

he pants for breath? how disinclined he is for exertion? And the house is falling to ruin faster than ever. The rains of October have forced their way through the roof. In the room where the grand old lady died, there is a pool of water on the floor, the door has nearly dropped from its hinges, parts of the ceiling have fallen down in the drawing-room, the garden is covered with weeds. Surely there is a cloud of some great misfortune overhanging Daisy Hope. How she waited on her father! How she read to him in the Bible, and repeated the metrical Psalms, and smoothed his pillow, and comforted him, and attended to everything; and how she watched him one terrible January night, when the river came roaring down, and the cold wind was howling among the rocking chimneys, and the fire was burning fitfully upon the hearth, and old Andrew was dying in the recess-bed in the kitchen, and how she listened for his breath amid the pauses of the storm, and saw the heaving of the bed-clothes in the uncertain light, and then, how the sudden great silence fell upon her heart, when, after a few words of prayer for his little daughter, the good man ceased to breathe, and nothing was heard more but the plash of rain upon the window and the occasional lap of the peat flame as it flickered up the chimney, and Bessy closed her father's eyes, and knelt down by the side of the bed. And she is only twelve years old, and very desolate. Poor Bessy Miller!

But the prophecy of old Andrew soon came true, and friends were raised up for the orphan in very unexpected quarters. The poor are always kind to each other, and the villagers came in with sympathy and help. The good old minister was taken down among the first, and Bessy was taken up to the manse, for the dreariness of the ruined farm was too much for the solitary child; and before a month was passed, a prospect was opened for a more permanent place than could be found for her at the parsonage-house.

(To be continued.)

## NEW WORKS.

### FLEET MARRIAGES.

Many of the early Fleet weddings were really performed at the chapel of the Fleet; but as the practice extended, it was found more convenient to have other places within the rule of the Fleet (added to which the warden was compelled by Act of Parliament not to suffer them), and thereupon many of the Fleet parsons and tavern-keepers in the neighbourhood fitted up a room in their respective lodgings or houses as a chapel. The parsons took the fees, allowing a portion to the plyers, &c.; and the tavern-keepers, besides sharing in the fees, derived a profit from the sale of liquors which the wedding party drank. In some instances the tavern-keepers kept a parson on their establishment at a weekly salary of twenty shilling; while others, upon a wedding party arriving, sent for any clergyman they might please to employ, and divided the fee with him. Most of the taverns near the Fleet kept their own registers, in which (as well as in their own books) the parsons entered the weddings. The author has an engraving of a Fleet Wedding (published 1747) between a brisk young Sailor and his Landlady's Daughter of Rederiff: it represents the old Fleet-market and prison, with the sailor, landlady, and daughter, just stepping from a hackney-coach; while two Fleet parsons, in canonicals, are offering their services. The verses written below the print are as follow:—

Scarce had the coach discharg'd its trusty fare,  
But gazing crowds surround the amorous pair;  
The busy plyers make a mighty stir,  
And whispering cry, D'ye want the parson, sir?  
Pray, step this way, just to that pen in hand,  
The doctor's ready there at your command.  
This way (another cries), sir, I declare,  
The true and ancient register is here  
The alarmed parsons quickly hear the din,  
And haste with soothing words to 'invite 'em in;  
In this confusion jostled to and fro,  
Th' enamoured couple know not where to go:  
Till, slow advancing from the coach's side,  
Th' experienced matron came (an artful guide),  
She led the way without regarding either,  
And the first parson spied 'em both together.  
The companion to this engraving is The Sailor's Fleet Wedding Entertainment. Which represents the party sitting at table, round a bowl of punch, with pipes, &c.—*History of Marriages.*

### SLAVE TRADE IN AFRICA.

One of our captains having been capsized in his gig, within the bar of the river, his only hope of safety was to swim to shore, near a bar racouta, where he expected to lose his life in another manner. The people belonging to it, however, succoured him, and received him with kindness; but before returning to his ship, the slave merchant requested his company to a distant building. Upon opening the door he was struck with horror at the sight of five hundred Blacks with their throats cut. 'Do not look reproachfully at me,' exclaimed the man; 'this is your doing, not mine. I would willingly have avoided such a massacre, but you prevented me from getting the slaves off. I could neither feed nor provide for them; self preservation obliged us to dispose of them as you see.—*Letters from the United States.*

