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TOWANDA.

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Selected Poetry.

MY OLD DEAR HOME.

Between broad fields of wheat and corn,
Is the lovely home where I was born;
The peach trees lean against the wall,
And the woodbine wanders over all;
There is the shaded doorway still,
But a stranger's foot has crossed the sill.

There is the barn—and as of yore
I can smell the hay from the open door,
And see the busy swallows throng,
And hear the peewee's mournful song;
But the stranger comes—oh! painful proof—
His sheaves are piled to the heated roof.

There is the orchard—the very trees
Where my childhood knew long hours of ease,
And watched the shadowy hours pass run,
Till my life faded more shade than sun;
The swing from the bough still sweeps the air,
But the stranger's children are swinging there.

There bubbles the shady spring below,
With its bubbling brook where the hazel grow;
'Twas here I found the calamus root,
And watched the minnows play and shoot,
And heard the robin lave his wing,
But the stranger's bucket is at the spring.

Oh! ye that daily cross the hill,
Step lightly, for I love it still,
And when you crowd the old barn eaves,
Then think what countless hours I've eaves,
Have passed within that scented door,
To gladden the eyes that are no more.

Deal kindly with those orchard trees,
And when your children crowd your knees,
Their sweetest fruit they shall impart,
As if old memories stirred their heart—
To youthful sport still leave the swing,
And in sweet reverence hold the spring.

The barn, the trees, the brook, the birds,
The meadows with their lowing herds,
The sound of the cottage wall,
My heart still lingers with them all—
Ye strangers on my native soil,
Step lightly, for I love it still.

Ministering Spirits.

The re-union of parents and children in heaven,
As well as earthly friends, is a cheering and a
bright thought. And the idea that our departed
souls may sometimes be near us, or wait to wel-
come us on the borders of the spirit-land, is well
calculated to impress the mind.

A little girl, in a family of my acquaintance, a
dearly and precious child, lost her mother at an age
scarcely fit to fix the loved features in her remem-
berance. She was as frail as a butterfly, and as the bud
of a flower unfolded, it seemed as if won by that
mother's prayers to turn instinctively heavenward.
The sweet conscientious and prayer-loving child,
cherished one of the bereaved family. But she
died away early. She would lie upon the lap of
her mother, and with her kind care of her, and
tending one wretched arm about her neck, would
say, "Now tell me about my mamma?" And
when the old tale had been repeated, she would
ask, "I take me into the parlor, I want to see
my mamma." The request was never refused,
and the affectionate child would lie for hours con-
templating on her mother's portrait. But

"Pale and when she grew, and weakly—
Hearing all pain so meekly,
That to them she still grew dearer,
As the trial hour drew nearer."

That hour came at last, and the weeping neigh-
bors assembled to see the child die. The dew of
death was already on the flower, as its life sun was
going down. The little chest heaved faintly—spas-
modically.

"Do you know me, darling?" sobbed, close to
her ear, the voice that was dearest; but it awoke
no answer.

All at once a brightness, as if from the upper
world, burst over the child's colorless countenance.
The eyelids flashed open, the lips parted, the wan,
sallow hands flew up, in the little one's last in-
stinctive effort, as she looked piercingly into the far-
ther.

"Mother!" she cried, with surprise and transport
to her home—and, passed, with that breath into her
mother's bosom.

Said a distinguished divine who stood by that
bed of pious death:

"I never believed in the ministrations of de-
moniacs before, I could not doubt it now."

LECTURE EDUCATION.—Books were the least part
of the education of the ancient Athenian citizens.
Let us for a moment transport ourselves in thought
to that glorious city. Let us imagine that we are
entering its gates in the time of its power and glory.
A crowd is assembled round a porch. All are
gazing with delight at the entablature, for Phidias is
putting up the frieze. We turn into another street,
a symposium is receiving there. Men, women, and
children are thronging round him; the tears are
streaming down their cheeks; for he is telling how
Zeus fell at the feet of Achilles, and kissed those
hands—the terrible, the murderous—which had
killed so many of his sons.

