

## Hints for Young Men.

It is well remarked by an intelligent author of our day, that "a young man, be his profession what it will, whether he be a merchant, manufacturer, lawyer, physician, chemist, architect, soldier, farmer, mechanic, or artisan, should be profoundly impressed with these principles: 'I will not linger,' he should say to himself, 'In barren and disgraceful mediocrity: I will strive to find sufficient resources in my own genius, aided by observation and study, or in persevering and active industry, in firm resolution, in constant meditation, seconded by the intelligence and the examples which have preceded or which surround me, to deserve to be pointed out as a model, to raise myself above the obscure and insignificant multitude, to act a distinguished part, to be happy, by making myself.' The necessary consequence then is, that he requires fortune and celebrity by means of the immense power of continuity of action, and by the determination to attain them.—Such a person does not vegetate on the earth—he lives, and is worthy of living."

"Let it be your unceasing aim," says another writer, "to learn what you can from everybody, but to think and act for yourself." It is said that Sir Walter Scott never met with any man, let his calling be what it might, even the most stupid fellow that ever rubbed down a horse, from whom he could not, by a few moment's conversation, learn something which did not before know, and which was valuable to him. No man ever became great by mere imitation. You must have a character of your own, and rules by which that character is regulated. It has been said of Franklin, that he was a philosopher because in his childhood he formed those rules which regulated his conduct even in old age. Whatever you do, *do it well*; do it methodically, yet do not make yourself the slave of method.

A certain well-regulated habit of looking beyond our immediate situations is justly considered the parent of all laudable enterprises. This is that noble ambition, which coolly regarding the indistinct expanse of the future, traces out a road of consistent well-doing.

The weak man casts his eye across the sea of time, and, viewing no furrowed path, commits his vessel at random to the waves: the prudent and keen-sighted, looks out upon the same trackless way, but he has a compass to guide him to

the haven of prosperity and fame. The one yields to every struggle with the storm, he is tossed about without pity or succour, or wrecked upon the quicksands which he has not learnt to shun; the other, however harassed or retarded, however, borne down by the current of unavoidable necessity, overcomes the dangers and difficulties of his course, and obtains the prize for which he has contended; he has exclaimed with Milton,

"I argue not  
Against Heaven's hand or will; nor hate one jot  
Of heart or hope; but still bear up, and steer  
Right onwards."

Mr. George Stephenson, the eminent engineer, at a recent entertainment at Newcastle, gave the following account of himself:—"The first locomotive that I made was at Killingworth colliery, and with Lord Ravensworth's money. Yes! Lord Ravensworth & Co. were the first parties that would intrust me with money to make a locomotive engine. That engine was made 32 years ago, and we called it 'My Lord.' I said to my friends that there was no limit to the speed of such an engine, provided the works could be made to stand. In this respect great perfection has been reached, and in consequence a very high velocity has been attained. In what has been done under my management, the merit is only in my own: I have been most ably seconded and assisted by my son. In the earlier period of my career, and when he was a boy, *I saw how deficient I was in education, and made up my mind, that he should not labor under the same defect, but that he would put him to a good school, and give him a liberal training. I was, however, a poor man, and how do you think I managed? I betook myself to mending my neighbors' clocks and watches at night, after my daily labor was done; and thus I procured the means of educating my son.* He became my assistant and companion. He got an appointment as under-reviewer, and at nights we worked together at our engineering. I got leave to go to Killingworth to lay down a railway at Hetton, and next to Darlington; and after that I went Liverpool, to plan a line to Manchester. I there pledged myself to attain a speed of 10 miles an hour. I said I had no doubt the locomotive might be made to go much faster, but we had better be moderate at the beginning. The directors said I was quite right; for if, when they went to Parliament, I talked of going at a greater rate than ten miles