

would be sure to be kicking up a dust. If they would only try to be of some use one would not feel so indignant—one naturally likes to look respectable when one goes shopping, but that is almost out of the question on muddy days. Arabella has tried to persuade herself that she knows where the crossings ought to be, so she made a fine display of herself the other day. She tried to step across the street on what she supposed was the crossing, but which turned out to be only a second slough of despond, when, if she did not nearly lose her life, she did quite lose her India Rubbers—and the most annoying part of it all was, that it was directly in front of the Club windows, and I know all those young men were looking out and making remarks about "fair ankled Hebe," &c., &c. † If this mud is to be left, we can't help it. So they must make their remarks I suppose. Arabella joins with me in kind regards to her old darling. I say that is highly improper. ‡ Please don't let Papa know who wrote this.

Your devoted,

ANNA MARIA.

* We are not old, Miss Anna Maria. Your youth must excuse your rudeness. How would you like your a—, well—well—we will not finish, but remember the golden rule—do unto others, &c., &c.

† It is very bad taste of them to do so in your hearing. If you did not hear the remarks, it is very vain of you and Arabella to imagine that they were made.

‡ It may be improper, but it is a kind of impropriety to which we do not object.

To the Editor of the "BULLFROG"

Sir—

We often hear through the Halifax press about the prosperity of the Country and how Nova Scotia is rising—there is no doubt she is rising into significance but it is nevertheless a fact that she (Nova Scotia) does not own one line of Steamers plying between any of her ports. The Steamers that come to Halifax are the Cunard Boats, and Halifax is only a branch office. The other line (Boston and Colonial) hails from Boston, and none of the steamers touching at the other ports are Nova Scotian. The steamers that go into Pictou are "Lady Head," from Quebec,—"Commerce," Boston line, "Princess of Wales," and "Heather Bell" belonging to the "Island." The other two ports (for there are only two more where any steamers call) Windsor and Digby are visited by the steamer "Emperor," belonging to St. John N. B. After this it seems to me very strange that a Country parading its greatness before the world should not own even one line of steamers plying from or to a city of its ports. I think it speaks very little for its "enterprising" men to let any stranger slip in and secure a monopoly in any one branch of trade.

The steamer "Acadia" came here some time ago to be sold, and a very fine boat she is, a regular floating "palace" but the Captain could not induce any one to buy her and she has since been advertised to sail for Nassau and Havana. I think there is now, and has been for some time sufficient passenger and freight traffic to pay a line of boats—say two—to run regular trips to Nassau and Havana via New York, but where are the "enterprising" men we hear of; they have let many a good chance slip. The Canadians (no doubt as an inducement to the Nova Scotians to purchase her) named the steamer in question the "Acadia" but it appears it was no inducement, so I suppose we may give up all hopes of ever owning a line of steamers unless it is the one that plies on the Bras d'or Lake from North Sydney to Baddeck &c, which has (I believe) a government subsidy.

Yours &c,

"TINY TIM"

[We suppose that Nova Scotian speculators are alive to their own interests; and our correspondent, however much he may deplore our lack of enterprise, will, we think, allow that it is better that we should profit by the speculations of others, than embark in an enterprise foreign to our tastes.—Ed.]

Extracts.

THE AUSTRALIAN TRANSPORTATION QUESTION.

The dispute between the Imperial Government and the Colony of Victoria on the question of transportation to Western Australia has passed into a disagreeable stage. The wish of Western

