

UPS AND DOWNS

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ECHOES OF THE MONTH.

Since the last issue of UPS AND DOWNS our third party for the present season, and the 46th immigration party sent out by Dr. Barnardo, accomplished its journey safely. We left London on the morning of the 5th of September, our contingent consisting of 156 girls and 144 boys. They were a very fine body of children, and we flatter ourselves we made quite a picturesque appearance, the girls with their red hoods and the boys with their cosy woollen tam'o'shanter, ready for anything in the shape of weather that lay before us.

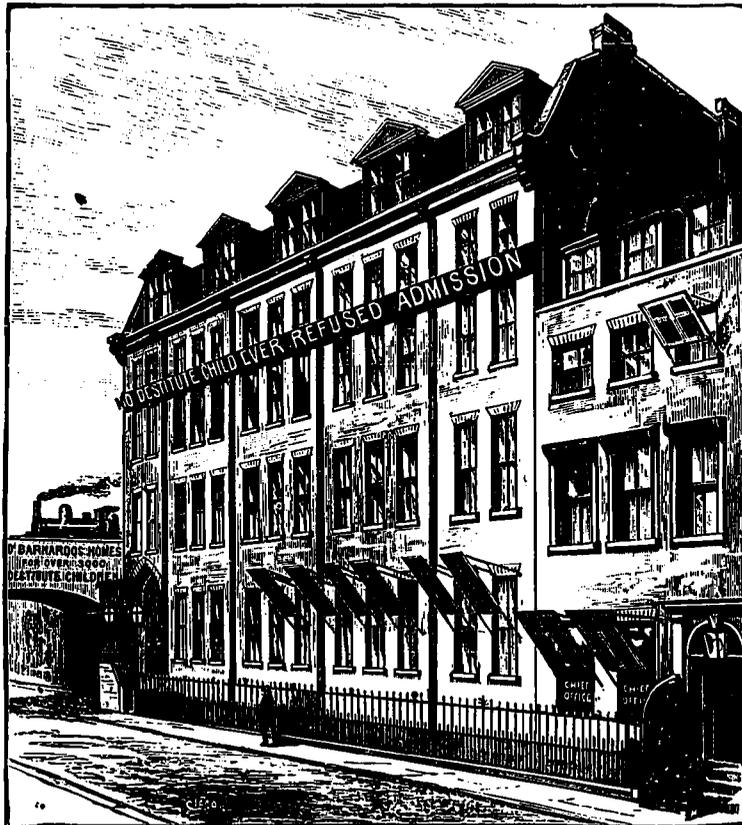
The London and North Western Railway took charge of us at Euston Station, and gave us a fine run by special train to the Alexandria Dock Station at Liverpool. The distance, 211 miles, was covered in four hours and fifty minutes, including a ten minutes stoppage at Northampton to give us time to distribute the substantial sandwiches that had been provided as luncheon for the party, and to which, it is needless to say, ample justice was done.

On arriving at Liverpool we were not long in getting stowed away in our excellent quarters on board the *Sardinian*, where everything was in readiness for us, and where we received a hearty welcome from many old friends. The weather was lovely for a start and everyone was congratulating us on the prospects of a fine passage.

Alas! these pleasant anticipations were doomed to sad disappointment. From the Irish Coast to the Straits of Belle Isle, a distance of 1,700 miles, we encountered heavy gales and high seas, and seldom have we experienced a more thoroughly "dirty" Atlantic passage. The ship was full of passengers, 804 all told, and nearly empty of cargo, and fearful was the rolling and pitching, and knocking about. She appeared at times to be trying to do what sailors call "standing on her head," and we sometimes half wondered whether she was going to "turn turtle," in which case we should not have been here to tell the tale. Happily she failed in the performance of either of these gymnastic feats, and nothing more untoward happened than one day a general clearing of

the galley stoves in an extra heavy roll, shooting the preparations for dinner into the water ways. How we managed to serve meals to our young charges we can hardly now tell. Fortunately under the circumstances most of them had internal sensations that made a little go a long way—in more senses than one. It was a trying time for us all, and anyone who undertakes to pilot a party of 300 children across the Atlantic in dirty weather has our profoundest sympathy. It was marvellous and providential that no one was hurt, but, thank God, we

party, we reached Quebec at 10 o'clock on Sunday morning, September 15th, just ten days from London. Our debarkation satisfactorily accomplished, baggage landed, checked, etc., we left Quebec by the Grand Trunk Railway at 3.40 p.m. We don't make London and North Western time over the Grand Trunk, but our special train of seven cars kept moving, and just at the stroke of noon on Monday we found ourselves pulling into the Union Station at Toronto. The three cars containing the girls' party had been cut off at Belleville four hours before to take the branch line to Peterboro', where "Hazel Brae," the girl's home, is situated, and our fellow travellers, as we learned afterwards, were at their journey's end and enjoying themselves in the beautiful "Hazel Brae" grounds before we had reached Toronto.



FRONT VIEW OF CENTRAL OFFICE AND BOYS' HOME IN STEPNEY CAUSEWAY.

escaped any injury or accident, and with the exception of sea sickness we preserved a clean bill of health throughout the entire journey.

We steamed the last 750 miles of our voyage up the Gulf and River St. Lawrence in smooth water, and having passed a rigid inspection from the quarantine officials between Rimouski and Grosse Isle, and been highly complimented by the Medical Superintendent on the excellent health and appearance of the

I learn with great satisfaction that the gathering of our old friends at the Home during the Exhibition week, which it was such a regret to me to miss, passed off most successfully and that our visitors thoroughly enjoyed themselves. All arrangements appear to have been admirably carried out under Mr. Davis' able and efficient direction, and both our guests and ourselves owe him a debt of gratitude for his indefatigable exertions. The account of the gathering that appears elsewhere in our columns will, we are sure, be interesting both to those