

she despised him for his thoughtful treachery. In her eyes it was treachery. He must have known the truth. What right had he to suppose that she would be false to him,—he, who had never known her to lie to him? And was it not his business as a man, to speak some word, to ask some question, by which, if he doubted, the truth might be made known to him? She, a woman, could ask no question. She could speak no word. She could not renew her assurances to him, till he should have asked her to renew them. He was either false, or a traitor, or a coward. She was very angry with him;—so angry that she was almost driven by her anger to throw herself into Adrian's arms. She was the more angry because she was full sure that he had not forgotten his old love,—that his heart was not altogether changed. Had it appeared to her that the sweet words of former days had vanished from his memory, though they had clung to hers,—that he had in truth learned to look upon his Grampere experiences as the simple doings of his boyhood,—her pride would have been hurt, but she would have been angry with herself rather than with him. But it had not been so. The respectful silence of his sojourn in the house had told her that it was not so. The tremor in his voice as he reminded her that they once had been friends, had plainly told her that it was not so. He had acknowledged that they had been betrothed, and that the plight between them was still strong; but, wishing to be quit of it, he had thrown the burthen of breaking it upon her.

She was very wretched, but she did not go about the house with downcast eyes or humble looks, or sit idle in a corner with her hands before her. She was quick and eager in the performance of her work, speaking sharply to those who came in contact with her. Peter Veque, her chief minister, had but a poor time of it in these days; and she spoke an angry word or two to Edmond Greisse. She had, in truth, spoken no words to Edmond Greisse that were not angry since that ill-starred communication of which he had only given her the half. To her aunt she was brusque, and almost ill-mannered.

"What is the matter with you, Marie?" Madame Voss said to her one morning, when she had been snubbed rather rudely by her niece. Marie in answer shook her head and shrugged her shoulders. "If you cannot put on a better look before M. Urmand comes, I think he will hardly hold to his bargain," said Madame Voss, who was angry.

"Who wants him to hold to his bargain?" said Marie, sharply. Then feeling ill-inclined to discuss the matter with her aunt, she left the room. Madame Voss, who had been assured by her husband that Marie had no real objection to Adrian Urmand, did not understand it all.

"I am sure Marie is unhappy," she said to her husband when he came in at noon that day.

"Yes," said he. "It seems strange, but is so. I fancy, with the best of our young women. Her feeling of modesty—of bashfulness if you will—is outraged by being told that she is to admit this man as her lover. She won't make the worse wife on that account, when he gets her home." Madame Voss was not quite sure that her husband was right. She had not before observed young women to be made savage in their daily work by the outrage to their modesty of an acknowledged lover. But, as usual, she submitted to her husband. Had she not done so, there would have come that glance from the corner of his eye, and that curl in his lip, and that gentle breath from his nostril which had become to her the expression of imperious marital authority. Nothing could be kinder, more truly affectionate, than was the heart of her husband towards her niece. Therefore, Madame Voss yielded, and comforted herself by an assurance that as the best was being done for Marie, she need not subject herself to her husband's displeasure by contradiction or interference.

(To be continued.)

#### THE CHANNEL FERRY.

The London *Engineering* says:—Simultaneously with the independent action of the French Government in the matter of International Communication, Mr. John Fowler's scheme for a Channel Ferry is again brought before the public, and is likely this year to receive more serious consideration than it has hitherto done. It is now seven years since a practical scheme to establish a service of steamers on a grand scale for the conveyance of passengers and goods between Dover and Calais was first made, and since that time the main features of the project have remained unchanged, although details have necessarily been altered.

After going through the usual preliminary delays, the Bill for the International Communication was passed in 1870, in the face of much opposition, and had it not been for the unfortunate complications on the Continent, which suddenly put an end to protracted negotiations, patiently followed through a host of difficulties up to a successful point, the works at Dover, as well as those on the French coast, would before now have been commenced. During the continuance of the war, however, and for many months after its conclusion, nothing could be done in the matter at least without the co-operation of France, and it was therefore allowed to rest until a more favourable time.

