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wards, that there were other lines on which this is the case, and in addition, railway omnibuses run at short intervals. A car, containing from fifty to sixty passengers, is drawn by two horses. As the streets are wide, this does not interrupt the cart and carriage traffic. Were the streets of London wide enough, its enormous traffic might be accommodated in this way, with much greater ease than at present.

Some parts of New York are not pleasing to a stranger; the worst streets are filthy, and the people dirty as in Europe; again, in other parts, the houses are as clean and handsome as in the best parts of London. I rubbed my eyes as I went along—was I awake, or was I dreaming? Carriages were passing by with liveries, less ostentatious than those of London, it is true, and on the panels were depicted strange animals, as if the painter thereof had lately had the nightmare. O Jonathan, Jonathan, thought I, did Benjamin Franklin teach you to do this, or did you find these dragons and griffins on the tea-chests you brought from China? We go a little further, and what do we see? "Office of Heraldry," and above the door, a splendid coat of arms with supporters, and an Earl's coronet above. It is surprising that the republicans of New York should have indulged in a vanity of this kind, when they must remember the use that has been made of it in the Old World, to form out of the same race of men a superior and a degraded class. These things ought to be thrown into the next bonfire on the 4th of July, and never heard of more. I saw nothing of the kind in the other cities of the Union, Boston, Philadelphia, or Baltimore.