

"This elephant was particularly sagacious: and her farming work being completed, she was employed in making a dam across a stream. She was a very large animal, and it was beautiful to witness her wonderful sagacity, in carrying and arranging the heavy timber required. The rough trunks of trees, from the lately felled forest, were lying within fifty yards of the spot; and the trunks required for the dam were about fifteen feet long, and fourteen to eighteen inches in diameter. These she carried *in her mouth*, shifting her hold along the log, before she raised it, until she had obtained the exact balance; then, steadying it with her trunk, she carried every log to the spot, and laid them across the stream, in parallel rows. These she herself arranged, under the direction of her driver, with the reason, apparently, of a human being.

"The most extraordinary part of her performance was, the arranging of two immense logs of red keekar (one of the heaviest woods). These were about 18 feet long, and two feet in diameter, and they were intended to lie on either bank of the stream, parallel to the brook, and close to the edge. These she placed, with the greatest care, in their exact positions, unassisted by any one. She rolled them gently over with her head, then, with one foot, and keeping her trunk on the opposite side of the log, she checked its way, whenever its own momentum would have carried it into the stream. Although I thought the work admirably done, she did not seem quite satisfied, and she presently got into the stream, and gave one end of the log an extra push with her head, which completed her task, the two trees lying exactly parallel to each other, near the edge of either bank.

"Tame elephants are constantly employed in building stone bridges, when the stones required for the abutments are too heavy to be managed by crowbars."

SHEEP AND SHIP.

If unluckily you should by chance get into a dispute, the best way is to stop short, and ask your antagonist to enter into a consideration of what the point of debate is. This is apt to have a cooling effect on both parties, and to result in a clear understanding of the real question.

A few years since I happened to be travelling in a stage coach, where, among half a dozen passengers, there were a

Frenchman and an Englishman. There seemed to be a sort of cat-and-dog feeling between them; for if one opened his lips, the other was sure to fly at the observation with the teeth and claws of dispute. As we were driving along, the Englishman spoke of a sheep he had seen in some foreign land, with a tail so long as to drag upon the ground. Thereupon the Frenchman shrugged up his shoulders, curled his lip, lifted his eyebrows, and took a pinch of snuff.

"What do you mean by that?" said the Englishman, not a little nettled at the contemptuous air of his rival.

"Vat do I mean?" said the latter; "I means dat a sheep has not got von tail at all."

"A sheep han't got a tail, ha?" said the Englishman.

"No, not von bit?" said the Frenchman.

"Well, this comes from eating frogs," said John Bull. "What can you expect of a man who eats frogs? You say a sheep hasn't got a tail. I tell you, *mounseer*, a sheep *has* got a tail."

"Pardon, monsieur," said the other, with a polite bow, yet with a very sneering expression; "I say de sheap has no tail, not von bit."

By this time the parties were greatly excited, and we cannot say what might have happened had not one of the passengers asked the Frenchman what he meant by a *sheep*?

"Vat do I means by *sheep*? vy, I means one big larsh thing with sails and rudder, that goes upon de sea."

"Oh, ho," said the Englishman; "you mean a ship."

"Oui, monsieur," was the reply; "I mean one sheap that has de captain and de sailors, and vot goes on de vater."

"Very well, sir," said the Englishman; "I mean a *sheep*, a creature of four legs, and covered with wool."

"Ah, you mean von *sheep* vit de wool," said the other. "Oui, oui, monsieur; de *sheep* vit de *wool* has de tail."

This incident taught me a lesson, and I give it gratis to my readers—if they ever get into controversy, let them consider whether one of the parties does not mean a *ship* and the other a *sheep*.

THE POPULATION OF TURKEY IN EUROPE.—According to Ubicini's statistical tables the population of Turkey is thus composed:—Ottomans, 2,100,000; Al-

banians, 1,500,000; Tartars and other Mahomedans, 950,000; total Mahomedans, 4,550,000. Greeks, 1,000,000, and not 4,000,000, as repeated in Mr. Layard's speech; Catholics, 640,000; slaves, 6,200,000; Armenians and others, about 500,000.

GOOD FOR SOMETHING.—A lady who kept a poodle dog, recently lost her pet, and called upon a policeman to find it. The next day the officer came with the dog, which was very wet and dirty. The lady was overjoyed, and asked forty silly questions, among others, "Where did you find the dear baby?" "Why, marm," replied the officer, "a big nigger up in Sullivan Street had him tied to a pole, and was washing windows with him."

To Contractors.

**GOVERNMENT BUILDING,
Market Square.**

SEALED TENDERS, addressed to the Commissioners for Erection of above Building, will be received at the Office of the Secretary, until 12 o'clock, on **MONDAY**, the 1st day of February next, from all persons desirous of contracting for same, according to plans and specifications which may be seen on and after Monday, the 4th inst., in the large room of the Nova Scotia Marine Insurance Building, Bedford Row, fourth story.

The building is to be of Freestone, 3 stories high, and measures 125 feet long by 54 wide, more or less, and any further information required in reference thereto may be had on application to Mr. David Sterling, Architect, Hollis Street.

Tenders must be accompanied with a guarantee from two responsible persons, who are willing to become security for the faithful performance of the contract entered upon.

The Commissioners do not bind themselves to accept the lowest or any tender.

JOHN DUFFUS, Chairman.

A. G. JONES, Secretary.

Halifax, 2nd January, 1864.

Lloyd's Register of British and Foreign Shipping.

THE undersigned have been appointed by the Committee of Lloyd's Register, London, their resident Surveyor for the Province of Nova Scotia. Shipbuilders and Ship Owners in Nova Scotia requiring to have their vessels surveyed for classification in the Register Book of this Society will please make application for the present at the Office, Windsor, N. S., where copies of the Society's Rules and any necessary information can be obtained.

JOSEPH I. TUCKER,

D. 17.

Lloyd's Surveyor.