and dyed his clothes in the blood of one million of his foes, after having pursued to death the only rival he had on earth; was miserably assassinated by those he considered his nearest friends, and in that very place the attainment of which has been his greatest ambition.  
Bonaparte, whose mandate kings and emperors obeyed, after having filled the earth with the terror of his name, deluged it with tears and blood, and clothed the world with sackcloth, closed his days in lonely banishment, almost literally exiled from the world, yet where he could sometimes see his country's banner waving over the deep, but which could not or would not bring him aid.  
Thus four men who, from the peculiar situation of their portraits, seemed to stand as the representatives of all those whom the world called great—these four, who, each in turn made the earth tremble to its very centre by their very simple tread, severally died—one by intoxication, or as some suppose, by poison mingled in his wine—one a suicide—one murdered by his friends—and one in lonely exile.

(From the Halifax Sun.)

### RAILWAY PROGRESS.

We gather the subjoined resume of Railroad progress from yesterday's Chronicle.  
The Railway works eastward have never been "suspended," and the business of surveying and locating has been so conducted, that the Board have now more Road ready for contract than they can, under the Law, or with any prudent regard to the state of the labour market, advertise until next spring.  
One section, of about five miles, including Bridges across the Shubenacadie and Stewiacke, will probably be offered for contract this autumn, so soon as the following sections are out of hand, viz.: Ouelman & Tupper's contract—extending from Sackville to the Rocky Lake, finished by Blackie & Johnston; Black & Co's. contract, extending from the head of Grand Lake; and Fraser's contract, extending thence to about half a mile beyond Shultz's Inn.  
The locomotive will run, in a few days over the whole of the first and over about half of the second section.  
In about a fortnight it will run on to the Truro Road, intercepting, at a point less than two miles on this side of Shultz's, the stream of Eastern travel.  
About the latter end of this month, the cars will run as regularly to Shultz's door, 22½ miles, as they now do to the village of Bedford.  
Between Shultz's and Nelson's on the Shubenacadie a distance of 17 miles, the Railroad tract is nearly graded. There are some heavy clay banks still to cut through,—a Viaduct and Iron Bridge work to be done. It is contemplated that the whole line to Nelson's within 37 miles, Truro will be opened next July.  
The sections between Nelson's and Stewiacke, including the heavy Bridges that will be required will be offered for contract within a few weeks. The rest of the road to Truro will be let early next spring, which will, in all probability be finished by the autumn of next year.  
Forty miles, lying between Truro and Pictou, will then separate us from the Gulf of St. Lawrence. Base and trial lines, we understand,

have been run through all this part of the country the work of location will be resumed in the spring, completed during the summer, and we have every reason to believe, that the whole of the work will be let before the autumn, to be completed before the close of 1859.

On the Western Line the operations are advancing steadily. From Windsor to the base of the Ardoise Hills, including a Stone and Iron Bridge across the St. Croix twenty feet higher than the one at Bedford; the works are in a state so far forward, that the whole line will be completed by Mr. McDonald early in the spring.

Mr. Cameron's contract, which extends from Mr. D'onald's to the rear of Lakeland, will be finished in June. The two contracts extending westward from the junction are in such a condition that both will be done about the same time. The middle section, in the rear of Mount Unacke where a great deal of rock must be removed, may not be finished so soon. But there is no doubt that three-fourths of the road to Windsor will be finished early in the summer of 1857, and that the whole will be completed and opened before the leaves fall.

For many months the Commissioners have disbursed, for labour alone, about £20,000 per month.

We think the foregoing, is proof sufficient to convince the most skeptical that there is no suspension of operations; and that the cry of "suspended public works," raised a short time since in this Province, and carried on the wings of the press through New Brunswick and Canada, was a false alarm, and only required facts, such as these, to dissipate it to the winds.

### NECESSITY FOR HOME MANUFACTURES.

—The other day, on going down to Westland wharf, we found the steamer "Western Miller" loading about seven tons of cattle-hoofs, that have been collected in Toronto since a similar lot was shipped last year for the same parties. On inquiry, we learned, that they were shipping for Mr. J. Begg, to be sent to the Devanha Comb Work Company, Aberdeen, (Scot.) Being curious to know how many cattle were thus shown to have been eaten in Toronto, during the last year, we got several lots of hoofs weighed, and found that the average weight of the hoofs of each animal will be about two pounds, so that at this rate we must have eaten 15,000 cattle in Toronto within the last year, allowing that none of the hoofs were lost. Several cases of sidecombs for the ladies, have come here for different wholesale merchants from these works, that were actually made from the hoofs sent from Toronto last year. We understand that between 70 and 80 tons of hoofs a year are used up at these works for sidecombs.—Toronto Globe.

There is said to be living upon Bate's Island in Caseo Bay, off the coast of Maine, a woman of the most wonderful powers of hardihood. The island contains about five acres the largest portion of which she has put under cultivation, raising handsome crops of potatoes and other vegetables yearly. The land never was ploughed, but has been thoroughly hoed over by her. The remaining portion she devotes to raising hay of a very superior quality, every crop of which she has mowed and cured with her own hand. The early part of the day she devotes to fishing, going through the breakers in a fragile skiff, rowing single-handed where many a strong man would quail and hesitate. The results of her day's fishing she exchanges for money and groceries with dealers who visit the island from Portland.

The Chinese potato is likely to succeed in the United States, after all. Mr. Prince, of Flushing, L. I., has 35,000 plants of it; and he says it will make good bread, and supersede every other potato, and in thirty years the annual crop in that country will exceed the cotton crop in value.