In many respects it is well that this delay took place, because the project sanctioned in 1870 comprised a different arrangement of harbour at Dover to that originally contemplated, and now proposed. The promoters of the scheme contemplated the construction of an independent harbour, owing to the opposition of the Dover municipality, but they have so far modified their scheme that at present they propose only to extend the Admiralty pier, and to construct a new pier, 4,000 ft. in length, together with a breakwater. By carrying out this plan the cost of works will be reduced, and the time required for construction will be diminished. Moreover, the Dover Harbour Board, which was the principal opponent to the passing of the Bill in 1870, will greatly benefit by the alteration.

At a recent meeting of the Dover Town Council, Mr. Abernethy, in the absence of Mr. Fowler, stated that there were two main considerations. "First, the engineers had resolved to have no half measures, but to carry out a plan which would not require, as any half measures probably would, to be enlarged and altered hereafter, at loss of time, additional expense, and at the cost of hampering and hindering the development of the great traffic anticipated; secondly, it was desirable, in their opinion, for the commercial success of this undertaking, that provision should be made for carrying the trains across the Channel upon the steamers, so as to afford to passengers an unbroken through train communication to

Paris, and also that the same accommodation might be provided for goods."

With regard to the first of these considerations, there can exist no difference of opinion; the comparatively insignificant saving in first outlay would form no equivalent for the imperfection in the service that would necessarily follow; and the subsequent cost for the amplification or completion of the works would probably be greater in the end. Upon the second point, however, considerable misconception and difference of opinion exist, and it is upon this point that the Channel Ferry scheme is generally attacked.

While it is universally admitted that the present service falls short of the requirements of the existing traffic, and is, in fact, miserably deficient in comfort and facilities for passengers, it is urged that the proposition to effect an unbroken train communication between this country and the Continent is a useless refinement; and that the effects of motion, which it is not pretended could be entirely obviated by the adoption of the large boats, would be far more unpleasant to passengers sitting in railway carriages than to the same passengers in state-rooms. This statement is very true, but what of it? It is not proposed that the passengers should be shut up in their carriages; on the contrary, ample accommodation will be provided for them on board. The transfer of the carriages upon the vessel is an incidental advantage to the scheme, not a leading feature. The large boats Mr. Fowler has designed—450 ft. long and 57 ft. beam—are necessary for overcoming the heavy motion which the Channel seas impart to the smaller vessels, and the use of these large boats is the characteristic feature of Mr. Fowler's scheme—a feature that stamps its originality. No less are they necessary for receiving the goods wagons, which will be transferred from the railways to the rails laid in the lower part of the vessel, just as the passenger carriages are run upon its deck. Thus, to accommodate the goods traffic, and to obtain steadiness at sea for the benefit of the passengers, such vessels as the ones proposed (and to the efficiency of which Mr. Reed, Mr. Laird, Mr. Penn, and other well-known naval engineers have testified) are equally required.

Between the rows of saloons and state-rooms provided for the accommodation of passengers, there will be a wide space clear from end to end of the ferry, and it is rightly considered that this space could not be more appropriately utilised than by the passenger carriages, which will take comparatively little room, and add scarcely anything to the load of the boat. Thus the transfer of the train forms a natural part of the entire scheme, and nothing has been strained to achieve it. Had it presented any difficulties, could it only have been attained by a sacrifice of other requirements, or by a great increase in first cost, this part of the undertaking would never have been seriously considered. All travellers will fully appreciate the advantages arising from an unbroken railway communication with the Continent, and most would be willing to pay for the privilege of maintaining their carriage throughout were any charge demanded.

