SAINT JOHN, NEW-BRUNSWICK, THE FRIDAY, APRIL 7, 1848.

The Weekly Chronicle.

Volume 12. "Nec Rege, Nec Populo, sed utroque." Number 31.

THE SAINT JOHN CHRONICLE,

Is published every Friday afternoon, by DURANT & Co., at their office in the brick building of L. H. Deveber & Son, west side Prince William street.

TERMS—15s. per annum, or 12s. 6d. if paid in advance.

Any person forwarding the name of six responsible subscribers will be entitled to a copy gratis.

☞ Visiting and Business Cards, (plain and ornamental,) Handbills, Blanks, and Printing generally, neatly executed.

All letters, communications, &c., must be post paid, or they will not be attended to.—No paper discontinued until all arrearages are paid; except at the option of the publisher.

Weekly Almanack.

March	R. Sun.	S.	Moon	H. W.
8 Saturday,	5 32	6 32	11 50	9 38
9 Sunday	5 30	6 33	Morn	10 28
10 Monday,	5 29	6 35	0 37	11 13
11 Tuesday,	5 27	6 36	1 30	11 55
12 Wednesday,	5 25	6 37	2 18	Morn
13 Thursday,	5 24	6 38	2 59	0 41
14 Friday,	5 22	6 39	3 39	1 24

First Quarter, 10th, 10h. 5m. morning.

MUTUAL INSURANCE COMPANY.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD,
St. John, Nov. 11, 1846. Secretary.

THE HARTFORD Fire Insurance Company,
OF HARTFORD, (CONN.)

OFFERS to insure every description of property against loss or damage by Fire, on reasonable terms. This company has been doing business for more than twenty-five years, and during that period have settled all their losses without compelling the insured in any instance to resort to a court of justice.

The Directors of the company are Eliphalet Terry, James H. Wells, S. H. Huntingdon, A. Huntington, junr., Albert Doy, Samuel Williams, F. G. Huntingdon, Elisha Colt, R. B. Ward.
ELIPHALET TERRY, President.
JAMES G. BOLLES, Secretary.

The subscriber having been duly appointed as Agent for the above company, is prepared to issue Policies of Insurance against Fire for all descriptions of property in this city and throughout the Province on reasonable terms. Conditions made known and every information given on application to JOHN ROBERTSON.
St. John, 1st March, 1844.

Minerva Life Assurance Company.
King William street, London.

ALL Persons assured at the above Office, are requested to take Notice, that in future no Extra Premium will be charged on their Policies for residence in British North America, as heretofore: nor will such Extra Premium be charged on any Assurance hereafter effected. All applications for assurance to be made to
RANNEY, STURDEE & CO.
Agents for New Brunswick.
Medical referee, JOHN PADDOCK, Esq., M. D.
January 30, 1846.

National Loan Fund LIFE ASSURANCE SOCIETY of London.

EMPOWERED BY ACT OF PARLIAMENT.

Capital, £500,000 sterling.
Exclusive of a Reserved Fund (Surplus Premiums) of £37,000 sterling.

BOARD OF LOCAL DIRECTORS AT ST. JOHN, N. B.
(Office Nelson street.)
ROBERT F. HAZEN, *Chairman.*
Edward Allison, Esq. William Wright, Esq.
John H. Gray, Esq. F. A. Wiggins, Esq.

Advantages offered by this Society.

PERFECT SECURITY, arising from a large Capital, totally independent of the Premium Fund.

LOANS.—Two-thirds of the Annual Premiums paid, or half the Premiums for the first five years, which half may remain on interest, to be deducted from the amount of the Policy at the death of the Assured.

LOW RATES OF PREMIUM.—The rates of Premium are as low as any society of equal standing.

DIVISIONS OF PROFITS.—The Bonus' in this Society are declared annually, and each year the Assured has the option of receiving the profits in CASH, in reduction of Premium, or in addition to the sum insured.—The Bonus' are permanent.

Premiums may be paid Annually, Half-Yearly or Quarterly.

Insurance may be effected for one year, for five years, or for life, with or without participation in the profits of the society.

A liberal allowance for the surrender of policies.

