

ups and downs which we may experience in its varied course: little do we dream of the many misfortunes which we might escape by prudent foresight, by calm reflection, by keeping a firm rein on our appetites and passions, by putting on our mental India-rubbers, and keeping firmly in our hand the walking-stick of good resolutions.

Fortunately for me, my fall was not so severe as I was afraid it would prove to be. Probably it was broken by the thickness of the materials which enveloped me; or, perhaps, my safety arose from the fact that some snow had accumulated on the spot where I fell. It is needless to speculate on the causes of my safety.

"There's a Divinity that shapes our ends,
Hough hew them how we will."

I do not mean to say that I escaped wholly without injury. I was, in truth, a little stunned; and I afterwards found that one of the buttons of my straps had given way. But, thanks to my education, and the experience which I have been enabled to collect in the course of my round of travels, I was not led to abandon my excursion and return ignobly to my lodgings. On the contrary, I was rendered but the more anxious to reach my friend's house; knowing well that he who yields to little difficulties in the commencement will soon turn back at fancied obstacles, and end by reducing himself to be a mere play-thing, the sport of ever-varying circumstances.

One lesson, however, I did learn, and I may mention it, if for no other purpose than that of affording salutary instruction to the public generally, since examples and incidents in real life generally produce greater effect than lessons drawn merely from theory. I found that on leaving the slippery side-walk I obtained firmer footing on the track which had been worn by the winter vehicles. I do not mean to lay it down as a general rule, that one's advancement in a particular street, and one's individual safety, is uniformly promoted by leaving the foot-path or side-walk. On the contrary, it will be apparent, that going into the beaten track, the danger from passing vehicles is greatly increased, not merely from the fact that the vehicles are more likely, from their velocity and weight, or, as I may say, their momentum, to do serious damage in case of collision, but from the well-known fact that it is difficult to guard ourselves from danger advancing both from before and behind, from one not having eyes in the back of one's head. Indeed it is more than probable that even if we had eyes both in the occiput and sinciput, or if we had one eye in front and the other behind, which does not interfere with the argument, our safety would not be increased. In the case of a sleigh

coming down on us rapidly before, and another coming up as rapidly behind; and in case the descending vehicle was as far to the left as the other was to the right, so as to afford us no chance of escape, by a leap in a lateral direction, we should be but impeded by the supposed new position of the orb or orbs of vision. Their position would embarrass us, and introduce conflicting elements with our conscious purposes—"puzzle the will;" so that we had better "bear the ills we have than fly to others that we know not of."

My new position on the sleigh-track, and the increased caution which necessity had just taught me, enabled me to reach Craig Street in safety, as also to cross the said street and ascend into the Place d'Armes. Here the cathedral burst upon me, with the thronging crowds entering its spacious doors; and I could not help admiring that piety, which, even in the depths of a Canadian winter, can induce many to visit the Cathedral before (though it was not *now* before) breakfast. So true is it, that high enthusiasm and religious faith can render light the greatest privations, and "urge the soul to deeds of wondrous power." I noticed it as a very curious fact, that, out of twenty horses attached to sleighs—I mean sleighs for hire, and not private conveyances for citizens—which were ranged in front of the Cathedral, no less than nine were of a grey colour, or so nearly approaching to grey as to be confounded with it, and only three bays. At the stand on Dalhousie Square, or, as our fellow-citizens of French origin call it, *Le Citadel*, I had, on three different occasions, found the proportion of grey horses to vary from $\frac{3}{7}$ to $\frac{4}{7}$; while the bays only amounted to $\frac{1}{7}$ of the whole. A similar investigation at the stand on McGill Street furnished results so nearly approaching those at Dalhousie Square as scarcely to merit attention, although a remarkable discrepancy was observed on comparing the results of similar investigations made at the weekly markets in Quebec, by a gentleman of well known reputation for scientific enquiries in that city. These investigations, it is to be hoped, will soon be laid before the public; and there can be little doubt they will tend much to assist the solution of the difficulty of reconciling the rival theories as to the effect of climate on the colour of that useful animal, whose strength and speed, whose docility and endurance of hardship, render him, especially in this country, of so great utility to the citizen and the public at large.

As I make it a rule, founded on long experience, never to make unnecessary detours when a safe