

after the founding of this town its vessels were met, not only in all the principal ports of Continental Europe, but in those of the Canaries, on the coasts of Africa, and of Madagascar. The imports now amount to nearly \$50,000,000, and the exports to \$24,000,000; and about 3000 vessels enter the harbor every year. In 1856, the number of ships from Calcutta was 76, with cargoes valued at \$7,000,000; and among the exports were 12,179 tons of ice. Indeed the trade in ice originated in Boston; Frederick Tudor, a merchant of this town, having been the first to engage in it, about twenty years ago. Its commerce with the East is immense; in fact the American trade with Turkey through Smyrna is now almost exclusively in the hands of Boston merchants. Eight lines of railroad, and the active prosecution of important branches of industry, — as ship-building and the fisheries on the banks of Newfoundland and the Gulf of St. Lawrence, — add much to the prosperity of this city. Its literature has also been developed very rapidly. (1) The first books and the first journals published in America were printed here. The *News Letter*, which appeared for the first time on the 24th April 1704, fell with the English dominion, in 1776. The *Boston Gazette*, published by James Franklin, was the second newspaper that saw the light; and the same publisher started the *New England Courant* in 1821. Benjamin Franklin, — of whom it was afterwards said,

*Eripuit celo fulmen, sceptrumque tyrannus,*

was then apprenticed to his brother; and at the age of sixteen wrote for the *Courant*, of which he ultimately became the editor. There are now 117 publications issued in Boston, including 9 daily journals and 49 periodicals. Among the latter the *North American Review* and the *Atlantic Monthly* enjoy great reputation. The schools of the city, and indeed of all Massachusetts, are in a high state of efficiency; the legislation of this State upon public education has served as a model to Upper Canada; and in the system adopted in the Lower section of the Province we find much that is borrowed from the same source. There are two colleges, a normal school, an institute for the blind, and another for idiots, under the direction of Dr. Howe, which is spoken of very highly; eight grammar schools, and 211 elementary schools attended by 25,000 children. We also find in the town very extensive public libraries, — that of the Athenæum, having a gallery of statues and paintings attached, is the most considerable; it contains 70,000 volumes. Many fine churches and other edifices adorn the streets; but the historical souvenirs which belong to Faneuil Hall and the old State House give them the greatest claim upon the attention of the stranger.

If we may be permitted here to express our personal feelings we must say that we have always felt more pleasure while visiting Boston and Albany, than the other cities of the Republic which we have seen; indeed we felt more at home in Boston or Albany, than in some of the Upper Canadian towns; and we may add that we never left them without regret. The spectacle of great commercial activity, with the material prosperity that follows in its train, is not always sufficient to convey pleasurable emotions to the mind; nor will streets most carefully laid out and lined with elegant and regular buildings do it if a certain picturesque beauty is wanting. Where everything is new, — where no monument marks the lapse of time, nothing speaks long to the imagination, and the interest of the beholder is confined to the present.

Though Boston may well be proud of many historical events, yet others are far from reflecting honor upon her name. A spirit of intolerance and of persecution seems not to have been incompatible with a love of freedom and independence — but of this the world has furnished other instances. The Puritans who had expatriated themselves for the love of their religion, banished all who held heterodox doctrines; and in 1654, Mrs. Anne Hibbins, a relative of Governor Bellingham, was hanged as a witch. Many other persons were accused of the same crime; especially about the year 1692, when much popular excitement prevailed against sorcery. The celebrated Dr. Cotton Mather, a graduate of Harvard who on several occasions was very near being elected its president, and whose theological and scientific works Franklin much admired, published several essays against witchcraft, and is responsible for a heavy share of the odious cruelties perpetrated at that period. And more recently the burning of a convent gave evidence of a lurking fanaticism among a certain class of her population.

This city was the last in the United States visited by the Prince and his retinue, for to the great disappointment of the citizens of

Portland, the royal party only passed through that town on their way to the *Hero*, which, with the other vessels of the squadron, had been awaiting their arrival for some days in the harbor.