Every information as to the Society's Rates of Premium, mode of Insurance, and blank forms of application, may be had at the Office of the subscribers, or of the sub-Agents, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

SUB-AGENTS FOR NEW BRUNSWICK.
Bathurst—Theophilus Desbrisay, Esq.
Chatham—William Carman, junior, Esq.
Dorchester: Albert J. Smith, Esquire,
Dalhousie—William S. Smith, Esq.
Fredericton: George Lee, junior, Esq.,
Hampton: Samuel Fisher, Esq.,
Hopewell: Thomas B. Moore, Esq.
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Richibucto: William Bowser, Esq.,
St. Andrews: George D. Street, Esq.,
St. Stephens: Alexander Campbell, Esq.,
Shediac and Cocagne: Richard C. Scovil, Esq.
Woodstock; James Robertson, Esq.
WILLIAM J. STARR,
FREDERICK R. STARR,
Managers, st. John, N. B.
February, 1848.

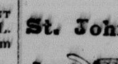
Hams, Buckwheat, and Rice.

PER Kate, from Boston—9 Tierces RICE, 1 do smoked HAMS; 43 bags Buckwheat MEAL.
Nov. 11. T. HANFORD, *Johnston's Wharf*

HOLLANDS GENEVA.

JUST RECEIVED 12 Hhds. Finest PALE GENEVA,—For sale by
Dec. 24. RANNEY, STURDEE & CO.

ROYAL MAIL STAGE
BETWEEN
St. John and St. Andrews.



THE subscriber having become contractor for conveying Her Majesty's Mails between St. John and St Andrews, hereby gives notice that he leaves St. John, with commodious Carriages and good Horses every Tuesday, Thursday, and Saturday morning at 6 o'clock, and St. Andrews every Monday, Wednesday, and Friday morning, going thro' the same day.

Passengers travelling on the route, will receive every attention from the Proprietor of the line, with whom they are requested to leave their names or at the Commercial Hotel, St. John and Segee's Hotel, St. Andrews, where Stage Books will be kept.
October 15. GEO. CHRISTY.

VULCAN FOUNDRY,
Main Street, Lower Cove, St. John, N. B.

THE Subscriber, begs leave to inform the Public that he is ENLARGING the above named Establishment, and having also recently increased his facilities for Manufacturing Steam Engines, and other Machinery, Boilers, Iron Doors, Shutters, &c. &c., he is now prepared to take New Contracts for work in any department of the Iron Foundry and Black-Smith Business.

He has on hand a large assortment of Cooking Stoves, and Franklins, of the most approved patterns, and is constantly Manufacturing further supplies of these articles; which, together with Mill and ship's Castings, &c., will be sold at lower rates than any other of equally good quality in this market.
GEORGE CRAIG.
September 2.

WATERPROOF BLACKING,

WHICH renders Boots and Shoes completely impervious to Water and Snow, and at the same time does not prevent the Leather from receiving a Good Polish, by any Blacking in ordinary use.

The subscriber has just received another supply of the above named article, the virtues of which have been tended by hundreds of persons in various parts of the Province, and he strongly recommends its use to all persons who feel desirous of protecting their feet from dampness during the approaching season.

☞ The price is only one shilling per Pot. Orders from all parts of the Province attended to.
S. K. FOSTER,
Nov. 5. Corner of King and Germain-sts

A CARD.

CALVIN POWERS, TAILOR, &c. beg most respectfully to announce to his friends and the public generally, that he has commenced business in the shop in Prince William Street, lately occupied by Mr. J. M. Campbell, where all orders in his line intrusted to his care, will be punctually attended to. St. John, 1st May, 1846.

On Consignment,

PER Julia Ann, from New York, and for sale by the subscribers:—
50 Barrels Mess and Prime BEEF,
20 do. Prime PORK,
25 do. DRIED APPLES,
20 do. White Beans, 20 boxes Tobacco, 8's
40 Boxes Havana CIGARS "Neptunos."
Nov. 5. J. & H. HAMM.

GOLDEN FLEECE.

FALL IMPORTATIONS,
1847.