### LORD HILL OUT OF TEMPER.

At one crisis of the action things were going badly; one or two colonels were either timid or incapable, and their regiments gave way under bad leadership and example; the French pressed on, and the centre of the British position was on the point of being forced. Hill, who had taken up his position on a commanding eminence, from whence he could embrace the whole field at a glance, descended rapidly from his height, and instantly threw his reserves into action to fill up the gap. For a moment he was moved to anger, and being most unusually excited, muttered, half to himself, 'D— it, this won't do! Lord Wellington who had just arrived, and was within hearing, whispered to his attending staff, 'Hill is beginning to swear—we had better get out of the way'; so extraordinary did it appear for that placid temperament to be ruffled into the slightest objection.—*Memoirs of British Generals.*

### THE EYE.

EFFECTS OF WASHING THE EYES WITH COLD WATER.—Hall's Journal of Health says that many persons are daily ruining their eyes by opening them in cold water every morning. Cold water will harden and roughen the hands, and much more will it do so to the manifold more delicate covering of the eye, or the eye will, in self defence, become scaly in the manner of a fish; that is, the coats of the eye will thicken, constituting a species of cataract, which must impair the sight.

That water, cold and harsh as it is, should be applied to the sight for curative purposes, in place of that soft, warm, lubricating fluid which nature manufactures just for such purpose, indicates, says Dr Hall, great thoughtlessness of great mental obliquity. Many a pair of eyes have been destroyed by such a course.

### REPTILES IN BARBADOES.

In clearing the ground for the camp, we disturbed a variety of noxious reptiles, such as whip-snakes of an extraordinary length, but not thicker than a goose quill; centipedes of a large size, whose backs were plated like a lobster's tail; and scorpions. Having heard that mice were natural enemies to the two latter, I procured a few, that I might be a witness of their combats. The arena was the space circumscribed by a glass bell; and upon letting a mouse and scorpion loose in it, a grand display of manoeuvring ensued: the mouse trying to bite off its opponents tail, which terminates in a sting, and the scorpion watching for an opportunity to strike him with it. Should the former succeed in his first object, the latter falls an easy prey; but if stung, the mouse swells up, and dies in convulsions; however, the mouse is generally the victor. Equal generalship is required in the engagement with the centipede, which defends itself with two small nippers, placed at either side of its mouth near the poison bags; the results are pretty much the same as in the scorpionomyomachia. One of our men found a large tarantula on his shoulder one morning when he awoke, and it suffered itself to be removed without doing him any injury. He brought it to me as an amateur; and accordingly I placed it under the bell with one of my hardest bitten mice. It immediately reared itself on its hinder part; and extending its long arms, remained motionless in this posture; while the mouse ran round the bell, evidently unwilling to face its new antagonist. This continued a short time; and then, as if under the influence of an irresistible fascination, the mouse jumped suddenly into the arms of the tarantula, which quickly seized him with two nippers, resembling the claws of a cat, and situated at either side of the head, and with such deadly effect, that the little quadruped instantly swelled up and burst. I next let loose two or three mice at a time on the tarantula, but they all shared the same fate.—*Life of a Soldier.*

### FROM PUNCH.

*A Cradle for Baby*—The city of Paris presents a most beautiful and ornate cradle to the Empress of the French for the expected baby. All well and good: still, we prefer a cradle of more primitive material. For instance, we should like to see in France another sort of cradle—namely, the cradle of liberty.

*Mr. Punch does Penance*—Misled by erroneous reports, and the blast of Lord Cardigan's own trumpet, Mr. Punch once represented his lordship as a hero. He begs to apologize for the blunder, and pledges himself never to stake anything upon that card again.

*For Valour*—The Victoria Cross is given only to soldiers and sailors performing extraordinary acts of valour in presence of the enemy: the cross is bronze. There ought to be another cross; bestowable upon those heroes whose courage has been in defiance of all public opinion. This cross should be of brass. Already we could name several heroes—peers, too!—worthy of the distinguishing metal, and of no other.

*Irish Wit*—A pedestrian travelling in Ireland met a man, and asked him rather gruffly why the miles were so plaguy long, when the Liberman replied, 'You see, your honor, the roads are not in good condition, so we give very good measure.'

