

and the motion of the vessel, consequently, very trying to those who had not yet got their sea-legs; but the wind suddenly fell one afternoon, and I shall never forget the magnificent sight afforded by the masses of unbroken waters as they reared themselves aloft ahead, and threatened us for a moment with annihilation;—then, while bearing us up to heaven, fled away from under our feet to unite themselves with the horizon in our wake. Descending the steps of the companion to the dining-room was strongly suggestive of the descent from the sublime to the ridiculous. Legs of mutton became animated, sirloins of beef whirled along like boomerangs from one end of the table to the other, spreading devastation on every side, and effecting strange combinations of soup and sausages, pickles and port wine, custard and pudding floating in bottled porter, &c.

The first land we made was Halifax, where we found it necessary to put in for a fresh supply of coal. During the very short delay of the *Cambria* in port, I seized the opportunity for a stroll through the streets of the town; but the night was so intensely dark that I could see little to describe. The ground was covered with snow; many sledges I passed seemed to be very handsome equipages; the horses attached to them bearing bells round their necks, or perhaps fastened to their collars, for the greater security of the foot-passengers, who were thereby warned of their approach in sufficient time to get out of the way. It was very cold weather; and we left the harbour again in about three hours after we had arrived, the business of taking in coal being transacted very rapidly.

Between Halifax and Boston our voyage was most prosperous; the weather so beautiful as to entice our ladies once more on deck, and all eyes were turned westward to catch the first glimpse of land. The pilot