The Subscribers have received by the Mountaineer, Commodore, Themis, Howard, and William Carson, part of their FALL SUPPLY, comprising—

94 PIECES GRO DE NAPS, TURC SATINS, and Orientals & Ottomans
40 pieces *Silk Velvets—Ribbons, Flowers, &c.,*
470 pieces CLOAKINGS, in all the newest styles;
905 do. newest styles *Dress Stuffs*—Cobourgs; Orleans, English and *French Merinos;*
375 pieces CLOTHS, *Cassimeres, Doeskins, Beaver and Pilots;*
300 pieces IRISH LINENS, Lawns, Linen Cambrics and Handkerchiefs;
23 cases FURS, containing Muffs and Boas in Squirrel, French and Finland Sable, Stone Martin, Fitch, Ermine, Chinchilla, and Jennet; CARDINALS, MANTLES, Victorines, & Cuffs, in *French and Finland Sable*, Ermine Jennet, Stone Martin, Fitch and Squirrel—Swan, and Fur Trimmings;
3 cases Gent's *FUR CAPS* and *Gloves;*
700 pieces *White Muslins*, in Book, Mull, Jaconet, Checked, Victoria, and Bishop Lawn, Tarlatan, &c.; *Laces, Edgings*, Netts, Veils; Muslin, Edgings & Insertions;
1150 pieces CALICOES, 250 pieces Furniture PRINTS,
73 pieces CARPETINGS, Hearth Rugs,
60 pieces Damask and Watered MOREENS, Rich FRINGES to match, Tassels, Curtain Holders, Furniture Gimps, Orris and Float LACES, &c.,
85 pieces BED TICKS, Linen and Cotton SHEETINGS, Table Covers, Damasks, Diapers, Toilet Cloths, Furniture Dimities, Window Muslins,
800 pairs BLANKETS; 135 pieces Plain and Twilled Regattas,
1470 pieces Grey and White COTTONS,
370 pieces Flannels, in Saxony, Lancashire and Welsh—Red, Yellow and Blue,
640 pieces SILESIAS, Rolled and Embossed Linings,
450 gross Cotton Reels,—*Clark's best;*
A very extensive assortment of *WINTER SHAWLS,*
3 cases UMBRELLAS,
197 pieces SILK POCKET and NECK HKFS, Stocks, Thibet and Cashmere Mufflers,
700 dozen Winter Hosiery and GLOVES,
Lambs' wool Shirts, Drawers and Vests, Rich Velvet, satin, and Fancy Vestings, Tailors' Trimmings and small Wares.
An extensive assortment of MADE CLOTHING in every variety suitable for the season.
☞ *Further supplies daily expected.*
DOHERTY & McTAVISH.
Prince Wm-street, st. John,
Queen street, Fredericton,
Happy corner, st. Andrews,
Near the Bridge, st. Stephen. (Oct 29.)

Miscellany.

The following account of the new American Steamer *Hermann*, is taken from the New York *Herald:*

The steamer Hermann, the second ship in the Southampton and Bremen line, built in this city by Messrs. Westervelt & McKay, for the Ocean Steam Navigation Company, under a contract made by Edward Mills, Esq. with the government, for the transportation of the American mails between New York, Southampton, and Germany, made her trial trip on Friday and Saturday.

The keel of this vessel was laid shortly after the launching of the Washington, the pioneer of the line, about four months ago; since which time she has been in the hands of Messrs. Stillman, Allen & Co. receiving her engines and other appointments. She is now completed, and ready to take her departure. The appearance of the ship, as will be seen by the above representation, does not differ materially from the Washington; nor does her model present any new feature, in form or build. She is, however, more larger, and more systematically arranged, both as regards the conveniences through the interior, the appointments on deck, and her style of rig. Her length of keel is 237 feet; upper deck, 250 feet; breadth of beam, 41 feet; depth of hold, 31 feet; and measures, according to carpenter's calculation, 2350 tons. Her frame is composed of the very best material in present use, being well seasoned white oak. All her crooks and bends are natural, and put together with great care. The keel and kelsons are of great power, forming a solid mass of heavy timber, of more than seven feet in thickness, and fastened with heavy copper bolts. She has also a bilge kelson, seventeen inches square, running the full length of the ship; each side of this are four additional kelsons, which serve as a bed or resting place for the engines. They are about four and a half feet high, and run the whole length of the floor, four and aft, which adds much to the strength of the ship. She is doubly planked, commencing at the keel, with a three and a half inch plank; and running up to the water mark, they reach six inches in thickness; across the timber heads the planking is eight inches. On the inside of the frame there are wood and iron braces, fore and aft, running diagonally from the main deck to the water mark, and many of the bulk heads on the lower deck, near the engines, are double, and put up with massive timber, running at angles; this is done with a view to increase the stiffness of the vessel amidship, in the vicinity of the engines. The deck beams are supported by lodging, hanging and diagonal knees. Her deck is flush, fore and aft—Between the wheels is erected a neat range of houses, which extends to either end of the wheelhouse, and are about 26 feet wide. The companion ways leading below are perfectly secured against water making into them, by the protection this house offers, and it is so well contrived that the wind can have little or no effect upon it. A portion of this forms a fine large entrance to the engine, which is finely finished and ornamented by polished brass railings and iron gratings, leading through the various sections of the engines. The splendid circular stairway to the main saloon, is also under this covering, and is always approached with as much security, and is as well kept, as a drawing room. The galley for the servants and crew is under the forward part of this house, as is also the cow pen, poultry, &c.; but they have no connection with any other part of the vessel, and are entirely out of the way of the passengers and crew. The wheelhouse stands chock aft—is a neat and strong structure, well arranged, and fitted with apartments for the convenience of the officers of the ship.