## Legislative News.

### REPORT OF THE CHIEF COMMISSIONER OF PUBLIC WORKS.

#### GENERAL REMARKS.

There are 416 considerable Bridges on the Great Roads of the Province, besides a multitude of small ones, severally costing less than £25.

Many of the larger Bridges are very good.—The Bridge lately erected over the Hammond River—that just finished at Trout Creek in the County of King's—that over the Missisquoi connecting this Province with Nova Scotia—that on the Nepisiguit at Bathurst—that over the South West Branch of the Miramichi—the Digdeguash, Campbellton, Restook, and Eel River Bridges, with several others of a smaller class, are structures, which of their kind are highly creditable.

Several of our bridges are, however, made of inferior material. Hemlock and Spruce have hitherto been extensively used for such erections. Experience however has now shown, that the average durability of such material does not exceed 14 years, while Pine, Cedar, and Hachmatac have been known to remain in serviceable order after the lapse of 30 years.

*From Shediac to Richibucto, 36 Miles.*—Commencing at Shediac this Road passes through a country mostly settled and generally level, to Richibucto, the Shire Town of the County of Kent. There are twenty three Bridges on this line, five of them very long and expensive, though there is little danger of any of them being carried off by a freshet. These Bridges, extending as they do in the aggregate a distance of nearly two miles, must ever require a large outlay of money to keep them in repair. For this purpose, a moderate sum will be wanted next season. This Road is generally in a good condition.

*From Richibucto to Chatham, 40 Miles.*—From Richibucto the Road runs through a generally level country to Chatham, on the right bank of the River Miramichi, in the County of Northumberland. From Richibucto to Kouchibouguac, a distance of 13 miles, the Road is generally good, though becoming flat in some places. From Kouchibouguac to Dickens, a distance of 11 miles it runs chiefly through low flat land, but from the repairs of the present year it is in a satisfactory state.

*From Dickens to Black River, a distance of 8 miles, the Road and the material used are good. From Black River to Chatham, a distance of 8 miles, the soil is clayey. Considerable quantities of gravel have been laid on this year. The portions so repaired are in good order. There are 13 Bridges on this line, five of them important ones. One requires to be repaired, and another to be rebuilt; the rest are generally in a fair condition.*

*From Miramichi to Pokemouche, About 62 Miles.*—Commencing at the "Ferry," the Road passes over a somewhat level country, on the North Bank of the Miramichi, to Oak Point, and thence to Tabusintac Ferry, a distance of about 34 miles. At this ferry, which is about 1600 feet wide, a Bridge has been commenced on the north side, and 1100 feet completed at a cost of £914 7 10, of this sum, about £350 are still due the Supervisor or Contractor. The remaining 500 feet will cross the channel, and will cost about £700 to meet the expenses of its completion. From this ferry to Big Tracadie, a distance of about 12 miles, the country is still level and favourable for road-making. A ferry is kept at Big Tracadie, which is about 1400 feet wide, and an expenditure of about £1600 would be required to erect a Bridge across it. From Big Tracadie to Little Tracadie is about 4 miles. A Bridge has been commenced across this stream, which is about 600 feet wide, it will cost about £750. Of this sum £240 have already been expended. The site of this Bridge is near the Leprosy Hospital. From Little Tracadie to Pokemouche is about 12 miles; at this point there is another ferry. The stream is here about 1000 feet wide, and it would require an outlay of about £1100 to erect a Bridge. From Big Tracadie to Pokemouche the line has not been well located, and the necessity for several alterations is very manifest, especially on the north side of Big Tracadie; to effect which, would require the making of about a mile of new Road, at a cost of about £160, and the erection of a small Bridge at a cost of about £20. On this line there are 12 Bridges and 4 Ferries. None of the Bridges will require renewing next year.

*From Pokemouche to Bathurst, 51 Miles.*—From Pokemouche Ferry to Carquet, a distance of about 10 miles, the Road is rough and somewhat out of repair. From Deputy Blackhall's to the ferry on the South Branch of Carquet River, a distance of about 6 miles, the Road, although running through a settled country, is bad and out of repair. The ferry is about 1600 feet in width. A Grant of £150 was taken from the Special Grant for the County of Gloucester last Session, to be applied towards the erection of a Bridge at this ferry. That sum has been expended in procuring timber, and with the additional sum of £200 would supply timber sufficient to erect 900 feet of a block on the north side. These sums, with £400 for labour, &c., would com-

plete the 900 feet which it would be very desirable to accomplish next Summer, as this line of Road is much travelled, while the ferry which cannot be crossed till the tide is well up, causes a great deal of trouble and delay. The whole expense to erect this Bridge would be about £1500. Such is the desire of the inhabitants to procure the erection of this Bridge, that they offer to subscribe to a considerable amount towards the expense.