The Prince reached Portland at two in the afternoon of the 20th October, and was received by the militia and the entire population of the town and its environs, assembled at the railway station. All regretted the early departure of His Royal Highness; but as the most exact punctuality had been observed throughout the tour and as it had been announced that the embarkation would take place at 3 p. m. of that day, his Royal Highness and the Duke of Newcastle determined not to deviate from their settled purpose, although the act would have given much pleasure to a people who are closely allied to Canada. Here were met the Canadian Premier, the Commissioner of Public Works, the Mayor of Montreal, and many distinguished personages from the other colonies, who had come to pay their respects to the illustrious visitor.

The Prince was conducted by the Mayor and leading citizens of Portland through the well decorated and crowded streets, to the Victoria Wharf, when his Royal Highness embarked in one of the *Hero's* boats, and proceeded to that vessel amidst the vociferous huzzas of assembled thousands, the cheers of the sailors who manned the yards, and repeated peals of artillery from the batteries, the cannons of the royal squadron, and those of Admiral Milne's. The royal standard was then unfurled and announced the arrival of the Heir Apparent on board the *Hero*. After a few moments of silence, a single gun gave the signal to weigh anchor, and ere this last voice ceased to echo the ovations Albert Edward had received on the American continent, the *Hero*, *Ariadne*, and *Flying Fish* were on their way.

### XIII.

#### THE RETURN TO EUROPE.

The voyage home was long and disagreeable, and was attended with even more danger than vessels usually incur at that somewhat advanced season. It lasted twenty-four days, during which the *Hero* and *Ariadne* sailed in company, — the latter often towing the former whose sailing qualities and steam power are much inferior; — endless fogs in which each vessel lost sight of her consort, were encountered, — often accompanied by dead calms that greatly impeded the progress of the voyagers, as the stock of coal was short and had to be reserved for the English coast where a prevalence of head winds was expected. When half the distance had been accomplished, the ships were overtaken by heavy squalls and snow storms, during one of which the *Hero* lost several spars and sails, and was separated for a day from her consort. It appears the tempest had driven the royal ship far in advance while the *Ariadne* had gone to seek her in an opposite direction. Great was the joy of all on board when the two good ships espied each other, for much anxiety had been felt by Capt. Vansittart and his officers concerning the fate of the *Hero* and her noble passengers.

As it had been anticipated, contrary winds and want of fuel delayed the vessels for several days at the entrance of the Channel; all the fresh provisions had been consumed, and every one on board had to be content with the usual sailor's fare, until at last a fair wind enabled them to proceed. On the 15th November, a rocket sent up by the *Ariadne*, as a signal to her companion, was answered by the *Himalaya*, which Her Majesty uneasy at the prolonged absence of the squadron, had despatched to meet her beloved son. At 10 o'clock a. m. the vessels dropt their anchors in Plymouth Harbor. Upon landing, the Prince received the congratulatory addresses of the town of Plymouth and the county of Devon, and at noon took the train and was soon at Windsor, where Prince Albert awaited his arrival.

### XIV.

#### CONCLUSION.

From the 23rd July to the 20th October, being a little over three months, the Prince of Wales visited the Lower Provinces, Canada, and the Western and Northern States of America, passing over 6000 miles of roads. This simple statement of the number of miles taken in connection with the time in which they were performed, might have certainly astonished the ancient *snow-shoing* peregrinators of the country, and is deserving our own attention. But the British Empire, with her colonies, and also the United States, saw in this visit matter of more moment than a mere feat of locomotion. The historical ties which bind us together have been strongly developed on this occasion, as plainly show the great number of addresses and harangues laid before our readers and which we could not here recapitulate without presuming too much on their good nature; but we may be permitted to say we incline to the belief that the visit of the Heir Apparent to this continent, at

(1) We are indebted for this, and much of the foregoing information to the *New American Cyclopaedia*, by Messrs. Dawes and Ripley, published by Appleton and Co.