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# PERTH TO GLASGOW.

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ALIA," May, 1873.

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After the train passed over the North-Esk into Forfarshire only a few families joined at different stations; and after the Tay was passed and Perth, the older capital of Scotland, none joined. The scenery around Perth is fairer than the fair city itself, and it's only a moment's thought, but a multitude of centuries and generations are embraced within the thought of this moment: "What vast changes have come over the scene since the Roman legions looked down from that southern hill, and shouted 'Ecco Tiber!'"

Out of the long dark tunnel that extends almost from Perth to the Brig o' Earn, and the old "north country," was left behind for ever by many of the emigrants. A short time brought them to the Allan Water, celebrated like the Earn in their old songs, but brawling on merrily by the side of the line, dashing through beneath it at one point, flashing up in a twinkling at another; then turning away at a great bend, as if frightened at the fiery horses, and next creeping quietly back to take one more curious look at the intrusive strangers: the Allan Water having put the constructors of the railway to a huge cost in bridge building, by way of return, accompanies their trains down to the still and quiet Forth, to the battle-fields of Scotland's independence. Train and water rush on together past old Dunkeld with that wonderful cathedral whose unknown architect Kuskini so much admires, as a man unequalled in our art degenerated times. Past the Bridge of Allan, a town unknown to even comparatively Scotch Gazetteers—the Bath or Cheltenham of Scotland—suddenly raised into a magnificent place by Edinburgh and Glasgow, as a fashionable resort for the citizens who are weak and also wealthy: and that is the Wallace monument on the hill to the left—the most useless of all turrets, said an English gentleman, for all Scotland is the proper Wallace monument—and Stirling Rock and Castle is on the right, and bye and bye the Forth is crossed, the river that from the Roman times downwards has cost much blood to those who sought to cross it in wrath—and far away to the left are "the links of Forth," and that blue ridge on the horizon is Arthur's seat, hanging over Edinburgh. But the train rushes on madly past mining villages, through clouds of smoke from clay kilns and iron furnaces, on and on to Glasgow, for "the express" follows closely, and must not be delayed by "the special."

Thanks to "the Caledonian," the party passed a pleasant day. On the 180 to 200 miles travelled on that line no over-crowding was necessary. Carriages were supplied in abundance, with the utmost accuracy to a minute, and attention on the part of the officials of all classes at all stations to the passengers, whom they were unlikely soon to see again, marked the journey to the Buchanan Street Station.

## THE CLYDE—EMBARCKING.

The only delay occurred at this point, for although Captain Brown, of the Anchor Line, had ordered a sufficient number of omnibuses to convey the party at once through Glasgow to Mavis Bank, on the south side of the Clyde, where the outward Anchor steamers are berthed, yet some person in the omnibus office had supposed that the number exceeded the necessity of the case, and 4 to 5 in the afternoon came before all the passengers had got through the city to the steamer. All the luggage had been sent forward on a previous day, and the berths and passengers' tickets being numbered, the party soon got all into their places on board the *Castalia*, a very fine steamer that had just completed the first voyage out and in.

All the arrangements had been systematically made and were as systematically pursued; and the entire "docking" and "docking" of the passengers on board were completed with remarkable regularity, and in a brief time.

## CAPTAIN BROWN AND THE ANCHOR LINE.

The partners of the Anchor Line have taken a deep interest in this movement, from its projection by Captain Brown of their line, who has expended a large sum of money in carrying out his scheme, and six months of his time; and time to any gentleman in his position is not less valuable than money: it is money. Somewhat similar schemes