o, should have to every six of lation of Nova 9,083, it gives ping for every

explained all has stated, as sular position f sea-coast, in es, great part inental, or intever. Morethe legislative ning and agriade her popuof gaining a am unable to cy has stated of the United shore-line of 00 more; or

of 1850" we

n statute miles.

otal.	Ocean line, in steps of 10 miles.
,844	2,059
,695	1,405
,530	1,643
,069	5.107

Was this piece of information unknown to his Excellency at the time he wrote, or did he deem it unworthy of attention?

St. John's is a thriving city, much more prosperous in appearance than Halifax. Its best houses are built of brick, its streets wide and airy, and its shops such as would be seen in a first-rate city in England. Though it has the same kinds of commerce as Halifax, it is much better situated for trade with the interior, being on an arm of the sea which communicates, by means of rivers, with the upper country for a distance of above 300 miles.

Here we observed the first symptoms of English feeling we had met with since our landing. of Queen Victoria and Prince Albert, of the Duke of Wellington, and the Battle of Waterloo, were to be seen about, and the people we conversed with showed an attachment to British rule, which we did not meet with on the side of Nova Scotia. There, in the small parlours of the road-side inns, some village artist had delineated, not the Queen, nor the Duke, nor Robert Peel, but the "Death of Washington," "President Jackson," and, upon a capering horse, "Andrew Jackson, the hero of New Orleans," by the side of "Daniel O'Connell." Nor did the people of Halifax we spoke to, seem to look with repugnance upon the idea of their province being transferred to the United States, but the contrary. In fact, this country appears to be blending gradually with the neighbouring States, from mere propinquity, and identity of origin, religion, and language, which propinquity is much assisted by the invention of steam-boats and railways. The settler in