We enter the public places; there is a ring of
youths, all leaning forth with sparkling eyes, and
gestures of expectation. Socrates is just brought
from the famous school of Ionia, and has just brought
him into a contradiction in terms. But we are inter-
rupted. The herald is crying "Room for the
Phrygians!" The general assembly is to meet—
"Who wishes to speak?"
There is a shout and clapping of hands; Phrygians
are mounting the stand. Then for a play of Sophocles,
and away to sup with Aspasia.—Macaulay.

The Tincum Apple Dumping has a "dev-
il" who thinks this a great world. He says at the
office they charge him with all the piety do find
while at the house they charge him with all the piety
they don't find. He seems to doubt the "propie-
ty" of the proceedings.

REPORT OF THE ENGINEER.

NORTH BRANCH CANAL.

To the Board of Canal Commissioners.

GENTLEMEN:—I have the honor to submit the following report upon the North Branch Pennsylvania canal, which has been in my charge, as engineer, since the resumption of operations thereon in the latter part of the year 1849. As no formal report has been presented in regard to this work since that of 1841, it may not be inappropriate to recapitulate, on this occasion, something of its history and progress since its commencement. The canal, formerly designated as the "North Branch Extension," extends from the termination of the finished North Branch canal, at the head of Wyoming valley, in Luzerne county, along the valley of the Susquehanna, a distance of 97 1/2 miles, to the line dividing the States of Pennsylvania and New York, only requiring about seventeen miles of canal to be made to connect with the whole chain of internal navigation of that State.

In the year 1836 thirty-five and three-fourths miles of this work, commencing at the village of Athens, in Bradford county, (about four miles below the State line,) and ending at Wyalusing creek, were placed under contract, and in 1838 all of the heavy bluff sections between the latter point and the mouth of Lackawanna were also contracted for, the portion between the State line and the village of Athens (four miles) not having been located until the present year. The entire length of this improvement, as before stated, is ninety-four and twenty-one hundredths miles, and the lockage, from a level assumed at the State line to the level of the Wyoming division, two hundred and eleven and a half feet. Some idea may be formed of the magnitude of the work, and the difficulties encountered in its construction, when it is stated that for one-third of its length it is located along the foot of steep rocky bluffs and partially in the river, requiring for its distance of over thirty-one miles, a slope wall for the protection of the bank. This walling was mostly done before the suspension of the work in 1841, and has served to protect the river in an admirable manner against the encroachments of the river during the highest and most violent ice floods. Upon the work placed under contract in 1836 and 1838 such force was employed as the annual appropriations justified, until the year 1841, and the sum of two millions four hundred and eighty-four thousand nine hundred and thirty-nine dollars and sixty cents were expended at the time of suspension. The whole length of finished canal at that time was thirty-two and a half miles. The finished sections and incidental work was not, however, connected so that any portion of the line could be available for navigable purposes. The details of the location are in the reports of 1836, '37, and '38, and can readily be referred to. The progress and condition of the different descriptions of work prior to suspension are set forth in detail in a report I had the honor to submit to the Canal Commissioners at the close of the year 1841, and to which reference may be had. In the year 1846 I made an examination and an estimate of the cost of completing the North Branch canal, for a company which had been organized under an act of assembly, and at that time I was of opinion that the work could be brought into use for a sum but little exceeding eleven hundred thousand dollars. I advert to this estimate and report for the reason that it has not infrequently been quoted in the discussion of the propriety of resuming and completing the work.

I am still of the opinion that if the work had been resumed at that time, and promptly prosecuted under the auspices of a judicious company, that it could have been brought into use for the sum then estimated. A large amount of perishable work, which, at that period, (1846) would have been available for a few years after completion, is now so far decayed as to render its entire renewal absolutely necessary. It will also be borne in mind that at the period in question, the amount of public work in progress throughout the Union was small compared with that now in the market, and that it may be safely stated, regarding supply and demand, that work can not be done for less than an advance of fifteen to twenty per cent, upon prices which would have been remunerating in the year 1846.

