

cious fluid into the trough of bass wood, which had been fashioned during the long winter evenings. A boiling place would be arranged, with a long pole for a crane, upon which would be strung the largest kettles that could be procured. At night the sap would be gathered from the troughs, a toilsome job, and put into barrels. In the morning a curling smoke would arise from amidst the thick woods, and the dry wood would crackle cheerily under the row of kettles all the sunny day spring day; and night would show a rich dark syrup, collected in the smaller kettle, for the more careful work of being converted into sugar. Frequently the fire would be attended by women and the men would come to gather the sap in the evening. In this way many a family would be provided with abundant sugar, at all events it had to serve them for the year, as they felt unable to purchase from the merchant. In another place, we have related how a few made a considerable quantity of sugar and sold it, to pay for a farm, doing without themselves.

The absence of various articles of food, led the thoughtful housewife to invent new dishes. The nature of these would depend in part upon the articles of food most abundant, and upon the habits peculiar to their ancestry, whether English, Dutch, or some other. The great desire was, to make a common article as tasty as possible. And at harvest time as well as at bees, the faithful wife would endeavor to prepare something extra to regale the tired ones. There was for instance the "pumpkin loaf," a common dish. It consisted of pumpkin and corn meal made into a small loaf, and eaten with butter. Another dish which seems to have been derived from the Dutch was Pot Pie, which was always, and is even yet in many places, made to feed the hands at bees and raisings, and even was generally made to grace the board on a wedding occasion. We cannot give the space, if we felt prepared to speak, of the several made dishes commonly in use among the older Canadians of Upper Canada. Many of them are truly excellent in taste and nutritious in quality. They are often similar to, or very like the dishes in the New England and Midland States.

A GOOD WORD FOR THE BATS.

We find in a recent number of *Appleton's Journal* the following, by Professor Scheele de Vere, on bats. He says:

"Among the prejudices cherished by the masses against harmless animals, few are stronger than that felt almost universally against bats, arising probably from the simple fact that they are children of the night and forced to carry on their search after food in the darkness. It may, however, that their peculiar hideousness has given additional strength to this feeling, for the Jews legislation already declared them unclean and accursed, and the Greeks borrowed their wings for the harpies, as Christians have done for the devil. A poor, lost bat need but fly into a room filled with company, and every body is frightened. Superstitious people tremble at their mere presence as an evil omen, and the strong minded among the fair excuse their terror by a pretended fear for their hair—an apprehension which could be well founded only if the accounts of insects being harbored in their chignons should be verified. It is true these children of darkness are neither fair

in form nor amiable in temper. The naked, black skin of their wings, stretched out between enormously lengthened fingers, like the silk of an umbrella between the whalebone of the frame; the ugly claws of their hind feet; the bare appendages which frequently adorn their noses and ears in a most eccentric manner; and their perfectly noiseless, almost mysterious flight by touch, and not by sight—all these peculiarities combine to make them unwelcome guest among men.

"And yet they are real public benefactors. When the first warm sun of spring arouses them from their long winter sleep, which they enjoy hanging by their hind feet, head down, and the whole body carefully wrapped up in the wide cloak of their wings, they begin their night hunts. A dozen fat beetles hardly suffice for the supper of a hungry member of one variety, and sixty to seventy house-flies for one of another kind. All night long they pursue with indefatigable energy every variety of beetle and moth, of fly and buff, and enjoy most of all these which do the greatest injury to our fruit-trees and cereals. Even the only really formidable member of their race, the vampire, is much maligned; a gigantic bat, accused of sucking the blood of man and beast, it is strictly confined to a small district in the tropics, and even there occurs but rarely."

MONTREAL OCEAN STEAMSHIP COMPANY.

With the commerce of Canada and the yearly increasing trade of this city, the Messrs. Allans' lines of steamers and clipper ships have been intimately associated, and have progressed and prospered to an extent that excites the admiration of the whole Dominion. The above firm are now, we believe, the most extensive steamship owners in the world, not even excepting the Inman or Cunard Companies, in ocean steamers.

Within the past forty years immense progress has been made in the improvement of the navigation of the St. Lawrence. In 1831 Lake St. Peter was but eleven feet deep at low water. After ten years' discussion—that is in 1841—the Board of works commenced operations to improve the channel, and carried them on with occasional interruptions for some twelve or fifteen years, until a depth of eighteen feet at low water was reached, which, we believe is about the present capacity of the channel, though subsequent dredgings may have slightly improved it. This increase in the navigable capacity of the river up to Montreal created a demand for a superior class of vessels, and the Canadian Government entered into contract in 1852 with a firm mainly composed of Liverpool and Glasgow shippers, by which a subsidy was to have been paid to them for a fortnightly mail by steamship from Liverpool. The service which was imperfectly rendered, and the contract was terminated some eighteen months after its commencement, the ships of the company finding more profitable employment in the transport service of the British Government, then entering upon the Crimean war. Before this date Messrs. Allan, of this city, in conjunction with their brothers in Glasgow, and Mr. Bryce Allan of Liverpool, had contracted for the construction of two steamships on the Clyde for employment in the Canadian trade. The first of these vessels, the "Canadian," made her first trip to Canada in the