

ient. The chief business on the quays seemed to be the loading and unloading of tobacco. There is a fine monumental pillar to Washington in the upper part of the town, and many large and handsome residences in that neighbourhood. But it was not thought safe to walk alone in the streets after dark. A system of terrorism had been established by the "Know-nothing," or American party, in the city, which had led to several murders, and law and order were being set at defiance. The mayor had expressed a determination to put this down, but it seemed questionable whether he possessed the power.

The ride from Baltimore to Philadelphia is very pleasing. We pass numerous bays of the Chesapeake, until we cross the Susquehanna below Harford,—and, on reaching the banks of the Delaware, the country becomes fertile and cultivated. The position of Philadelphia is remarkably fine, placed on the apex of land between the Delaware and Schuylkill. A great city with half a million of inhabitants, it seemed designed by nature to be the capital of the country. There is more of the staidness, and quiet respectability, of an old and wealthy country about this city and its people, than I have seen in any other part of the United States. Many of the shops in the principal streets are built of white marble, and one or two of them exceed in elegance of external appearance any that I have ever seen either in London or Paris.

After a short stay we continued our journey to New York and Boston, from which place I embarked in the good steam ship "America," under the careful guidance of Captain Millar, and, after a pleasant, though somewhat stormy passage of ten days, arrived again in safety in Liverpool.