The deck is protected by a bulwark three feet high, the after part of which has a nice net work of some sixteen inches in height.

The cabin is fitted in the most luxuriant and costly manner; the style adopted by the artist appears to be of the Elizabethan order, with a slight mixture of native fancy. The decorations are elaborate, and the innumerable mouldings, surfaces, and pannels of enamel or crystalized forms, excel in splendor of design and arrangement, the most magnificent productions of art ever produced on board of ship. The sculpturing and painting display the highest order of talent. There can be nothing, in either painting or sculpture, to surpass the exquisite productions displayed in this saloon; the close imitation of nature in both constitute the excellence and ability of the artists. The general appearance of the saloons is light and elegant; the rich gildings, decorations and paintings, so harmoniously arranged, excite the most pleasureable feelings. It is about 90 feet long and 20 feet wide; on each side are eleven sections or panels, ornamented with circular landscape views. These sections are between the state-room doors, on either side of which are two white enameled columns on twisted pedestals, surmounted by a capital, richly and highly decorated, each supporting elaborately worked trusses on which rest the deck or ceiling beams. These trusses are profusely sculptured and finely gilded each having the face and bust of a lady of the Elizabethan age, in *alto relievo*. The ground work behind the column is enameled. The cornices are beautifully ornamented and polished. The door panels are richly polished and ornamented, with a carved wreath, richly gilded. The ceiling beams and pannellings overhead, are edged with carved and gilded mouldings, and are otherwise ornamented.

The furniture in this saloon is paincipally polished walnut, plain but rich, relieved by some four or five patent iron frame settees, covered with crimson velvet, and so ingeniously constructed that in a moment a comfortable lounging sofa may be arranged. The carpeting throughout, state rooms and all, brussels, of the most costly description, the mast and rudder castings are octagan finish, with mirrors in each square, and a cluster column on each angle. An elegant sofa sets under the stern windows, over which are three oiled paintings, the first representing the harbor and a perspective view of New York; the other is a fine view of Bremen, and in the centre is a correct and well executed picture of the Hermann. The cabin or saloon receives the light and air through three large vertical skylights, ornamented stained glass of a variety of colors, beutifully diversified.

The ladies' private saloons, which is located nearly amidships, is one of the most costly furnished room of its size perhaps in existence. The furniture is that used during the reign of Louis XIV., white and gold, covered with costly crimson velvet. The walls are completely hidden from view by large mirrors, of various forms, gorgeously framed according to the latest French style. The sofas, lounges, and chairs, are of the most exquisite workmanship. The piano, tables, and chandeliers, correspond with the decorations of the room, and are in perfect keeping with the magnificent carpeting that cover the floor. Nothing seems wanting in this beautiful apartment to please the eye or comfort the body. The state rooms are large and fitted for two persons, having two berths adorned with tapestry, and settees covered with crimson velvet; they are furnished with Brussels carpets, well aired and lighted by circular ports on the side, and dead lights on deck. Underneath the main saloon, and entered from it by a mahogany staircase, are state rooms ten feet square, four sleeping berths, some six, and others less, calculated to accommodate families or parties; they are more comfortable than those in the main saloon, being large, retired, well lighted, and elegantly furnished. On this deck are located the store room, baggage room, mail room, wine cellar, &c.

