

railroad, hungry and a little poorer than when I set out.

That same summer, five delegates, Sigtryggur, Kristján, Skapti, and two others, proceeded out West, to Manitoba, to prospect for land for the settlement of our people. They selected New Iceland, territory that has not proved up to expectations.

Some of the delegates returned, and the people, who had scattered to various parts of Ontario, were assembled at one point.

Many were loathe to venture such a great distance. Indeed we were rather well situated in Lindsay. The people were good to us, and often helpful, but there was little work and the pay was low, and future prospects poor.

On the twenty-first of September, late in the day, we set out from Lindsay. The people there much regretted our leaving, especially the owners of the room in which we had lived during the summer. No doubt this was partly because most of the young women left with us. Some had already gone.

We proceeded by train to Toronto, where we remained a few days, awaiting the assembly of others of our scattered countrymen. There is nothing of note to report from Toronto, except that the English people thought that we had made progress during our absence and that we had improved in appearance.

From Toronto we left by rail, about noon, on the twenty-fifth of September, 1875. On the way to Sarnia, a distance of about 250-60 miles, there were beautiful towns and attractive settlements.

At Sarnia we stopped overnight. Everything was extraordinarily expensive there, accommodation for one person cost a dollar, even if there were three to share it. This was more than I was accustomed to pay at hotels.

From Sarnia we set out by steamer on the following day. When cargo goods, luggage, and other litter had been stacked on board, and a quantity of livestock, including horses, cattle, pigs, sheep, and poultry had been squeezed in, our turn came and we were packed like sardines

on top of the luggage. No one was permitted to leave his place, so we were compelled to sit there and endure the stench of the livestock. The boat was so small and so unstable that two of the crew were continuously on the go with two sand-barrels, rolling them against the list. The owners' purpose was obviously to make as much profit as possible, and they gave no thought to the passengers' comfort. Who would believe that these conditions could have been tolerated! In addition, we met with rough weather, and all this we had to suffer for the duration of the voyage to Duluth, which lasted almost five days.

Duluth proved to be a very small place, comparable to a small trading village in Iceland.

The journey was resumed by rail, across Minnesota to the Red River, at Fisher Landing. We were now well-rid of the pigs, with their stench. The landscape was in many places rather ugly, with rocky ravines, ruined houses, sand-hills and stony heights. There was not much of forest.

On our way west we changed trains and we had a lengthy wait. We were packed overnight into a tumble-down smithy. The food was of poor quality and unpalatable. Furthermore, the system of serving, or the lack of it, was unpardonable; there was a rush for the victuals and each grabbed what he was able to reach. In the van of the stampede were the single men, who had only their own stomach to think of, which most of them did faithfully. Others, who wished to retain the manners of civilization, obtained very little, and were forced to go hungry. There was also the fact that those who had wives and children to look after were not always able to be on hand when food was distributed. There was much comment on the greedy behaviour of the offenders, on a journey that was sufficiently taxing in itself, especially for frail old persons, and the women and the children. No one looked to the needs of the people. Those who stood closest to Taylor, and were able to express themselves in the English lang-