From Carquet Ferry to Grand Aunee, a distance of about 9 miles, the Road is not well made, nor finished with sufficient side or leading drains, although nothing is easier than to drain it thoroughly; and on that part near the ferry which passes through uncleared land, the trees overhang the turnpike, thus preventing that influence of the wind and sun which is so essential. From Grand Aunee to Bathurst, a distance of about 26 miles, the road is far from being in a good state of repair. There are 9 bridges on this line, two of which will require rebuilding next year.

The whole extent of road described in the last two numbers, passes round the Gulf Shore through a considerable portion of the Counties of Northumberland and Gloucester, and would require a large outlay to place it on an equality with the general state of other great roads in the Province. There are 21 Bridges and 6 Ferries. These Ferries are over streams very similar to, although smaller than those of the Cocagne and Buetouche Rivers.

#### Length and cost of Bridges at the above mentioned Ferries.

	Length feet.	Estimated cost.	Amount to be expended.	To be granted.
Tabusintac,	1600	£1500	£914	350
Big Tracadie,	1400	1600	—	—
Little Tracadie,	600	750	240	260
Pokemouche,	1000	1100	—	—
Carquet,	1600	1500	150	400
		£6200	£6450	£1304 £1010

*From Bathurst to Belledune, 23 Miles.*—This Road, leading from Bathurst in the County of Gloucester to the County line of Restigouche, passes over a Country favourable for road making, and is one of the best lines in the Province. A great portion of the turnpike is gravelled with good material, and some of the Bridges lately erected are of Cedar blocks floored with large poles of the same, and the whole covered with gravel. These with only slight repairs will probably stand forty years; there are on this line 8 bridges, one of which, that over the Mill Stream (so called) will require rebuilding this year at a cost of about £150. Several others will require repairs.

*From Belledune to Metis Road, 62 Miles.*—This line of Road commencing at Belledune River, passes up near the South Shore of the Bay Chaleur, in the County of Restigouche, to the town of Dalhousie, and thence up the right bank of the Restigouche River through the town of Campbellton, to a point on the south side of the Restigouche nearly opposite to the place on the north side at which the Metis road strikes the Restigouche River.

From Belledune to Eel River, a distance of about 24 miles, the road is well made, skillfully drained, and well gravelled, and as the material is of good quality, can easily be kept in repair.

From Eel River to Dalhousie, a distance of about 3 miles, the country is rough and broken. The road winds round and passes over steep hills and deep valleys; a portion of which could be avoided by an alteration, but it would require a considerable sum to meet the expense.

From Dalhousie to Campbellton up the Restigouche River, a distance of about 17 miles, the country is rough and hilly but the road is in a good condition. From Campbellton to the Metis, the country still continues rough, and is very unfavorable for road-making. The line of road in this direction has not been well located, and the necessity for several alterations is very great. These alterations might be commenced and portions of them made from year to year, until finally completed.

There are on this line of road 28 bridges, many of these, especially the new erections, are of cedar blocks, floored with logs of the same, and entirely covered with gravel, and will probably last forty years. In no other part of the Province are so many of this durable description of Bridges to be found. One of the bridges on this line will require to be rebuilt this year.

*From Newcastle to Bathurst, 50 Miles.*—This line of road passes through the interior of the country from Newcastle in the County of Northumberland, crossing the heads of the Tabusintac, Tracadie, and other Rivers, through a portion of the County of Gloucester, to the town of Bathurst.

From Newcastle to the Tabusintac River, a distance of 28 miles, the country is somewhat rough and hilly, and the road considerably out of repair. The turnpike is worn flat, and in many places the drainage which appears to have been originally good, is out of repair. There are nine bridges on the line. The one at Douglas town is unsafe, and ought to be rebuilt.

From Tabusintac River to Bathurst, 22 miles, the Road is considerably out of repair, and appears to have been neglected. The