The fore cabin contains a large number of staterooms of greater dimensions than those in the after part of the ship; a saloon used by gentlemen as a lounging or smoking resort; besides a number of splendid apartments, used by the officers of the ship. This cabin can be entered from the main deck, or through a passage-way leading from the after saloon. Adjoining this is the clerk's office, handsomely furnished, and a large room occupied by the engineers.

The kitchen is located immediately forward of the engine room, and connects with the main saloon through the pantry; an apartment by the way, deserving of considerable notice; not because of its great importance to the passengers, but on account of its decorations and splendid arrangements. Here is placed every thing for the comfort of all on board; several mahogany cases and iron chests for silver plate, dessert services, tea and dinner sets, water filters, urns, and a variety of table necessaries.

The engine-room is entirely distinct, and entered by a separate door; it is tastefull fitted and arranged with three iron platforms or gratework allowing a free access to a current of fresh air passing through the room. The platforms and gangways are guarded by massive polished brass rods, kept in fine order, near the engine room are the berths for the chief engineer and his assistants; and also those for the firemen and coal trimmers. Immediately adjoining the engines, are large store-rooms, for the use of tallow, oil, &c.; and one large one designed as a machine shop, containing every requisite tool used in repairing. She has two side lever marine engines, which according to the English mode of reckoning are 1600 horse power each, cylinder 6 feet in diameter, 10 feet stroke, water-wheel 36½ feet in dameter and 8 feet face.—The cylinders are cased around with wood on the outside, with lining of felt cloth underneath.

The forecastle is between decks, forward of the fore hatch, arranged with good berths for her crew. The chain lockers are below this, in the lower hold, and in between decks there is a casing with doors in it, which encloses the after part of the chains in their descent, and also serve as a baggage or luggage room, after the hatches are closed. The windlass, although between decks, and entirely out of sight, is worked on deck.

We omitted to state that the ship has ample and comfortable accommodations for 160 first class passengers.

A LONDON WEST-END PREACHER.—He always dressed in black, of course, and his clothes and patent leather boots were so elegently made that he certainly did look a perfect gentleman. Indeed, everything about him was extremely quiet; but very good; for the only article of *bijeuterie* to be seen were the agate buttons to his wrist-bands, and two or three inches of thin gold chain running to his waistcoat pocket, besides a magnificent diamond ring, set quite plain, on the little finger of the right hand—and this was the hand I noticed, off which he took his black glove while in the pulpit. The rev. gentleman, mamma soon found out, was a widower of several year's standing. He had, in early life, married a young lady with a small fortune and a confirmed consumption. As he had but little interest in the church, he thought it better, instead of devoting the money his wife had brought him to the purchase of an advowson—for indeed he had a moral objection to sale of such holy offices—he had though it better, I repeat, to build a commodious chapel at the West-end of London, especially as the accommodation at the churches was so far from sufficient, and his personal appearance was highly attractive. This chapel he had taken pains to have so well warmed in winter, and ventilateind summer, that—with the softness of the cushions and bassocks—and having three or four professional singers in his choir—and there being only free seats enough to accommodate the footmen—and what with the rhetorical language of his sermons, and the elegance and grandeur of his delivery—and his being an extremely devout Christian, and a remarkably handsome man—and what with his having written two epic poems, one entitled "Paradise Found—in Women!!" and the other "Beelzebub, the King of Rome!!"—there was soon not a seat to be had in the place for love or money, and it was currently reported that the rent of the pews yielded him a considerable income. Mamma and I went there the very first Sunday after we had made his acquaintance; and of all the elegant congregations I ever saw, there never was anything equal to his! Nine-tenths of the pious and fashionable assembly were ladies. As for the rev. Evelyn Bossy, too—Oh! it was so butiful to hear him, in the the most choice and poetical language, raising his musical voice, and lifting up his butiful white hand—till his diamond ring sparkled again the light—against all the pomp and vanities of this wretched vale of tears; and when he paused for a moment to take his pocket handkerchief from his black silkgown, I declare that the scent that came from it was so heavenly and refreshing that I could see all the ladies in the gallery feasting upon the perfume. Then it was so charming to hear him warn the be-rouged old dowagers, in the kind and elegant way he did, for the shortness of this life; while the splendid figures of speech in which he alluded to our all being miserable sinners, took away greatly from the truth. And if—to give greater effect to his sermon—he found it necessary to comment in strong terms upon the innate sinfulness of the human race, he invariably directed his eyes to the free seats, and addressed himself in the most solemn and severe tones to the congregation footmen in particular.—*Whom to Marry and how to get Married.*

HOLE IN THE SLEEVE.