By a reference to the report of 1841, to which I have heretofore alluded, it will be seen that the amount of work remaining to be done, computed at the then existing contract prices, was one million four hundred and fourteen thousand one hundred and sixteen dollars and three cents. We now come to the period of resuming the work under the auspices of the Commonwealth.

As soon as the Canal Commissioners were notified of the first appropriation towards completing the North Branch, Pennsylvania canal (in 1849,) and the work placed under my charge as chief engineer, I proceeded to organize a corps, and re-locate and prepare for contract twenty-six sections, amounting in the aggregate, to a length of eight and one-fourth miles; and accordingly, on the 19th of November, 1849, this amount of work was allotted to contractors. The work first selected to be placed in progress, embraced the heavier bluff sections, and did not include any mechanical structure liable to decay or injury. From the paucity of the appropriation, and consequently limited amount of work thus under way, it was with difficulty that any considerable force of laborers could be induced to the line, and but a small amount of work was done until the spring of the following year.

By the act of the 10th May, 1850, an additional appropriation of two hundred and fifty thousand dollars was made towards completing this work, and on the third of June of that year, I was directed by the Canal Commissioners to prepare for letting further portions of the work. On the 15th and 19th of July, 1850, proposals were received for seventy-three sections (aggregate length thirty-seven and a half miles) two dams across the Susquehanna river—the masonry of ten Aqueducts—twenty-one locks and nine culverts. It is thus seen

that the total length of canal placed under contract in pursuance of the acts of Assembly of April 10, 1849, and of May 10, 1850, is forty-five and three-fourth miles. The working season of the year 1850, had nearly passed, before this work, last allotted to be placed under contract and at the close of that fiscal year, the total value of work done was one hundred and forty-three thousand two hundred and sixty-four dollars and nineteen cents. By the act of Assembly of the 15th April, 1851, a further appropriation of one hundred and seventy-five thousand dollars was specifically made, and a contingent appropriation of one-half the surplus revenues, after paying other appropriations, to be applied to the completion of the North Branch canal. In view of the limited amount of work we had been able to accomplish, up to the close of the year 1850, it was deemed advisable, early in 1851, to receive proposals for all of the sections (except the pieces for those formerly finished) remaining to be placed under contract; and accordingly, after due notice, bids were received on the 23rd day of June last, which were canvassed by the Canal Commissioners in the latter part of July following.

By the time that the board had examined the proposals, it became manifest that all of the existing appropriations would be exhausted by the close of the fiscal year, and hence the prudential course of declining to incur further liabilities on the part of the State, until the means were appropriated to meet them.

By the tabular statement, which accompanies this report, it will be seen that the whole amount of work done from the time of resuming operations on this canal in 1849, up to the 20th October, 1851, is six hundred and six thousand five hundred and sixty-eight dollars and eleven cents. This statement, however, only embraces the work done under contract for sections and mechanical work, and does not include the disbursements for cement for the masonry, iron and spikes for locks, fencing, removing buildings, instruments, stationery, printing, superintendence, engineering, and sundry incidental expenses. These latter expenditures are not subject of estimate, but are paid on bills certified by the Engineer to the Superintendent, and appear of record on the books of the latter.

The value of work done from the 1st December, 1850, to the 20th October, 1851, is four hundred and sixty-three thousand two hundred and eighty-three dollars and ninety-two cents.

I have, in the tabular statement referred to, only brought up the estimate of work done to the 20th October, instead of adopting the usual custom of extending it to the end of the fiscal year; for the reason that at the former period (20th October), the whole amount of appropriations was expended. Since that date a considerable amount of work has been done; and several of the contractors continue to prosecute their jobs, and intend doing so during the winter.

It is much to be regretted that means could not be obtained for pushing on the work without interruption, as every stoppage not only goes to increase the ultimate cost, but seriously affects the business operations of the contractors, as well as those of all connected with or dependent upon its progress.

