

P. S. They won't have much else to talk about, but we must not say so. What a fine cod!

L. o. O. Yes, fish think goodness are very plentiful. It has often struck me that an excess of this commodity makes the people what they are—tame and not unwilling to be trampled on.

P. S. How trampled on? I don't quite understand.

L. o. O. No one can know better than yourself how far they mistrust their Governments—

P. S. Their politicians!

L. o. O. Their Provincial Secretaries, if you like. Take for example the Education Act, and the various Railway jobs, (P. S. *blanches*) well we are at trace now—but they are certainly a very easy going people.

P. S. It would be folly for you or me to deny the fact. We are however agreed upon a great scheme, which must benefit us both, and will set us clear of silly local squabbles.

L. o. O. Yes, you are right. To go in and out of office as our petty measures fail or succeed is a very poor game. Once returned, as by our talents and powers of deception, ha! ha! (*poking the P. S. in the ribs*), we cannot fail to be, we shall always get on well at Ottawa, far removed as we shall then be from the *slanders* of those whom we represent, and who misrepresent us.

P. S. *Chuckling with delight*. Quite right, quite right.

L. o. O. *Sneeringly*. I am glad that we are agreed thoroughly on this subject.

P. S. Why should you doubt?

L. o. O. Well you see the *Colonist* said the other day I was utterly insufficient when removed from the Editorial chair—

P. S. And what of that? Did you think me guilty of such a reproach upon your talents.

L. o. O. *Sniffing the air*. Certainly not.

P. S. Why then refer to the matter.

L. o. O. *pocketing his hands defiantly and changing his base*. Merely a suggestion, a thought struck me—I erred—That public meeting must do much good. I have been canvassing a good deal in a private way. I have made several of the most obdurate, converts to our glorious union.

P. S. Who?

L. o. O. Hitherto only my cook, who is heart and soul in the great undertaking—I have however hopes of many others. We must work Sir, We must work.

P. S. I have great fears I must confess that you and I will never sit at Ottawa—The merchants of Halifax are very strongly against the Scheme. Ha, here comes our future Governor! We were saying Sir that the merchants of Halifax are against the present scheme of confederation.

F. G. Pooh! Pooh! yes they are—sorry to see that it is so. Their only argument is this.—We lose commercially by this union.—We might be prepared to lose a little if we knew that the Union would be permanent—That's their argument, I'm no talker. *Exit F. G.*

P. S. Their argument is rotten to the core if it has one! it must be rotten coming as it does from a merchant. What can they know of politics! Look here sir, we must carry this measure at once or trouble is to be apprehended.

L. o. O. *Slyly and again poking the P. S. in the ribs*. What a couple of sly dogs we are to be sure—why is trouble to be apprehended?

P. S. Just this—An agitation—a mean sly agitation is being gradually evolved from the pernicious depths of those—

L. o. O. *interrupting rudely*, Drivellings, you need not talk buncombe to me—talk sense and let us see how matters stand.

P. S. *proudly*. You are rather rude, but our common interests command a mutual forbearance. They propose, I mean the merchants propose, a meeting on the Union question. It shall not be. We will call an earlier session of parliament—We must force through this measure—Our future happiness, both yours and mine, depend upon it. It shall and must be accomplished.

L. o. O. *Quietly*. Don't get excited my dear Sir, your object is both laudable and politic, (*aside*) to you—you seem if you will excuse the expression too hasty, too liable to be flurried unnecessarily by any little expression of opinion which does not entirely agree with your own. Since the whole town talks about your approaching political demise—your future is as you know very precarious.

P. S. *angrily*. How.

L. o. O. Never mind that now—I think we made a good hit in saying that this is the last chance of union and railway which will ever be offered to Nova Scotians.

P. S. Yes that is very good. Not true however, and all the arguments used in favor of this scheme are bosh, we know that—eh? They all apply merely to railway and trade &c.

L. o. O. Of course, but don't cavil, they serve our purpose—I must leave you now—We at least are friends.

At this moment a boy with a weekly paper appears—P. S. and L. o. O. each buy one, and retire a few paces from one another, both pale with rage—after a pause L. o. O. exultingly—This paper does speak the truth, its remarks about the Colonist are admirable—truly scaringly.

P. S. All nonsense—but it *does* go in well at the *Chronicle*, its extracts from the *Colonist* go far to prove the vileness of the former rag!

L. o. O. You are getting excited—don't lose your temper.

P. S. *Has a fit, and sinks on the ground.*

L. o. O. *Rushing to his assistance whispers consolingly*, OTTAWA—P. S. recovers rapidly—*They embrace and scene closes.*

HISTORY, GEOGRAPHY, AND STATISTICS OF B. N. AMERICA.

BY ALEX. MUNRO, Esq., MONTREAL. A. & W. MACKINLAY.

This work, neatly published in a single volume, will prove invaluable to those wishing to obtain a clear, concise account of the main facts bearing upon B. N. America. No one desirous of attaining a sound, practical knowledge of these rising Provinces, should be without the volume before us. It is mainly, if not entirely a compilation, and as such will save students a deal of trouble. Without any pretensions to literary excellence, it will nevertheless prove invaluable as a text book, especially in matters statistical; and to those desirous of obtaining a large fund of useful information, we most heartily commend it. The following extracts may interest our readers.

"British N. America is 3000 miles in length, and 1000 miles in breadth; and contains 4,000,000 square miles. It is one third in size of the American Continent. * * * Its population, exclusive of Indians, is 4,000,000 souls. * * * Its population increased from 1,200,000 in 1832 to 4,000,000 in 1864. * * * In one Century, the population of Newfoundland rose from 5000 to 130,000 souls; and the value of its fisheries rose from \$1,000,000 to \$4,000,000." With regard to the Inter-colonial Railway, Mr. Munro remarks:—"The amount guaranteed (£3,000,000 sterling, by the British Government,) however, is considered insufficient to complete this line. Past experience in building Railways, in these Colonies, seems to warrant the conclusion that substantial Railroads cannot be built for less than £8,000 sterling per mile." The following paragraph is sensible enough:—"The press and public men of Canada have united in teaching the mass of the Canadian people the necessity of adopting the free School and general taxation principle of advancing education. The Lower Provinces will have to adopt a similar course before their educational standard become elevated, or the mass of the people participate in the blessings of general