

arsenal. Sixteen thousand workmen were here employed in the zenith of the Republic, but in the eighteenth century two thousand only. It is rather a silent place to-day. Its museum, however, is exceedingly interesting, containing models of ships of all ages, the armour of former Doges, and weapons; and here also are preserved some scanty fragments of the "Bucintor," destroyed by the French. From this vessel was the Doge wont, on Ascension Day, to throw a ring into the Adriatic, which he thus symbolically wedded. Alas! alas! the bridegroom is dead now, and in vain must the widowed sea moan, and lave his tomb with her salt tears.

ROME, December 30th, 1886.

L. L.

LOOKING BACK.

Down the valley creep the sunbeams, ever lengthening in their reach,
Lighting with a crimson fire every chestnut, oak, and beech;
Glowing, fading, slowly dying is the mist of burning light—
Dying, dying, all the life of day to feed the breath of night.

Pause a moment from thy toilsome climbing on this wooded steep;
Mark the shadows that in silence slowly backward crouch and creep—
Most like lost and guilty spirits shut up in a world unknown—
Seeking hiding in a blackness deeper, darker, than their own.
Where at noon thy footsteps wandered by the shining river-bed,
All its waters now are running, running sunless from their head.
Where are now thy bounding pulses set a-throbbing at a breath?
Dying, dying, all the light of life to feed the night of death.

Dying? Nay, not so; for, ever mounting by its strengthening light,
Has the day not helped thee hither to the hills whence cometh might?
Dying? Rather let the backward story give thee future hope
That from height to height advancing, each day adds a clearer scope.
Dying? Let a purer vision see beyond the darkness rife,—
Living, living, all the vanished days, to feed a fuller life!

BLANCHE BISHOP.

BERMUDA.—IV.

THE amusements of Bermuda for the tourist are boating, hunting, tennis-playing, fishing, bicycling, and photographing, according as taste and inclination may prompt. The Bermuda yachts and sailing-boats are built of cedar, and are peculiar to the islands; they are sloop-rigged, without any gaff, the mainsail being leg-of-mutton shape; the rest of the canvas used consists of a jib (in bad weather, a storm-jib), a flying jib, a spinnaker, a topsail, and occasionally a water-sail underneath the boom. The four last are only employed in light water. The peculiar rig of these crafts enables them to turn almost in their own length, and to sail close-hauled, or near the wind, to a degree unknown elsewhere. They range in size from three to twelve tons, and are handled with marvellous skill by a single black boatman, or pilot as they are called, from their necessary knowledge of the tortuous channels among the various islands. Boats can be hired for the afternoon at the modest rate of ten shillings (\$2 50), and will comfortably accommodate ten or twelve persons. There are many charming excursions by water, and a Royal Bermuda Yacht Club, which encourages and provides excellent races.

The hunting on the islands was of a mild type of the paper chase order, merely an excuse for a ride across country, with a good many jumps over loose stone walls, and a finish at some private house in the form of a social gathering, a hunt tea *versus* a breakfast, the meets being organised and arranged for the afternoon. Colonel Sandford, commanding the Royal Engineers at this date, has been most energetic in the promotion of sport in Bermuda. I see in the *New York World and Travel Gazette* for November, the following notice:—"We are in receipt of a letter from Col. B. M. Sandford, the Honorary Secretary of the Bermuda Hunt Club, speaking of the entertainments his enterprising club intends to provide for its members and guests. The B. H. C. is established for the double object of organising the race meeting at its race course at Shelly Bay, the drive to which is one of the prettiest on the island, and of arranging at least once a week a hunt which, in this case, means a country ride of about six miles, finishing as a rule at the residence of some gentleman, who is always pleased to receive the members of the club and their friends. The club has lately imported a number of beagles;"—so that paper chases will be abandoned this year.

"Our correspondent adds," says the *Gazette*, "that his club will always be happy to welcome tourists as honorary members when duly proposed. The subscription asked from the members towards defraying expenses is only twelve shillings, or three dollars. To those who wish to bring their own horses, the Colonel recommends to select small active animals, as the country is very cramped." There are numerous livery stables in Hamilton where fair steeds can be hired for a day's amusement. The numerous lovely views and strong effects of light and shade, which both land and water offer, are very attractive to the photographer, while the excellent coral roads throughout the island, with their freedom from tedious elevations, their infinite variety of scenery, and their limited distances, are the dream of the enthusiastic bicyclist.