During the remarkably favorable season just closed, the greatest possible amount of work was done that our limited means justified, and the time is now in such a state of forwardness that in all of the year 1852 it may be finished, and brought into use early in the season of 1853. The following recapitulation of the tabular statement is here inserted to avoid the necessity of reference:

The total estimate cost of this canal, dating from the time of its resumption in 1849, is one million three hundred and ninety-eight thousand nine hundred and fifty-seven dollars and eighty-seven cents.

The amount appropriated by the several acts of 1849, 1850, and 1851, is five hundred and seventy-five thousand dollars; to which, if we add the contingent appropriation of 1851, assumed at fifty thousand dollars, which sum, deducted from the total estimated cost, leaves seven hundred and twenty-three thousand nine hundred and fifty-seven dollars and eighty-seven cents as the amount yet to be appropriated for completion. I had hoped, until recently, that this canal might be finished for a sum considerably less than my estimate of 1841; but the amount of perishable material used in the dams, locks, bridges, and water-ways, and which, had after the lapse of twelve years, become so far decayed as to require renewal, forbids the idea that it can be completed much below that estimate.

A heavy item of expenditure occurs in the renewal of nearly the entire body of dam No. 2. It was not until the present season that this work was opened up so as to ascertain with certainty whether it might be relied upon, without placing new and sound timbers, instead of those partially decayed; and it has been deemed prudent (to make it safe beyond contingency) to build anew nearly the whole of this structure. To guard against injury to the canal from the lateral stream, which might result from a freshet similar to that of July, 1850, it became necessary to materially increase the water-way under the canal.

To effect this object six small aqueducts and six culverts have been added to the number that had always been deemed adequate, and three aqueducts substituted for culverts; also, the capacity of other culverts materially enlarged. One instance occurred (that at Gardner's creek, on section 177) where the flood in the creek made an additional channel and cut rendering two aqueducts necessary, when but one had been contemplated. Some difficulty has been experienced, and additional cost incurred, from the presence of quicksand at two points on the line. This occurs on section No. 80, where the location of the lock was changed and the level raised, passing the quicksand points, and creating resort to for the purpose of retaining the towing path.

On section No. 191 it was found necessary to resort to piling for the foundation of the aqueduct over the Lackawanna, which adds materially to the expense of construction. At two points on the line the land slides from the mountain side have proved

much more troublesome and expensive than I had apprehended, involving, in one case, a resort to a heavy stone wall to protect the canal after it shall have been brought into use.

The number objections finished since the resumption of the work is thirty-eight—aggregate length, eighteen miles, which, added to the finished work prior to suspension, (thirty-two and a half miles) gives fifty and a half miles as the portion now completed.

I have frequently been asked the question why the monies appropriated to the North Branch canal have not been applied towards bringing into use some portion of it. The reply to this very natural question is, that this canal forms the connecting link in the great chain of internal navigation of the States of New York and Pennsylvania; and is mainly valuable as a whole. It is true, that a local business in lumber, coal, merchandise, &c., might be done upon a portion of it, but not, in my judgment, sufficient to make it a paying work.

The great and increasing market for our coal and iron to be found in the State of New York, and beyond there in the region of the great lakes, is what is to make the North Branch canal (as a whole) equal in point of productiveness, if not superior, to the best paying canal owned by Pennsylvania. Is it not therefore, the dictate of wisdom and sound policy to raise the means at once for a vigorous prosecution, and early completion, of this valuable and important work? We now have an investment in it of over three millions one hundred thousand dollars. The interest on this investment, at six per cent per annum, would, in four years, nearly equal the sum now required to complete it. But I beg to remark in this connection, that the sum estimated for completion is upon the assumption that means will be provided for progressing without delay.

If the money is only to be obtained in such sums as to consume four or five years in accomplishing that which may be done in fifteen or eighteen months, no human foresight, nor professional skill and experience can determine, with any degree of accuracy, its utmost cost.

It will be readily perceived that every year's delay is productive of loss, in the decay of the mechanical structures—the filling in the canal from the mountain slopes and various contingencies, in addition to the increased cost of superintendence and engineering, to say nothing of the interest on the investment.

