

## PASSING UNDER THE ROD.

[The following lines, from Mrs. M. S. D. Daux, are founded on the following passage of Jewish history:—"It was the custom of the Jews to select the tenth of their sheep in this manner—The lambs were separated from their dams and enclosed in a sheep cot, with only one narrow way out; the lambs hastened to join their dams, and a man placed at the entrance with a rod dipped in ochre, touched every tenth lamb, and so marked it with his rod, saying, 'let this be holy.' Hence says God, by his prophet, 'I will cause you to pass under the rod.'"]

I saw the young bride, in her beauty and pride,  
Bedecked in her snowy array,  
And the bright flush of joy mantled high on her cheek.

And the future looked brilliant and gay,  
And, with woman's devotion, she laid her fond heart

At the shrine of idolatrous love;  
And she anchored her hopes to the perishing earth.

By the chain which her tenderness wove,  
But I saw when those heart strings were bleeding and torn,

And the chain had been severed in two;  
She had changed her white robes for the sables of grief.

And her bloom for the paleness of woe,  
But the Healer was there pouring balm on the heart.

And wiping the tears from her eyes;  
And He strengthened the chain He had broken in twain.

And fastened it firm to the skies,  
There had whispered a voice—'twas the voice of her God—

"I love thee, I love thee, pass under the rod."

I saw the young mother in tenderness bend  
O'er the couch of her slumbering boy,  
And she kissed the soft lips as they murmured her name.

While the dreamer lay smiling in joy,  
Oh! sweet as the rosebud, encircled with dew,  
When its fragrance is hung on the air,  
So fresh and so bright to the mother he seemed,  
As he lay in his innocence there?

But I saw when she gazed on the same lovely form,  
Pale as marble, and silent, and cold;  
But paler and colder her beautiful boy,—  
And the tale of her sorrow was told.

But the Healer was there who had smitten her heart,  
And taken her treasure away,  
To allure her to heaven, He has placed it on high.

And the mourner will sweetly obey,  
There had whispered a voice—'twas the voice of her God—

"I love thee, I love thee, pass under the rod."

I saw when a father and mother had lapsed  
On the arms of a dear cherished son,  
And the star in the future grew bright in their gaze.

As they saw the proud place he had won,  
And the fast coming evening of life promised fair,  
And its pathway grew smooth to their feet,  
And the twilight of love glisten'd bright at the end.

And the whispers of fancy were sweet,  
But I saw when they stood bending low o'er the grave,  
Where their heart's dearest hope had been laid,

And the star had gone down in the darkness of night,  
And joy from their bosoms had fled,  
But the Healer was there, and His arms were around.

And he led them with tenderest care;  
And he showed them a star in the bright upper world,  
'Twas their star shining brilliantly there!  
They had each heard a voice—'twas the voice of their God—

"I love thee, I love thee, pass under the rod."

## History of the Suez Canal.

THE STORY AS TOLD BY THE PROJECTOR, M DE LESSEPS.

(From the *Poll Mall Gazette*.)

The story of the Suez Canal, as told by its projector, is touched with a French sentimentalism which sometimes provokes a smile, though not, we hope, an unkindly one. The narrative, M. de Lesseps says, "will perhaps be useful to those who wish to study the connection of facts and who study the human heart." It is, at any rate, an interesting chapter of modern history. In 1849 M. de Lesseps, who had served for

