

interest or dollars in his himself out an already there the natives, urer; hiring being gentle-ption to this to my sorrow again revisit d corn-fields read and in- and things n the tone of l and general nally written a more con- for its abrupt ded, of my

Americans beat us hollow. "That thing," said the American skipper, pointing to the Parana, "is a great misshapen tea-chest, just fit for a collier." I could not dissent from the truth of the remark. I counted twenty-two feet draught of water marked on her just out of dock, and she then drew thirteen. The American liner never has had twenty marked, and only drew nineteen, full coaled and cargo in. The same defect marks all our steamers, more or less. The Indus, Medway, Euxine, Dec, Ripon, and others, were here. Our smaller iron vessels struck me as better models; the Montrose and Indus best of all. Why do not our builders send out a few able young men to the American yards to study their improvements? To be behindhand in anything for want of a little observation, bespeaks a negligence unworthy of us. We may confess our errors candidly—a poor consolation when foreigners confess nothing, and will not give us credit for our real excellencies.

I go on board. Two long tables fill either side of the main cabin, where some eighty or a hundred passengers sit in their allotted places, during your fourteen or sixteen not very comfortable days. A steamer cannot be otherwise than uncomfortable, from its very nature. You have speed and hope—ask for nothing farther.

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of America. want,—an on comfort rrent of my ger line to The sports- d green and y. I am in should have e; it is now five or six fees, wine, five guineas a standing wo or three

but I wish Hotel, and e the build point: the

These American vessels are always filled by Germans. They take them up first at Bremen, on the Wesser. Upon going to look after my berth, I saw several German ladies. They and the men remained on board during the vessel's short stay of three days in the docks. All appeared homely and good-natured; one or two only, perhaps, could speak a little English or French. Nothing, surely, is more tyrannical than custom:—these simple, economical Germans were allowed in this way to escape the exactions of hotels, and all the host of snares laid for victimising travellers. I question very much whether the captain would have allowed as many English, or even Americans, to have remained quietly on board so long at the expense of the owners. Very likely they would never have thought of including it in their bargain. As to ourselves, we are always ashamed of appearing economical, and ever in a great hurry to rush on shore into the first hotel that offers.

Punctual to the hour, on the 10th of September, about noon, we started. A small steamer tugged us out of the dock, and we found ourselves without fuss or confusion quietly in the Southampton water, with full steam on, but were obliged to suspend our paddles for three hours and a half, waiting for the captain, the consul, and the mails. They came to us at last, loaded, too, with lots of luggage and accompanied by the passengers who had not yet come on