No portion of the public works of Pennsylvania has superior, if equal resources, from which to draw a tonnage to make it highly remunerative, as the North Branch canal.

Anthracite coal, of superior quality, and in quantity sufficient to produce a million of tons for one hundred generations, is at the southern end of the work we are considering, and as I have before stated, an ample field for an immense consumption is beyond its northern terminus. The rapid increase in the consumption of this article, fully justifies me in the opinion that before five years shall have elapsed, after the completion of this canal, at least half a million of tons will pass northward upon it annually, to say nothing of the iron, lumber, coal, plaster, merchandise, &c., which must be carried both ways. Now in this one item of anthracite coal we have a sure and reliable tonnage, more than sufficient to pay the interest upon the whole cost of this canal. Assuming five hundred thousand tons of coal as the basis of our calculations, an 1-10th one ton would yield at the rate of toll fixed by act of Assembly (one cent per ton mile) for, ninety-four miles, the sum of four hundred and seventy thousand dollars. The interest upon the whole cost of this work, if we assume four millions as the maximum (and it cannot reach that sum), at six per cent per annum, would be two hundred and forty thousand dollars, to which add forty-seven thousand dollars, being at the rate of five hundred dollars per mile per annum for superintendence and repairs, and we have two hundred and eighty-seven thousand dollars as the sum necessary to be received to pay interest on cost and maintain the navigation, annually. It is thus shown that the coal tonnage alone will yield one hundred and eighty-three thousand dollars, annually, over the amount required for maintaining the work and paying the interest on its entire cost.

It may be said that this is an exaggerated statement of the coal business, but my deliberate judgment is, that I have assumed a smaller amount than the result will show to be true.

In this view of the question, I am strengthened by an examination of the statistics of this product of Pennsylvania. By reference to these tables, it will be seen that the product of the year 1849 (only five years past) was a little over two millions, three hundred thousand tons, while the product of 1851 will reach nearly, if not quite, two millions five hundred thousand tons, and it is believed that the market has been active during the year 1851, as at any former period since its introduction into general use.

In considering the probable revenue to be derived from the North Branch canal, I have omitted any estimate of tonnage, other than anthracite coal, because I have an abiding confidence, that merely as an avenue for this article alone, it would be a highly productive work; but it would be by no means deficient in other articles of tonnage, which would go to swell the receipts largely beyond what has been stated. Let us compare its advantages in this respect, with the Delaware division of the Pennsylvania canal, which has become a productive work, at very low rates of toll upon coal. Upon this division of the State works there is comparatively, a small amount of return freight, which from its locality and connections, the North Branch canal must carry southward plaster, salt, lime, cement, lumber, and miscellaneous freight, in exchange for the coal and iron sent northward. In fact, my deliberate opinion is, that in a few years after this work shall be brought into use, its butness and revenues, will only be limited by the amount of tonnage that can be passed upon it. The condition of this work, and the prospect it offers of becoming a highly remunerative one, justifies the

belief, that if it were the property of an individual or of an association of individuals, that it would be completed in the shortest possible time, even if they had to make sacrifices to raise the money for its accomplishment. Then, why not the Commonwealth adopt a financial policy that would govern individuals similarly circumstanced, especially when the sum required, could readily be obtained by the sale of bonds at par, if not for a small premium. The citizens of Pennsylvania, interested in this improvement, think they have a right to ask a prompt completion of it. For more than ten years, those residing along the line, have suffered the annoyance and inconvenience of having their fertile fields mired and divided by an unsightly, partially finished work, and during all that time, in no portion of the Commonwealth have the taxes necessary to sustain the credit of the State, been more cheerfully and promptly paid.