I AM rich—what is generally called rich—said Mr. Marble to his adopted son. But wealth itself does not make me happy. I need but little for myself, could live on less than my servants. Of what avail is money to me? But I am happy, that I have accumulated my wealth by industry and honest means. No blood, no tears cleaved to it, my sweat alone. The greatest joys the soul can have, are innocent and active efficiency in great and small matters. Everything else includes more or less of stupidity and breastiness. For example—ambition, love of gain, pride, envy, hatred. Remember this, Conrad. To work vigorously and innocently in the fear of God, both in great matters and small, is the pure spiritual life. Do not despise what is small, as if it was trifling. God has created nothing in vain; his grain of sand and his worth are both great.

I have given thee a good education. Thou wert a wild but powerful plant. Now thou art twenty years old, an age beset with temptations—may the spiritual life gain the victory. Man is reared first as a plant, then as an animal, and last as an angel. Many do not go beyond the well-trained animal, but the animal would not be despised. Out of the impure dust, the snow-white lily shoots forth. A trifling incident led me into the right way. I learned to sew and that made me a rich man. I was fourteen years, could write and cipher. I was the son of a poor tradesman who was always in want of money, and the reasons now appear to me. He knew not what to make of me. I had a playfellow named Alfred; we were both wild and ungovernable boys. Our garments were never new, so soon torn and soiled. We were punished at home for it, but the punishment was soon forgotten, and the same thing acted over again. One day we were sitting on a bench in a public garden, telling each other what we would make of ourselves. I wanted to become a lieutenant-general, and Alfred a general superintendent.

"Both of you will never be anything," said a very old man with a powdered wig, who was standing behind a bench, and overheard our childish plans. "Why not," asked Alfred. The old man said, "You are children of good parents, I see by your coats. Both of you were born to be beggars; were it not so, you would not have suffered these holes in your sleeves." Saying this, he took both of us by the elbows, and thrust his fingers into the holes that were in our sleeves.—"If," said the old man, nobody can sew it up for you at home, why do you not learn to do it yourselves? You might at first have repaired the coat with two stitches of a needle, and yet you both go like two beggarly boys. If you wish to become a lieutenant general, and a general superintendant, begin with the smallest thing. First sew up the holes in your sleeves, then you may thing of something else."

We both felt ashamed, and walked silently away, with no heart to say any thing bad about the austere old man. I turned the elbow of my coat under, that the hole might not be seen,—went home, and learned to sew of my mother, but in a playful way, for I did not tell why I wished to learn. When a seam opened in my garments, or if they became soiled, I repaired them forthwith. Thus I became attentive: I did not suffer any uncleanness in my poorest clothing, and as I became more clean and careful in my dress, I was more happy, and tho't the old gentleman in the white wig was not in error. With two stitches at the proper time, we can save a coat; with a handfull of mortar a house; a glassful of water may quench a fire, which, if left alone, would lay a whole city in waste; red copper coins will become silver dollars; and little seeds will become trees, who knows how large?

Alfred did not lay it so much to heart, and it proved to his detriment. We had been both recommended to a merchant who wanted an apprentice, well acquainted with writing and ciphering.—The merchant examined us, and gave me the preference. My old clothes were whole and clean—Alfred's best coat gave evidence of negligence.—Afterwards my employer said to me, "I see you take good care of your own, but Alfred will become a merchant." Then again I remembered the old gentleman with the hole in the sleeve. I perceived very soon, that I still had in many other things, in my knowledge, in my behaviour, in my inclinations &c., a goodly number of holes in my sleeve! Two stitches with the needle at their poper time ameliorate all things; else the tailor is needed for the gown, the physician for the health and the punishing law for the mortal holes. There is nothing that is indifferent or insignificant, be it good or bad. Who thinks so neither knows himself nor life. My employer also had a horrible hole in his sleeve, for he was obstinate, quarrelsome, despotic, and capricious. This oftentimes annoyed me. I contradicted, and then be quarrelled. Finally, thought I, this may make a hole in the sleeve, and I may become as quarrelsome as my employer. From that hour I let him have his own way, and was content with doing what was right, and endeavoured for my part to keep peace.