The inconvenience of shifting from the train to the boat at Dover, and going through the reverse operation on the French side, burdened with all the minor impediments of a journey, are too well-known and appreciated to be enlarged upon, and we think that the travelling public can have but one opinion on this point. Mr. Fowler will save all this inconvenience by transferring the train, and although neither he nor any one can altogether arrest the evils of sea-sickness, his large boats will reduce it, and the more sensitive who succumb even under the modified condition of things, will at least be spared the infliction of climbing the wet and slippery steps of the Calais jetties, and can retreat to their carriage so soon as the smooth water of the harbour gives them confidence to quit their state-rooms.

It is urged that insurmountable difficulties will be encountered during bad weather in running the trains upon the ferry, and in securing them afterwards. We think that a sufficient answer to these objections is supplied by the fact that Mr. Fowler has pronounced all the details of the undertakings to be practicable, and, indeed, easy. It is certain that experience will before many years settle these and all other points connected with the Channel Ferry, for the works connected with it cannot be much longer delayed. Public opinion becomes more and more decided against a continuance of the present unsatisfactory mode of transit, and money will be plentifully subscribed towards the completion of such a national work.

We recommend to the attention of the legislators of the country the following Standing Orders of the Imperial House of Commons, dated May 17, 1814:—

"Ordered:

"That this House shall sit every day at seven o'clock in the morning and enter into the great business at eight o'clock, and no new motions to be made after twelve. Ordered, That whosoever standeth in the entry of the House, pay 1s. presently to the sergeant. 1641. Ordered, That all the members who shall come to the House after eight o'clock shall pay 1s., and that if any member shall forbear to come for the whole day, he shall pay 5s., to be disposed of as the House shall think fit, and the sergeant is to gather in the money. 1642. Ordered, That whosoever shall not be at prayers every morning shall pay 1s. to the poor—a box to be prepared and set up at the door for this purpose, and the burgesses of Westminster are to take care that the money be duly paid. 1647. Ordered, That as soon as the clock strikes twelve Mr. Speaker do go out of the chair, and the House shall rise; and that, in going forth, no member shall stir until Mr. Speaker do go before, and then all the rest shall follow. Whosoever shall go out of the House before Mr. Speaker shall forfeit 10s., but that the reporters may go first. Ordered, That while any stranger is in the House no member to stir out of his place or to speak unto another; and if any member shall whisper, or cross the House, or read any printed book in the House, he shall pay 1s. into the poor-box. 1652. That no member do accept of any entertainment at any public-house for the carrying on any matter under the consideration of the House; and that the offers of any money or gratuity to any member for matters transacted in the House shall be deemed a high crime and misdemeanour. Ordered, That no member ought to receive or give any visit to any foreign agent or ambassador without the leave and consent of the House. Ordered, That no member have leave to go into the country without limiting a time when he is to return. 1693. Ordered, That no member of the House do presume to smoke tobacco in the gallery, or at the table of the House, sitting at committees."

#### VARIETIES.

Boarder—"This tea seems very weak, Mrs. Skimp." Landlady—"Well, I guess it must be the warm weather. I feel weak myself; in fact every body complains."

An exchange says fashionable young people are calling upon somebody to invent a new dance. Suppose "somebody" invents one wherein the young lady dances around the house and helps her mother do a little housework—how would that step take?

In a certain cemetery in a town in Connecticut, can be found a lot containing five graves, one in the centre, the others near by at the four points of the compass. The inscription on the latter read, respectively, after the name of the deceased: "My I. Wife," "My II. Wife," "My III. Wife," "My IV. Wife," while the centre stone bears the brief but eloquent expression, "Our Husband."

A discharged story-writer out West gathered all the characters of his story on board a frigate, steamed out fifty miles from land, set fire to the magazine, and blew hero, heroine, heavy villain, minor personages, all into eternity. Then he wrote at the bottom, "To be continued next week," drew his thirty shillings, and left the office with a sweet smile. The next incomer was a man of genius and fertile in expedients, so he sent out a yacht with a lot of new characters on board, which picked up all the persons essential to the plot after the explosion, and on went the story as merry as a marriage bell.

