

## MORNING IN JUDEA.

BY KNOX.

The sun is up—from Carmel's woody brow  
 His orient radiance rushes like a flood—  
 A generous stream by whose fresh influence grow  
 The flowers that blossom, and the trees that bud;  
 The moon that rose at eve as if the blood  
 Of life was in her veins, turns pale as clay  
 From which the life has fled; the stars that stud  
 The midnight sky by thousands, glide away  
 Like foam-blown bells that burst within the ocean's bay.

The dew-bent lilies, by the breezes kissed,  
 Awake in beauty on their grassy beds,  
 Like lovely infants from the mother's breast,  
 That joys to pillow their protected heads;  
 On Zion's holy hill the green-grape sheds  
 Its sweet perfume; the fig-tree is in blow;  
 On fertile Lebanon the corn-field spreads  
 Its store, and to the winds that o'er it go,  
 Heaves as the billows heave with undulating flow.

On Gilead's pastures green the bleating flocks  
 Disport, in Jordan's stream the fishes play;  
 The snow-white goats are gambolling on the rocks.  
 The insects dancing in the sunny ray;  
 The humming bees upon their early way  
 Are wandering happily from flower to flower;  
 And all unseen, where twilight-shadows grey  
 Are lingering still, the wild birds in the bower  
 Pour out their choral song unto the matin hour.

And man comes from his dwelling forth,—afar  
 He casts his eye o'er all the happy sight,  
 And lifts his heart to him whose mercies are  
 Each morning new, whose faithfulness each night;  
 To Him who sends the sun in all his might  
 To bid the forests bud, the flow'rets bloom;  
 Who fills the lower creatures with delight,  
 Who sweeps the shadows from the hearts of gloom,  
 And feeds the aspiring soul with hopes beyond the tomb.

## ISTHMUS OF PANAMA.

Some time since M. Garella received a commission from the French Government to proceed to Panama, for the purpose of inquiring upon the spot into the practicability of the many schemes which have been devised for cutting a ship canal through the isthmus. The report of that gentleman on this subject has recently been published, and presents (says the *Debats*) the result of the first scientific exploration that has been undertaken in regard to this celebrated passage. The direction fixed upon by M. Garella as the most eligible for the proposed canal is on the side of the Pacific Ocean, through the valley of the Caimito, so as to *debouche* upon the sea at the anchorage of Vaca de Monte, lying about 18 or 20 kilometres (11 or 12 miles) to the west of Panama. On the side of the Atlantic Ocean, the course should be along the valley of the river Chagres, but not to terminate at Port Chagres, which is inaccessible to ships of large burden, but at four miles' distance, in the Bay of Simon. From the Caimito, the canal is to be directed along the course of the Bernerdino, a feeder of that river, whence it proceeds to the Ahogayegua mountain, which it crosses at a point where it is 455 feet above the level of the sea. Thence it falls into the valley of the river Pajer, (otherwise Bonito) which it follows as far as Dos Hermanas, where it joins the Chagres, parallel with which river, and sometimes occupying its bed, the canal is to be carried as far as Gatun, where it diverges, to arrive at the Bay of Simon. The whole distance will be about 47 miles in length, of which 33½ are between the Chagres and the Pacific, 7½ between the Chagres and the Bay of Simon, and about 6 along the bed of the river itself. The canal is to be of the following dimensions:—depth, 22 feet, 9 inches; breadth at water surface, 146 feet, 3 inches; at bottom, 65 feet. Ninety-four locks will be required in order to reach the summit level, each costing on the average 600,000 francs. M. Garella, however, suggests the magnificent expedient of a tunnel through the mountain, which, besides the dimensions stated above for the canal it-

self, must be of height sufficient to permit the passage of vessels with their lower masts standing 120 feet at least, and will be three miles and one-third in length. The estimated cost of the tunnel is fifty millions of francs, but it will enable the canal to be constructed with a summit level of only 160 feet, and greatly enhance the future advantages of the undertaking, by dispensing with by far the greater number of the locks. The total expense of the canal is estimated at 125 millions francs (five millions sterling).

## NEWS.

**INCREASING DEMAND FOR THE HOLY SCRIPTURES.**—In order to offer every facility to the poorer classes, the British and Foreign Bible Society have published a large Bible, bound in sheep, for 10s., and a Testament of a smaller size, for 4d.; also smaller books, bound in embossed roan, with gift edges, at the same prices. The teachers and scholars of the Sunday-schools in Leeds and its neighbourhood are taking up the matter with great spirit; and, by going from house to house, and visiting the factories and workshops in their own neighbourhoods, have succeeded in circulating large numbers. So great was the demand last week, that, though a supply of more than a thousand Testaments and several hundred Bibles was received by Mr. Slade, at the depository, in Bond street, on Saturday morning, the whole were sold before evening. In nearly all cases the books are sold, and not given; thus indicating a desire on the part of the purchaser to possess a Bible. In some of the factories, also, clubs are formed, and subscriptions of 1d. or 2d. per week collected for the purpose. Among the navigators and others employed on the works of the Leeds and Bradford Railway, owing to the exertions of a few individuals at Morley and its neighbourhood, a large number of copies have been sold, not only of the cheap ones, but several of a larger and better kind.—*Leeds Mercury*.

## CHEAP POSTAGE.

It is a delightful task to copy such paragraphs as the following. When will the same system be commenced in Canada? We cannot expect it till the people and the press, and more especially the Legislature manifest much greater interest in the question than they have done hitherto.

**THE WORKING CLASSES AND THE PENNY POSTAGE.**—It is a singularly interesting fact that since the reduction of the inland postage to the uniform rate of 1d. per half-ounce, &c., in the poorer districts, such as St. Giles's, Stepney, Saffron-hill, and other neighbourhoods where the working and labouring classes chiefly reside, the number of letters, delivered both by the General and London District postmen, has increased in a far greater degree than in the City and at the west-end of the metropolis. As it is consistent to infer that the "outward" letters have increased in a similar ratio, each letter calling for a reply, it is fair to conclude that the main feature of the success of the penny postage is attributable to the "pence" of the industrial population. The full measure of its beneficial results as a moral agent amongst the above classes, it is not possible, even roughly, to estimate.

**CHEAP POSTAGE.**—The Post-office revenue, we are rejoiced to say, goes on steadily increasing. The amount for the quarter is £215,000, for the year £768,000; showing an increase on the quarter of £37,000, and on the year of £89,900. If the principle of the uniform and cheap postage, conjoined with frequent deliveries and proper attention to the public wants and accommodation, were fully carried out, the increase in the Post-office revenue would be enormous. If the experiment were fairly tried, in five years the revenue derived from the Post-office would exceed that raised under the old system.—*Sun*.

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Orders and remittances for any or all of the above publications may be included in the same letters, and addressed to

R. D. WADSWORTH.

Montreal, May, 1846.

N.B.—A Pledge-Book is kept in the Office, adapted for Males, Females, or Juveniles. Those interested in promoting Teetotalism, will please circulate this information.

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