After having served my apprenticeship, I took a clerkship in another mercantile house. Habituated to be happy with the mere necessaries of life (for he who lives in abundance never is contented), I saved a considerable amount of money. Accustomed never to excuse in myself a hole in the sleeve, and look with charity upon those in others' sleeves, the whole world was satisfied with me, and I with the world. Thus I always had friends, always assistance, confidence and employment. God blessed all my undertakings. A blessing lies in honest actions and honest thoughts, as in the kernel, the fruit-bearing tree.

Thus my wealth increased. Wherefore, I said to myself, you do not need the twentieth part of it. What! live an ostentatious style for other people to envy me? That is nonsense. Shall I yet in my old days show a hole in my old days show a hole in my sleeve? Under God, help others, as God, through others, has helped you. That is settled. The greatest blessing riches can give is to be independent of other people's caprices, and have a wide circle to act in. Conrad, thou wast once an orphan in rags; now, thou art a man of honest integrity. Seek little for thyself, and much for others. And when, by persevering industry, thou has become able to keep others, as God through others has helped thee, remember the man in the white wig, and beware of the first little hole in your sleeve.

EVERY man has in his own life follies enough—in his own mind troubles enough—in the performance of his duties deficiencies enough—in his own fortunes evils enough,—without minding other people's business.

Provincial Legislature.

RESTIGOUCHE BYE ROADS.

£30 for the road from the river at Flat Lands to the Settlement in rear on the Line between Ryan's and Connor's; 30 for the road leading to the Sugar Loaf Mountain Settlement; 30 for the road to the Lily Lake settlement; 20 for the road to the Colebrooke settlement; 20 to open and explore a road from Point Le Nimn to the settlement in rear; 12 to open a road from the Highway to the shore between Ferguson's and M'Nish's; 29 5 for the road from the Highway to the shore between Lloyd's & Ryan's; 20 to open and explore a road to the settlement on the West side of Eel River Road, near Mrs. McDonalds'; 20 from Miller's Hill towards the Eel River Forks; 40 for the road on the West side of Eel River from John Mortimer's upwards 20 from the Eel River Bridge to P. Looby's on the Line laid off between Davis' and Sherrill's; 40 for the road from the Forks towards the Colebrooke Settlement, out of which the balance due Thomas Walsh last year to be paid; 30 for the Marl Lake road; 30 for the Breast Road from Daniel Fraser's towards Isaac Arseneau's; 35 for the road from the new bridge on river Charlo to the settlement in rear; 7 10 from the Highway to the settlers on the shore near McIntyre's; 15 from Alexander McPherson's to the back settlement; 10 to open the Drain and repair the Bridge between Cook's and McPherson's; 20 to open a road, as recommended by the Commissioners, from the Highway to Limestone Point, between Lots Nos. 6 and 7; 20 for the road to the shore on the West side of Benjamin River; 17 10 for the road from the Highway to the shore between Charles and Roland McAlisters'; 20 for the road between Doyle's and McCarty's to the back settlemant; 20 for the road to the shore between Mullully's and Connacher's; 15 for the road at Nash's creek to the back settlement; 20 for the Breast Road through the Doyle settlement; 10 on the road to the shore between Bishop's and Black's; 15 for the road between Black's and Archibald's, to the settlement in rear; 20 from the Highway to the Shore on the east side Jacquet river, between Doyle's and McMillan's; 30 to explore and open a road to the back settlement at Belle Dune, on the Line between Ultican's and Quinn's; 7 10 for the road leading to the Landing at river Charlo, between Cook's and McPherson's

ALBERT BYE ROADS.