At the time of the greatest commercial and State embarrassment, when the idea of repudiation was not only entertained but expressed, and that too, in portions of the State having costly improvements made at the expense of the Commonwealth, that doctrine found no advocates among the people of the North Branch. They met all the requirements of the State authorities, patiently awaiting the time when deferred justice would be meted out to them in the completion of their long cherished but neglected improvement. They do not go to the Legislature to ask an expenditure upon a work of doubtful character. The tonnage, to make it profitable to the State, is at its southern end, and an ample market beyond its northern terminus—a market sufficient, not only to make it produce the interest upon its whole cost, but to yield largely beyond that limit, in aid of the liquidation of our State debt. In conclusion I cannot too strongly urge the policy of an immediate appropriation of one hundred thousand dollars, to meet the pressing demands of those contractors who are urging forward their work, and before the close of the approaching session of the Legislature, an additional sum, sufficient to complete the canal early in the season of 1853.

All which is respectfully submitted.
WM. B. FOSTER, JR.,
C. E. N. B. Pa. Canal.
TOWANDA, Dec. 30, 1851.

Philosophy of Eating.

Use but two or three kinds of food, beside bread and butter, at a single meal, and never eat anything between meals. You should eat at regular hours, and but three times a day, with two intervals of not less than five hours each, nor more than six.

Cold water retards digestion, and so does any liquid; if much is taken during or soon after a meal; half a glass at a time is enough. From an hour and a half after a meal until within half an hour of the next one, you may drink as much water as you desire; it is best, however, to drink but a swallow or two at a time, with an interval of half a minute or more; otherwise you may take more than nature requires before you know it, just as in eating fast. If too much fluid is taken during meals it dilutes the gastric juice, thus weakening the powers of digestion, and retaining the food longer in the stomach than is natural; it also causes acid stomach, heartburn, fullness, belchings, and bad blood, producing, according to circumstances, a dryness, or rawness, or scalding sensation in the throat as to indigestions from other causes, whether from quality or quantity of food.

All errors as to diet arise from quantity or quality, and I propose one safe rule to each, applicable to all persons, and under all circumstances.

As to quality, the general rule is to eat that which you like best, and which you find by close observation and experience is followed by no uncomfortable feeling about the head, hands, feet or stomach. As to quantity, take as much at one meal as will allow you to become decidedly hungry by the next meal; this can only be determined by consecutive observations; but remember, never swallow an atom of food unless you are hungry; never "force" a particle of food on yourself. The brute creation cannot be induced to eat or drink, if slightly ill or excited, guided only by their poor blind instinct, and we who are as much higher than they, by the "reason" that is within us, ought to feel ashamed to act less wisely; and yet nine-tenths of all our ailments, acute and chronic, enter here; and nine-tenths of them all might be cured thus, if taken in reasonable time, and if properly persevered in.

The finer all food is cut with a knife, before put into the mouth, the sooner and easier it is digested, on the same principle that a large piece of ice placed in a vessel set in water will require a longer time to melt, than if it were first dissolved into many small pieces. The gastric juice dissolves solid food from without inwards, hence food, especially all kinds of meat, should be cut up into pieces not larger than a pea, before it is placed in the mouth, taking in as many pieces at a time as is convenient. This precaution would not be needed were persons to eat slowly, and masticate their food properly; but our national habits are otherwise, nor is there much hope of a speedy change in this respect.

"THE BEST IS LEFT."—I am fallen," said Jeremy Taylor, "into the hands of publicans and scribes, and they have taken all from me. What now? Let me look about me! They have left me sin and noon, fire and water, a loving wife, many friends to pity me, and some to relieve me, and I can still discourse; and, unless I fast, they have not taken away my merry countenance and my cheerful spirit, and a good conscience; they have still left me the providence of God, and all the promises of the Gospel, and my religion, and my hopes of heaven, and my charity to them too. And still I sleep, and digest, and eat, and drink; I read and meditate—I can walk in my neighbor's pleasant fields, and see the varieties of natural beauties, and delight in all that which God delights in, in virtue and wisdom—in the whole creation, and in God himself!"

River Life.

