what good can they get there? What do they go there for, but merely to come down and perhaps break their necks? They would be much safer on dry ground. Our ancestors used to be content with the sun, and moon, and stars, and four or five planets, now orsooth the impertment ones must be poking their telescopes up to the sky and discovering new planets almost every night, as if we had not got as many planets already as we could do with.

Steam Engines—I do not think we should ever have heard a word about Parliamentary Reform, if it had not been for steam engines. I hope Mr. Colburn will not have his magazine with this article printed with a steam press, for if he does, I shall not dare to read it for fear of being blown up that did we want with steam engines? Did we not beat the French without steam engines? To be sure we'did. I hate innovations. I should just like to know what is to become of all the hackney coach horses, if we are to have steam carriages. The poor beasts look half starved as it is they will be ten those worse if they are turned out to make room for steam engines: and what shall we do for dog's meat if there are no horses to cut up? Then we must have Macadamized roads too! our ancestors did very well without Macadamized roads too! our ancestors did very well without Macadamized roads. They took their time in uravelling from one place to another, and if they happened to be too late for the etage, they had nothing to do but run after it and catch it. Let them try to do so now.

Buildings too! did ever any mortal see such an overgrown, place as London is now? There is not a dirty ditch within five miles of London that has not got some Paradise Row, or Mount Pleasant, or Prospect Place stuck into it. Why can't the citizens live in the city as they used to do, and stack to their shops? There is no such place as the country now. It is all come to London. And what sort of houses do they build! Look at them—a bundle of matches for the timbers, and a basket of bricks for the walls.

of matches for the timbers, and a basket of bricks for the walls.

Rail-roads—a pretty contrivance, forsooth! to pick the pockets of the good old wagon horses, and the reguiar legitimate coach horses, that had stood the test of ages. Pray what is to become of the farmers if there are no horses to eat their oats? And how are the resits to be paid, and the taxes, and the tithes, and the poor rates? and who is to pay the interest of the national debt? and what will become of the Church if horses do not eat oats to enable the farmers to pay their tithes and feed the clergy? Manchester and Liverpool were quite near enough without the assistance of rail roads, and if the busiding mania goes on much longer there will be no need of a road from one to the other, for they will both join, and the people may be in both places at once. People are talking now of rail-roads superseding canals, and good old canals, half of which are already three-quarters full of duck weed and dead cats.

What did the Wellington ministry mean by opening beer shops. Why could they not let the good old gin shops alone and stick to the regutar legitimate public houses? Our ancestors could get as drunk as heart could wish at the genuine licensed old fashioned pot house.

Louk at the regular local. People on a increasing and multiple tool.

And what harm have the poor old watchmen done, I wonder that they must be dismissed to make room for a set of new police, men and blue coats? The regular old legitimate watchmen were the poor and constitutional defenders of the streets, just as regular as the King is the defender of the faith, and more harmless set of men than the watchmen never existed; they would not hurt a fly.

—Things went on well enough when they had the care of the streets.

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But innovations are not confined to land; they have even encroached upon the water.—Were not London, Black friars and Westminster bridges quite enough in all conscience?—What occasion was there for Waterloo bridge, and a great overgrowr grante monster that cost ten times more than its worth? And what occasion for Southwalk bridge and Vauxhall bridge? Our ancestors could go to Vauxhall over Westminster or Black friars bridge. But of all the abominable innovations none ever equalled the impudence of New London bridge. It was not at all wanted. I have been over the old one hundreds and hundreds of times. It is a good old bridge that stood the test of ages, and it ought to have been treaded with respect for even antiquity's sake. As for people being drowned in going under the bridge, nonsensel they would never have been drowned it they had done as I did—I always made a point of never going under it: and besides, if people are to be drowned, they will be drowned elsewhere, if they are not drowned there.

drowned, they will be drowned elsewhere, if they are not urowned there.

Talk of innovations, what can be a more outrageous innovation than steam boats? They have frightened the fish out of the river already, and if they go on increasing as they have done of late, they will frighten the fish out of the sea too; and I should like to know where all the fishes are to go then. We shall be in a pretty mess if they all come ashore. Besides, the sea is obviously made to sail upon, or else what is the use of the wind? And if we have nothing but steam boats, what will become of the sail maker? People in these revolutionary times care nothing about vested interests. I hate innovation. I hate every thing that is new. I hate new shoes, they pinch my forehead; I hate new coats, they put me in mind of tailor's bills. I hate every thing new, except the New Monthly Magazine, and I shall hate that if the Editor rejects my article.

ANTI-INNOVATOR.

## FROM THE LONDON LITERARY GAZETTE.

## SOCIETY

SOCIETY-how oft that word pro faned We find, in scenes where nothing social dwells! Where numbers mix, but sever'd hearts abound, White allocates interpreted the allocates and allocates the power of the allocates and the power of the pow Each meanly cover'd with a mask of smiles. But when a nature, noble in itself

young one, called the Bush-master, a rare and poisonous snake. I instantly rose up, and laying hold of the eight foot lance, which was close by me, 'Well then, Daddy,' said I, 'we'll go and have a look at the snake 'I was barefoot, with an old hat and check shirt, and trowsers on, and a pair of braces to keep them up. The negro had his cutlass, and as we ascended the hill, another negro, armed with a cutlass, joined us, judging, from our pace, that there was something to do. The little dog came along with us, and when we had got about half a mile in the forest, the negro stopped, and pointed to a fallen tree; all was still and silent; I told the negroes not to stir from the place where they were, and keep the little dog in, and that I would go in and reconneitre. I advanced up to the place slow and cautious. The snake was well concealed, but at last I made him out; it was a Coulacanara, not poisonous, but large enough to have crushed any of us to death. On measuring him afterwards, he was something more than fourteen feet long. This species of snake is very rare, and much thicker in proportion to his length, than any other snake in the forest. A Coulacanara of fourteen feet in length, is as thick as a common Boa of twenty four. After skin-ning this snake I could easily get my head into his mouth, as the singular formation of the jaws admits of wonderful extension.

On ascertaining the size of the serpent which the negro had just found, I retired slowly the way I came, and promised four dollars to the negro who had shown it to me, and one to the other who had joined us. Aware that the day was on the decline, and that the approach of night would be detrimental to the dissection, a thought struck me that I could take him alive imagined if I could strike him with the lance ibehind the head, and pin him to the ground, I might succeed in capturing him. When I told this to the negroes, they begged and entreated me to let them go for a gun, and bring more force, as they were sure the snake