There are any number of good shops which draw their supplies from England, also an excellent circulating library. This secures all the best English and American magazines, and allows the subscriber to take

out three periodicals and two books at a time, for the trifling consideration of two shillings a month. Last but not least among the pleasures of Bermuda, is sight-seeing, to which a whole article might be devoted, so numerous are the objects of interest, and so enchanting the walks and drives throughout the island. To many people in this practical age, the largest lion would be the floating dock at Ireland Island (a pleasant sail of five or six miles from Hamilton). It is one of the wonders of the modern world, being 381 feet long, 124 feet broad, and 74 feet deep, with forty-eight water-tight compartments. It is said to be the largest in existence, and will receive the biggest ironclad ever built. It weighs over 800 tons; draws, when light, 11 feet of water; when sunk, 50 feet; and is united by 3,000,000 rivets. It took two years to build, and cost a quarter of a million. The dock was launched at Sheerness in 1868, and was towed across the Atlantic to its present position after an exciting voyage of thirty-five days. H.M.S. *Bullfrog*, which was in the dock for repairs when I visited it, looked the merest toy model of a vessel in this giant's embrace. The dockyard proper, with its fine stone buildings, is a bare, prison-like place, very suggestive of the convict labour that created it. The naval store houses which form part of the establishment are most completely furnished with every detail required by the largest ships, from sheets of brass and copper tubes of all sizes to glass globes; the list of everything contained in the building is most accurately kept, each article being numbered and registered. There is a steam factory adjoining, where every facility exists for repairing ships, and where numbers of men were busily engaged superintending various machines. All the skilled artisans are imported from England, and kept at Government expense, only a few coloured men being employed. A road through the island leads to the naval hospital, which is admirably arranged; not far from it is the cemetery, one of the prettiest spots imaginable.

Crossing Gray's Bridge at this end, Boaz Island, now a military quarter, formerly the convict station, is reached. Another object of interest is the lighthouse on Gibbs' Hill, from which the view is most comprehensive, revealing perfectly the conformation of the Bermuda group. St. George's, the ancient capital, is a delightfully quaint old town, with relics of Spanish occupation which will well repay a short visit. The approach to it along the Causeway, by Castle Harbour, is very fine. Walsingham, once the residence of Moore, with its celebrated calabash tree, is a famous lion; here, too, are some of Bermuda's caves full of stalactites and stalagmites, veiled in wreaths of green convolvulus, with blue blossoms of enormous size. Joyce's Caves are likewise in this neighbourhood, but nearer St. George's. The drive from Hamilton to St. George's, along the north shore road leading to Harrington Sound, by way of Neptune's Grotto, a fascinating walled fish-pond (popularly known as the Devil's Hole), affords a series of lovely views of which the principal feature is the exquisite colouring of the sea, a pale malachite green, shading in deep water to sapphire blue, with streaks of deep purple here and there, caused by the hidden reefs below. The beach at Tucker's Town and that at Shelly Bay near Harrington Sound are objects for a sea-side ramble in that locality; but the south shore, to my mind, concentrates the essence of Bermuda's beauties, much less bleak and barren than the northern coast, which is exposed to the coldest winds the island ever feels. The walk along the cliffs from Hungary Bay to the Grape Trees is enchanting. The rocks, though similar in character to those on the north shore, are much higher and grander in conformation; trees and shrubs grow to their very edge, and fields and woods stretch away behind them towards Hamilton. Here is the only beach of any extent in the island, half a mile in length, and composed entirely of hard white sand and tiny shells. Here, too, roar and beat the Atlantic surges with the full sweep and roll of miles upon miles of ocean, and with all the varied tints and hues of turquoise, sapphire, and indigo which southern seas alone can give. Further along this coast is Warwick Camp, the Bermudian Wimbledon. The sea-gardens of Bermuda, with their wealth of botanical curiosities, and their marine wonders revealed by the powerful water-glass, must not be omitted from my list.

L. C.

CANADIAN NOTES AND QUERIES.

Queries on all points of Canadian History and kindred subjects are invited, and will be answered as fully and accurately as possible. Address Editor, "Notes and Queries," THE WEEK.

"F. F. D." asks: "To what regiment of Provincials belonged the colours given up by the French after the capitulation of Montreal, as stated in 'Canadian Notes and Queries,' January 13? and what Provincial troops had taken part in the war?"

The garrison which surrendered at Oswego on the 14th of August, 1756, consisted of Shirley's and Pepperell's regiments of regulars (the old 50th and 51st foot), and Schuyler's regiment of Provincials, and the colours of all three were taken by the French. However, in *Knox's Journal* the colours mentioned as having been restored to the English after the capitulation of Montreal are those which had been taken from "the late regiments of Pepperell and Shirley."

The Provincial regiments which took part in the Wars of the Conquest were the following:—From Connecticut, 1st, or Lyman's, 2nd, or Whiting's, Fitch's, and Worster's; from Maine, Woldo's; from Massachusetts, 1st, or Ruggles', 2nd, or Titcomb's, 3rd, or Williams', Bagley's, Gridley's, Partridge's, Preble's, Whitcomb's, and Willard's; from New Hampshire, Blanchard's and Goffe's; from New Jersey, Johnston's, Parker's, and Schuyler's; from New York, DeLancey's, Douty's, 3rd, or Woodhull's, and Johnson's; from Rhode Island, Babcock's and Harris's; from Pennsylvania, Clapham's. There were also several corps of Rangers, such as