

P. S. *furiously*. Your words are actionable, were but a witness present!

L. o. O. *continuing quietly*—I say Sir, that if I think Federation is likely to fail either through New Brunswick's Opposition or that of Prince Edward's Island I shall agitate for a dissolution of the present Parliament. The School act and the Annapolis scandal will suffice to close your political career for ever in this Province.

P. S. *hiding his face in his hands*. Don't.

L. o. O. *triumphantly*. Duty requires it. If Federation fails, what have I to look for but power in Nova Scotia? I will get it. I must get it. Our private compact is over. Go and lecture at Kentville!—Annapolis if you like! Your choice of pegs for popularity seems foolish. Do as you like—I shall call for a general election! I, a professed supporter of Federation, I will have justice done! Mr Anand shall oppose it in this Hall.—The people shall hear both sides of the question. Go home Sir! go home! Bless me, the lights are going out!

P. S. and L. o. O. *grope their way towards the door*.—P. S. falls over an obstruction. P. S. *pitiably*. Ah me, I have fallen over a body!

L. o. O.—*striking a match*. Only a wax image Sir. This is a revelation. That wax image represents the Federation Scheme! Ha. Ha!

P. S. *Desponding and sitting on the ground*. You were not won't to talk so ———

Enter a large body of Liberal Members—who carry off the L. o. O. from what they describe "a futile condition."

Chorus of Liberal Members.—Bravo Sir, you spoke your weakest in the Hall to-night.—Good man and true—you shall surely have your reward!

SCENE CLOSES.

Communications, &c.

It is distinctly to be borne in mind that we do not, by inserting letters convey any opinion favourable to their contents. We open our columns to all, without leaning to any; and thus supply a channel for the publication of opinions of all shades, to be found in no other journal in Nova Scotia.

No notice whatever will be taken of anonymous communications. We cannot undertake to return rejected communications.

BERMUDA PACKETS.

To the Editor of the "BULLFROG."

SIR,—

Owing to the great facilities afforded by steam communication, the present is a travelling age, and numerous companies have sprung into existence the object of which is to meet the requirement of the public in this respect. Conspicuous among those, which have contributed to the public comfort and convenience, are the Messrs Cunard & Co., whose long established line between this port and England has earned for them a just reputation for speed, and the safety and accommodation of passengers. A traveller by this line, although he may lack some minor comforts, yet has a comfortable berth, sufficient space for personal luggage, a good table, a spacious saloon, and room for exercise, and these are all one can in reason demand during a short voyage. The Messrs Cunard & Co., have however, in addition to this line, branch steamers which run between this port, St. John's Newfoundland, and Bermuda and St. Thomas, and the writer wishes he could say as much with regard to the comfort and convenience of travellers by this line.

For the benefit of those who may be unacquainted with the steamers between Halifax and Bermuda, and who may contemplate a voyage in this direction, I wish to offer a few remarks concerning the comfort and accommodation they may expect.

The steamer *Alpha* left this port for Bermuda on Tuesday morning. This vessel has a saloon on deck for first class passengers, which contains seven state-rooms, affording berth accommodation for 24 persons. She sailed with 80 first-class passengers, besides a considerable number of second class. How, it may be asked, was accommodation provided for this number. Temporary berths were fitted up in all the state-rooms, large enough to admit of the encroachment, and the saloon, which is

supposed to be set apart as a dining and sitting room, is converted into a bed-cabin affording 16 berths. Even with this additional accommodation only 52 berths were provided. Where the remaining 28 passengers were stowed is a problem, which can be best explained by the Messrs Cunard & Co.—the writer cannot attempt to solve it.

Now let any one picture to himself the amount of comfort to be enjoyed by a passenger during this trip. A state-room, not larger than one which in the Liverpool line, would contain two berths, contains here six, for the use of whose inmates one trash-basin is provided, and the only space for necessary luggage is the cabin floor, rendering it impossible to move or even stand. These are filled with ladies and children whose helpless state from sea sickness renders them peculiar objects of pity. The Saloon, which should be kept clean and pure as a Dining and Sitting apartment, is at night converted into a bed-cabin, and its occupants must in the morning, whether sick or well, turn out of their berths to make room for the necessary meals, without any accommodation whatever for washing and dressing, leaving behind them the impure and tainted atmosphere which their sleep has produced. Let him imagine, to wait upon and attend to this crowd, three stewards and one Stewardess, with no medical officer to attend in case of sickness and emergency; and let him furthermore picture the deck of the vessel crowded with thirty head of cattle and forty sheep, and he will have such a scene of discomfort and misery as seldom attends that much dreaded evil, a sea voyage. For the privilege of enduring this misery, passengers are charged eight pounds sterling a head, which is at the rate of two pounds per diem, the same as is paid on the Liverpool line. It would have been at least humane and just not to have carried more passengers than the vessel could accommodate, especially as the full passage money was demanded. Now, although the accommodations by this line may have been sufficient for ordinary requirements the amount of travelling this year, owing to the war and the epidemic fever at Bermuda has been unprecedented. The Messrs Cunard must, however, have been perfectly aware of its prospective amount, and as they have for years enjoyed a very liberal share of the public patronage, and could well afford it, it was their bounden duty to have made provision to meet this unusual traffic. They could even upon this occasion have sent the *Martin* to Newfoundland, and have despatched both the *Alpha* and *Delta* to Bermuda, dividing the passengers between the two. But, if the same amount can be made by one vessel, let the public look out for themselves, they are helplessly at the mercy of a monopoly. I very strongly suspect that if the *Alpha* had sailed from an English port the owners would have rendered themselves liable to prosecution under the Passenger Act. Are the Messrs Cunard prepared to produce the necessary certificate, to show that the steamer *Alpha* can carry 80 cabin passengers, and that the proper number of boats are provided in case of accident. And has the Health Officer of the Port inspected the vessel to see what number she can convey consistently with health and safety, as I presume is his duty. The Cunard Company have already lost one boat on the Bermuda reefs and it is fearful to contemplate the probable loss of life which would result, should any disaster occur to the *Alpha*.

If the proposed Confederation should confer no further benefit on Halifax than bringing sufficient traffic to this port to induce a company to start an opposition line to the West Indies, it would confer a material benefit on the public.

Your obedient servant,

VIATOR.

To the Editor of the "BULLFROG"

SIR—

Observing in your paper, to which I am a subscriber, a desire to expose abuses that exist in your City affairs, and feeling that in this section of the Province we are in the same situation, I trust you will lend us your aid by giving publicity to this communication in the hope of inducing those who possess the power to take steps to have the matter thoroughly investigated. I feel satisfied that very many of my fellow townsmen must with myself lament the disgraceful situation in which we have

lately appeared the 2nd in (deserters in Granville) They were where the and arms main post on Sunda of a Just of no few Gut.

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