twenty years in the consular and diplomatic services of France, was sent by the Constituent Assembly on a special mission to Rome, but differing from the policy adopted by the Legislative Assembly that succeeded to power, he resigned his official career and retired to his farm in Berry, where he turned his mind and the stores of his experience to the study of Oriental politics. He fastened at once upon the problem of the Suez transit; "from 1849 to 1854 (he says) I studied everything connected with the trade between the West and the east; I discovered that the traffic doubled every ten years"; and he leaped to the conclusion that the time had come for the formation of a company to cut through the Isthmus. In 1852 he laid his schemes before the Sultan's Government, but was told that "the solution of the question in no wise concerned the Porte." Nothing was to be hoped from "A Viceroy of Egypt absorbed in pleasure" (Abbas Pasha); but in 1854 Said Pasha succeeded to the inheritance, and M. de Lesseps bathought him of the former relations of his family with the House of Mehemet Ali. It appears that the father of M. de Lesseps, agent of France in Egypt after the peace of Amiens, had influenced the promotion of Mehemet Ali to the Pashalik of Cairo, with the object of furthering the policy of Bonaparte and Talleyrand which aimed at the repression of the Mymelukes. In this way Said Pasha and M. de Lesseps came to be early friends, and when the former was tortured with excessive exercise and half starved under the rigid discipline of the old Pasha, he found a sympathizer in the young French *attache*. Afterwards Said, accused of conspiracy, took refuge in France, when he renewed his friendship with M. de Lesseps. On his accession, in 1854, he invited his friend to Egypt and took him as his companion on an expedition into the Libyan desert, where the Frenchman at once conquered the good will of the Ministers by some feats of horsemanship and opened his scheme of the canal. The project met with little criticism, Said granted the concession on the 30th November, 1854, and took up the idea warmly even boasting to the American Consul General. "The Isthmus of Suez will be pierced before yours." An exploration followed, in which was demonstrated the utility for modern commerce of a "fluvial" canal, supplied from the waters of the Nile and furnished with locks, channels, and sluices of the ordinary sort. On this journey M. de Lesseps was led, as it were by accident, to the ground on which his final triumph was to be achieved—to the basin of the Butter Lakes, which now contains 440,000,000 gallons of water, but was then a hiteous desert "without so much as a fly in it." The exploration of the region was thoroughly accomplished in January, 1855. Then came the more difficult task of converting scientific men. He procured the nomination of representative engineers by the principal continental governments, selected four Englishmen of eminence to cooperate, and convoked a conference in Paris. His plans were approved by a sub committee appointed to study the problem on the spot, and on the first of January, 1856, the members returned to Alexandria fully satisfied that a canal might be made by channelling the Isthmus from sea to sea. "On hearing this," says M. de Lesseps, the Viceroy threw himself into my arms." The conquest of English prejudice was the next and most arduous part of the work; here M. de Lesseps "found sympathy in the commercial and lettered classes, but heads of wood among the politi-

cians." His first efforts made little impression; but he was rewarded with the enthusiasm bestowed in Paris upon the engineers' report. Returning to Egypt to make "soundings" along the proposed line of channel at intervals of 150 or 200 metres, he found the Viceroy anxious and irritable, worried, as he alleged, by English suspicions and threats. At Kartoum, where M. de Lesseps went to meet him, he burst into furious fits of rage, "his Ministers thought him mad;" but he was easily calmed by the counsels of his visitor. The organization of the company was carried forward steadily while the Viceroy was marching through his inland territory. But there was no rest for M. de Lesseps, who was back again in England in 1857 to convert the English people and to combat the English diplomats. In the first enterprise he had only partial success, though he warmly praises our freedom of discussion and the incorruptibility of our journalism which latter fact he mentions with a frank amazement not quite complimentary to French newspapers. It is probable that M. de Lesseps exaggerates the adverse activity of English diplomacy during those years, but no doubt it was coolly hostile to him. Still the scheme gained ground in all the Continental countries, and in 1858 it finally triumphed. In the four years that had elapsed from M. de Lesseps's first visit to Said Pasha at Alexandria he had travelled 40,000 leagues—120,000 miles! The company was launched, and French investors subscribed for shares equivalent to eleventwentieths of the whole capital. Hatred of England, as M. de Lesseps candidly admits was the inspiring motive. "I wish to subscribe," said one applicant, "for the Chemin de Fer de l'île de Suède." "But," he was told, "it is not a railway, but a canal; not an island, but an isthmus; not in Sweden, but at Suez." "Never mind," he said, "provided it be against the English, I subscribe."

Some of M. de Lesseps's difficulties were curious. Said Pasha continued moody, irritable, and suspicious; he pretended sometimes to throw all kinds of obstacles in the way of the work, and then let it be known that he was not in earnest. He shrank from giving M. de Lesseps the protection he had promised, and a military guard had to be dispensed with. In 1863 Ismail Pasha, the present Viceroy, "acceded to power with the same difficulties as his predecessor, arising from English opposition; but (says M. de Lesseps) he succeeded in overcoming them, assisted by the arbitration of the Emperor, which he himself invoked." The Sultan's firmness was at length obtained, and the possibility of a political interruption of the work disappeared. The work itself was "pressed on with an activity which it may be said has no precedent in the history of industry." The dredging machinery extracted every month as much matter "as would cover the whole Boulevard from the Madeleine to the Bastille up to the first floor of the houses." The progress was almost unchecked; but almost at the moment of triumph, when the day of opening (November 17, 1869) had been fixed, two serious dangers threatened a collapse. An immense mass of rock was discovered in the bed of the canal fifteen days before the inauguration, and on the night before M. de Lesseps got news that an Egyptian frigate had run aground, completely barring the channel. Both these obstacles were got rid of in time (giving M. de Lesseps however, an opportunity for two heroic epigrams), and the inauguration was a brilliant success. "Since that day there has been no interruption of the traffic," so M. de