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FOUR GREAT MEN.
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 eluded 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 despatch.

Hannibal, after having, to the astonishment of his own nation, passed the Alps, after having put to flight the armies of the mistress of the world, and stripped three hundreds of gold rings from the fingers of her slaughtered knights and made her very foundation quake—died in his country, being hated by those who once exultingly united his name to that of their God, and on whom his Hannibal, did but for poison, administered by his own hands, unattended and unwept, in a foreign land.

Caesar, after having conquered eight hundred cities and dyed his clothes in the blood of millions of his foes, after having pursued to the wild only he lay on earth; was miserably assassinated by those he considered his nearest friends, and it is that very place the attainment of which was his greatest ambition.

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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 1858.

On the Western Line the operations are advancing steadily. From Windsor to the base of the Ardross 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 farward, that the whole line will be completed by Mr. McDonald early in the spring.

Mr. Cameron's contract, which extends from Mr. D. Donald'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 Muskeg will be finished early in the summer, 1857, and that the whole will be completed and opened before the leaves fall.

For many months the Commissioners have disbursed for labor about \$200,000 per month.

We think the foregoing is a proof sufficient to controvert the most exaggerated and no assumption of operations; and that the cry of "suspended public works," raised a short time since by the late Governor, and carried on the wings of the press through New Brunswick and Canada, is 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 "Mill-lane" wharf, we found the steamer "Western Miller" loading about seven tons of Toronto-hoofs, that have been collected in Canada since a similar lot was shipped last year for the same purpose. On inquiry, we learned that the vessel was chartered by Mr. J. Begg, to be sent to the Devanah 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 during the last year, allowing that none of the hoofs were sent from other parts of the island.

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 shipping last year. We understand that between 70 and 80 tons of hoofs a year are used up at these works for sidecombs.—Toronto Globe.

It is said to be living upon Bate's Island in Caspary Bay, one coast of Maine. The island contains about five acres the largest potato patch in the world, and we are raising handsome crops of potatoes and other vegetable crops. The land never was ploughed, but has been thoroughly hoed over by hand. The men remaining devote to raising hay of a very superior quality, every crop of which she has mowed and cut 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 man would cut through a small boat. The result 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 be cut, and planted in the States, and other potato, and in thirty years the annual crop in that country will exceed the cotton crop in value.

(From the Halifax Sun.)

RAILWAY PROGRESS.

We gather the subjoined resume of Railroad progress from a yesterday's Chronicle.

The Railway works continued have never been "suspended," and the business of surveying and locating has been so conducted, that the Board of Directors are ready for contract than they can, under the Law, or with any prudent regard to the state of the labour market, advertise next spring.

The first section of about five miles, including Bridges across the Shubenenside and Stewiack, will be probably be offered for contract this autumn. The second section, in length, is about 10 miles, viz. Creelman & Tupper's contract—extending from Sackville to the Rocky Lake, finished by Plunkie & Johnston. Mr. C's contract, extending from the head of Grand Lake, & Fraser's contract, extending thence to about half a mile beyond Shultz's line.

The locomotive will run in a few days over the whole of the first and over about half of the second section.

In about 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 road, 22 1/2 miles, as they now do to the village of Bedford. Between Shultz's and Nelson's on the Shubenenside a distance of 17 miles, the Railroad track is nearly graded. There are some heavy clay banks to cut through, and Nelson's and Iron Bridge work to be done. It is contemplated that the whole line to Nelson's within 97 miles, Truro will be completed in the next few weeks.

The sections between Nelson's and Stewiack, including the heavy Bridges that will be required for crossing the river, will be completed in the next spring, which will, in all probability be finished by the autumn of next year.

Forty miles, lying between Nelson's and Pictou, will then separate us from the Gulf of St. Lawrence. Base and trial lines, we understand,