Australia for a continued supply of penal labour was founded on no preceding right, and the question was to be determined exclusively on grounds of general expediency. Although the disposal of discharged criminals causes much difficulty and annoyance, the removal from England of a small percentage of the whole number offers a comparatively trifling advantage. As soon as the Government ascertained that the larger Australian colonies were in earnest, it ought to have gracefully satisfied their demands; and probably the more prudent course would have been adopted if the matter had not concerned two separate departments of administration. Mr. Cardwell is not bigoted to notions of Imperial supremacy, and his predecessor the lamented Duke of Newcastle, always felt a liberal sympathy for colonial aspirations; but while the Colonial Office may have inclined to favour the petitions from Melbourne and Port Philip, the Home Secretary had his goals to clear and his tickets of leave to economise. When the subject was debated in the House of Lords, Earl Grey displayed with unusual success his remarkable talent for conveying unpalatable opinions in the least conciliatory form. By insisting on the rights of the Crown, and hinting doubts as to the sincerity of the complainants, he has produced the utmost possible irritation in Australia, and he has increased, as far as his power extended, the embarrassment of the Government. No statesman is honest, few are enter or better informed, and, but for an unfortunate incapacity to understand human nature Lord Grey would be one of the most efficient of Ministers, or one of the most useful of independent politicians. He will perhaps be surprised to find that the rough victims of his criticism resent his appropriate taunts and convincing arguments by rude and coarse vituperation of himself, and by measures which, if they are not rebellious, are conspicuously disloyal. The storm might perhaps have been conjured up by Mr. Cardwell's despatch, but the angry newspapers and the mutinous Cabinet of Victoria, are careful to announce that Lord Grey is the special object of their resentment.

As the heads of a family are held responsible for the defective breeding of their children, England ought to feel some remorse in contemplating the manners of the numerous communities which have swarmed from the parent hive. The Americans, with all their great qualities, can scarcely deny that, at least, in their international relations, they have hitherto proved themselves the least courteous of mankind. Their communications with the Government of the Mother country have, without a pretence of provocation, been almost always deliberately uncivil in language, as well as unfriendly in substance; and their statesmen act on the knowledge that a more genial and respectful demeanour would be highly unpopular among their own countrymen. American vanity will perhaps be wounded by the discovery that Australia is still more youthful in its irreverence to the metropolitan Government. It may be hoped that Sir C. Darling has not officially transmitted those superiors the irregular and offensive minute which he has received from his Ministers; but, on the whole, it is perhaps as well for the prospects of a future compromise that the colony, in its passionate inexperience, should have placed itself distinctly in the wrong. The Cabinet of Victoria—selected, in close imitation of English practice, by the Governor from the ranks of the Parliamentary majority—has entirely misapprehended the nature of responsible government. It is of the essence of the English Constitution that the Ministers are servants of the Crown, and that they are absolutely incapable of collective action, except in the form of advice to the Sovereign. Their substantial power is closely connected with a studious regard for the historical relation which, on ordinary occasions, may be mistaken for a fiction. If they are backed by Parliament they may practically coerce the Crown, but the possessor of the queen-bec must never forget that his power depends exclusively on the talisman which he holds. Sir C. Darling's advisers hold their offices at pleasure, and in the meantime their only privilege is to advise their principal, and their only means of procuring attention to their counsels is the threat of resignation. An English Prime Minister would instinctively fear to tread in the forbidden paths without a moment's hesitation. Neither eloquence, nor party influence, nor European reputation would compensate for the usurpation by a Minister of Sovereign authority; and the obscure leaders of a little Australian faction have assuredly no personal importance which can counterbalance their blundering impropriety. Lord Palmerston is known, and Lord Derby is known, but who is Mr. James M'Culloch. At present it can only be said that he is a very presumptuous person, holding for the moment the post of Chief Secretary of Victoria.

This representative of responsible government actually informs the Governor of the Colony that he has addressed a circular to the Chief Secretaries of the other Colonies interested, inviting the co-operation of their respective Governments in framing a measure to be submitted to the consideration of the several Parliaments, prohibitive of all intercourse whatever with Western Australia in order that her position as the only convict colony in Australia may be distinctly marked. If Mr. M'Culloch's correspondents understand their business, they will remind him that, until the Government of Victoria has acted through its Governor, invitations to co-operation by unauthorized persons are merely acts of seditious impertinence. The extra-