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growth of the "mercantile marine" of Nova Scotia, and compares it first, under the heads of shipping and tonnage, with that of several of the European nations, and after that, under the latter head of "tonnage," with several of the United States, remarking that the "comparison which he is bound to institute may abate a little of the arrogance with which the citizens of the republic are apt to challenge rivalry with all the world."

Those who remember the indignation of the elder Mr. Weller, driver of the Ipswich coach, at the introduction of railways, will not be at a loss to account for the sensitiveness of his Excellency when speaking of a people who have invented a new patent mode of manufacturing "governors" at the rate of 500*l.* a year apiece. If the baker who sold his loaves a half-penny each cheaper than the rest was cut by the whole trade, what punishment is not too good for such depraved wretches as these?

Passing, then, over this natural outburst of feeling, we find that his Excellency proceeds to compare the "tonnage" of Nova Scotia with that of several of the interior States, which have no sea-coast whatever. Granting what he states to be true, that most of these lie along the shores of great lakes and of navigable rivers, still, in a question of the growth of "mercantile marine," it appears to be about as reasonable to cite them, as it would be to compare the "tonnage" of the kingdom of Great Britain with that of the kingdom of Saxony, which is also situated on the bank of a navigable river.

His Excellency next states, as something still "more curious," that the United States, with a population of