£20 from the Great Road in Coverdale, up Little River to Parker's; 20 from Gideon Bray's to Coverdale river; 50 from King's county line to Hiram Steven's, by George Jonah's, thence to and over Pollet River; 25 of which to be expended on the Pollet River Bridge; 20 from David Wallace's up Turtle Creek to the great road; from the great road, up Turtle Creek to Henry Milton's; 15 from McLatchy's Bridge to Stoney Creek; 5 from H. Steve's to Irving's, thence to Caledonian Mountain; 4 from Irving's road to John Bazzley's; 10 from Abraham Steve's to Benjamin Jonah's; 10 from Henry Steves' to Round Hill, thence to Duffy's; 20 from Hayward's to Wm. Warnick's; 20 from Hayward's to great road in Hopewell; 15 from James Rogers's through the Bailey Settlement; 30 from Hailey road to the Memel settlement; 7 10 from L. Regan's to Wilber's, thence to the Caledonia road; 40 from the great road in Hopewell through the Caledonian settlement; 7 10 from Reuben Stiles to Gideon Hunt's; 45 from Crooked Creek to D. Gallagher's; 7 10 for the Road up Beaver Brooke to Edgett's; 7 10 for the road over Germain Town Marsh; 7 10 from William Tingley's, to the Lake road; 7 10 from T. Edgetts to Fullerton's; 10 from Forsyth's to Gallagher's; 5 from Fillemore's to D. Coops'; 20 from New Ireland to Salmon River; 15 for the road up Pine Brooke to Bennett's Lake; 10 from Coverdale road to Niagara settlement; 5 from George Colpitt's Mill to Bannister's; 7 10 from the great road to Coverdale river, by Nixon's; 15 from the great road near Dawson's to Turtle Creek, thence to the Irving road; 5 from the great road to the Mitten road by Jonah's; 25 from Irving's road to the west branch Turtle Creek, thence to Little River; 7 10 from Prestly Hill to Robert Steves'; 10 from the Memel road to Flannagan's; 5 from William Parkin's to the Westmorland Line; 10 from Robt. Colpitt's, up Pollet river, to the Mechanics' settlement; 5 from Point Wolfe to Herring Cove; 5 from H. Coils' to McLaughlan's, in Harvey; 5 from New Ireland Road to Hanson's; 5 from New Ireland road by Rayburn's to McKenley's or Dailey's; 5 from Creek Road to Jamieson's; 25 for the roads and hills to and over Gray's Island; 6 5 from Hiram Steven's towards Teakle's Mills; 7 10 from New Ireland road towards Roderick O'Connor's.

DO NOT DESPISE SMALL THINGS.—The possibility of a great change being introduced by very slight beginnings may be illustrated by a tale which Lockman tells of a vizier, who having offended his master was compelled to perpetual imprisonment in a lofty tower. At night his wife came beneath his window to weep. "Cease your grief said the sage "go home for the present and return hither when you have procured a live black-beetle together with a little *ghee* (or buffalo's butter,) three clews, one of the finest silk another of stout pack thread and another of whipcord: finally, a stout coil of rope." When she came again to the foot of the tower, provided according to her husbands commands he directed her to touch the head of the insect with a little of the *ghee*, to tie one end of the silk thread around him and to place the reptile on the wall of the tower.—Seduced by the smell of the butter which he conceived to be in a store somewhere above him, the beetle continued to ascend till he reached the top thus put the vizer in possession of the end of the silk thread and he drew up the pack thread by means of the silk, the small cord by means of the pack thread and by means of the cord, a stout rope capable of sustaining his own weight and so at last escaped from the place of his durance.—*Quarterly Review.*

A POSER SETTLED.—Lady Jekyll, who was fond of puzzling herself and others with such questions as had been common enough a generation before her, in the days of the Athenian Oracle, asked William Whiston, of be-rhymed name and eccentric memory, one day at her husband's table, to solve a difficulty which occurred to her in the Mosaic account of the creation. "Since it pleased God, Sir," said she, "to create the Women out of the Man, why did he form her out of the rib rather than any other part?"—Whiston scratched his head and answered, "Indeed, Madam, I do not know, unless it be that the rib is the most crooked part of the body." "There!" said her husband, "you have it now; I hope you are satisfied!"—*The Doctor.*

WIT.—Bottled fever.—A friend who seldom dies without fortuning us with his ghost