Hang to Day—A farm labourer attempting to drown himself, an Irish reaper who saw him go into the water leaped after him and brought him safe to shore. The fellow attempting a second time, the reaper a second time got him out; but the labourer, determining to destroy himself, watched an opportunity, and hanged himself behind the barn door. The Irishman observed him, but never offered to cut him down. Several hours afterwards the master of the farmyard asked him upon what ground he had suffered the poor fellow to hang himself.—"Faith," replied Patrick, "I don't know what you mean by ground. I know I was so good to him that I fetched him out of the water two times; and I know, too, he was wet through every rag, and I thought he hung himself up to dry."

Best Parlours.—Almost every American home possesses one of these dreadful altars, erected to what unknown goddess it is impossible to guess. It is a Bogy, before whom from time to time people burn gas in chandeliers of fearful design—to whom are dedicated fragrant carpets, impossible oil paintings, furniture too gorgeous for common day, and shrouded therefrom in customary holland. Musty smells belong to this deity, stiffness, angles, absence of sunlight. The visitor entering sees written above the portal: "Who enters here abundant—conversation." What is there to talk about in a room as dark as the Dismal, except where one crack in a reluctant shutter reveals a stand of wax flowers under glass, and a dimly-described hostess who evidently waits your departure to extinguish that solitary ray? The voice instinctively hushes; the mind finds itself barren of ideas. A few dreary common-places are exchanged, then a rise, a rustle, the door is gained, and the light of the blessed sun; you glance up in passing—flap goes the blind, and inner darkness is again resumed, Bogy has it all his own way, and you thank your stars that you have done your duty by the family for at least a twelve-month.

When Stephen Kemble was manager in Newcastle, and the house was rather flat, no less a personage arrived than the Prince Annamaboo, who offered his services for a very moderate consideration.

Accordingly, the bills of the day announced that "between the acts of the play, Prince Annamaboo would give a lively representation of the scalping operation. He would likewise give the Indian war-whoop in its various tones, the tomahawk exercise, and the mode of feasting at an Abyssinian banquet."

The evening arrived, and many people attended to witness these princely imitations.

At the end of the third act his highness walked forward with dignified step, flourishing his tomahawk, and cut the air, exclaiming—

"Ha, ha—ho, ho!"

Next entered a man with his face blackened, and a piece of bladder fastened to his head with gum. The prince, with a large carving-knife, commenced the scalping operation, which he performed in a style truly imperial, holding up the skin in token of triumph.

Next came the war-whoop which was a combination of dreadful and discordant sounds. Lastly, the Abyssinian banquet, consisting of raw beef-steaks; these he made into rolls as large as his mouth would admit, and devoured them in a princely and dignified manner. Having completed his cannibal repast, he flourished his tomahawk, exclaiming, "Ha, ha! ho, ho!" and made his exit.

Next day, the manager, in the middle of the market-place, espied the most puissant Prince of Annamaboo selling pen-knives, scissors, and quills, in the character of a Jew-peddler.

"What!" said Kemble, "my prince, is that you? Are you not a pretty scoundrel to impose upon us in this manner?"

Moses turned round, and with an arch look, replied—

"Prince be hanged! I vash no prince; I vash acting, like you. You vash kings, princes, emperor to-night, Stephen Kemble to-morrow. I vash humpugs, you vash humpugs, and all vash humpugs!"

#### NEGATIVE KNOWLEDGE.

We never knew a cabman with an eyeglass, or a chimney-sweep with spectacles.

We never knew a lady buy a bargain at a shop sale, and not afterwards regret it.

We never knew a man propose the toast of the evening, without his wishing that it had been placed in shiller hands.

We never knew a waiter in a hurry, at a chop-house, who did not say that he was "Coming, Sir!" when really he was going.

We never lost a game to a professional at billiards, without hearing him assign his triumph chiefly to his dukes.