Every vocation of life, no matter what it may be, has its eccentric features—and "characters" are always found whose peculiarities mark them with an especial stamp. Among our river men—whose lives are more variegated than any other—this feature is particularly prominent—for thrown into all sorts of society, mingling in friendly communion with all grades of people, from the pauper to the prince, the witless and the witty, the foolish and the wise, the rough and the refined, their opportunities to read nature mountainize above all that philosophers ever written. Show us the captain of a western steamer who cannot assert the precise location of a man's soul by his eye, and see as though he were but a sheet of glass; and this facility, which he has acquired by practical experience and the instincts of association, enables him to make himself easy anywhere among men, and accommodate himself to the varied notions of a varied people. In fact, he is and is not like the chameleon—he is no far as his individual intercourse with men goes, in assuming their colors, but is not, so far as the faded existence on air is concerned, as that don't pay the wood bills.

There are some quaint characters on our waters, and their anecdotes of river life would make an amusing collection—such an one as would be worth the attention of any enterprising collector. Some of the "yarns" of these quaint old captains out-of-door Hood himself; and contain more of the material of humor than would furnish text for a prolific author's life time.

There was once a steambot coming up the Mississippi one dark night, and the captain according to "time-honored usage," was playing cards in the social hall. The mate stepped in—

"Captain out of wood—not enough left to make the water hot enough to shave with."

"Ring the bell," replied the captain—"Show a light, and scare some up along the shore."

The mate went out, and the captain went on with the game. In a few moments the mate returned.

"Found a boat sir."

The Captain left the table, and went out.

"How do you sell your wood?" shouted the captain to the people at the yard.

"Two and a half."

"Too much," said the captain. "However, take a cord or two, and look further."

A couple of cords were taken in, the game was resumed in the social hall, and the boat went on.

A half hour elapsed, when the mate again appeared.

"Out of wood, sir."

"Bell and light—my deal."

The orders were obeyed, and the mate again announced a wood-yard. The captain went out.

"How do you sell your wood?"

"Two and a half."

"Too high, but will take a couple of cords if we can do better."

As before a couple of cords were taken in, and not twenty minutes elapsed before the mate again appeared.

"Ring the bell."

"Better take more, this time."

"Show a light."

"It's done sir."

In a few moments, a wood yard was again "rung up," and the steamer B—went in.

"What's the price of your wood?"

"Two and a half."

"Two and a half be d—d!" cried the captain.

"Well, captain," answered the woodman, "we will put it up to you two and a quarter, as I make the third time I have wooded with us to-night."

The captain had nothing to say; but took the wood, and got quickly out of that stiff current, which the boat was unable to stem. The B—was so solemnly slow that the captain himself used to say she must have been intended for a hearse.

She is the same boat which the newspapers once said made the trip from New Orleans to Louisville in six days and—four weeks.

GORTON said he married to obtain respectability. John Wilkes declared he wedded to please his friends. Wycherly, in his old age, took his servant girl to wife to spite his relations. The Russans have a story of a widow who was inconsolable for the loss of her husband that she took another to keep from fretting herself to death, and we read of a Catholic who declared he would never have taken a second wife, but having a chance to marry a Protestant girl, he took her to be the means of saving her soul. A young and rather "fast" gentleman of our acquaintance married a lady nearly old enough to be his grand mother because he owed a bill of fifty dollars for board. The bargain, he afterwards wentfully described, as a hard one, declaring that he went off cheap—dirt cheap.

IN A DILEMMA.—We were much amused by an anecdote that a friend of ours related to us the other day. A gentleman who had been absent for a considerable time, and who, during his absence had raised a pretty luxuriant crop of whiskers, mustaches, &c., visited a relative, whose child—an actress little girl made no demure towards saluting him with a kiss, as was usual.

"Why child," said the mother, "don't you know your Uncle Hiram? Why don't you give him a kiss?"

"Why, ma," returned the little girl, with the most perfect simplicity, "I don't see any place!"

SLOW AND STURE.—If men were content to grow rich somewhat more slowly, they would grow rich more surely. If they would use their capital within reasonable limits, and transact with it only so much business as it could fairly control, they would be far less liable to loss it. Excessive profits always involve the liability of great risks—as in lottery, in which it is as high as pizis, there must be a great proportion of blanks.