

sives represents merely the country's brute force,—luckily a considerably smaller portion of even that than falls to the share of even our physical-force Chartists. Should thews and muscles come to bear sway among us, the *regime* must prove a very miserable one for Dukes of Leeds and of Atholl.

From time immemorial the public road between Blair-Athole and Braemar has lain through Glen Tilt. In most questions regarding right of roadway witnesses have to be examined; the line of communication at issue is of too local and obscure a character to be generally known; and so the claim respecting it has to be decided on the evidence of people who live in the immediate neighbourhood. Not such, however, the case with Glen Tilt. There is scarce in the kingdom a better-known piece of roadway than that which runs through the glen; and all our ampler Guide-Books and Travellers' Companions assume the character of witnesses in its behalf. Here, for instance, is the Guide-Book of the Messrs Anderson of Inverness,—at once one of the most minute and most correct in its details with which we are acquainted, and which has the merit of being derived almost exclusively from original sources. It does not indicate a single route which the writers had not travelled over, nor describe an object which they had not seen and examined. And in it, as in all the other works of its class, we find the road running through Glen Tilt which connects Blair-Athole and Braemar laid down as open to the tourists, equally with all the other public roads of the country. The reader will find it marked, too, in every better map of Scotland. In the "National Atlas,"—a work worthy of its name,—it may be seen striking off, on the authority of the geographer to the Queen, Mr A. K. Johnston, at an acute angle from the highway at Blair-Athole; then running on for some twelve or thirteen miles parallel to the Tilt; and then, after scaling the heights of the upper part of the glen, deflecting into the