

flashing, and hooked an unlucky dolphin, who expired in all his rainbow colours, on the deck: an event of such importance in our barren calendar, that afterward we dated from the dolphin, and made the day on which he died an era.

Besides all this, when we were five or six days out, there began to be much talk of icebergs, of which wandering islands an unusual number had been seen by vessels that had come into New-York a day or two before we left that port, and of whose dangerous neighbourhood we were warned by the sudden coldness of the weather, and the sinking of the mercury in the barometer. While these tokens lasted, a double look-out was kept, and many dismal tales were whispered, after dark, of ships that had struck upon the ice and gone down in the night: but the wind obliging us to hold a southward course, we saw none of them, and the weather soon grew bright and warm again.

The observation every day at noon, and the subsequent working of the vessel's course, was, as may be supposed, a feature in our lives of paramount importance; nor were there wanting (as there never are) sagacious doubters of the captain's calculations, who, so soon as his back was turned, would, in the absence of compasses, measure the chart with bits of string, and ends of pocket-handkerchiefs, and points of snuffers, and clearly prove him to be wrong by an odd thousand miles or so. It was very edifying to see these unbelievers shake their heads and frown, and hear them hold forth strongly upon navigation: not that they knew anything about it, but that they always mistrusted the captain in calm weather, or when the wind was adverse. Indeed, the mercury itself is not so variable as this class of passengers, whom you will see, when the ship is going nobly through the water, quite pale with admiration, swearing that the captain beats all captains ever known, and even hinting at subscriptions for a piece of plate: and who, next morning, when the breeze has lulled, and all the sails hang useless in the idle air, shake their despondent heads again, and say, with screwed-up lips, they hope that captain is a sailor, but they shrewdly doubt him; that they do.

It even became an occupation in the calm to wonder when the wind would spring up in the favourable quarter, where, it was clearly shown by all the rules and precedents, it ought to have sprung up long ago. The first mate, who whistled for it zealously, was much respected for his perseverance, and was regarded even by the unbelievers as a first-rate sailor. Many gloomy looks would he cast upward through the cabin skylights at the flapping sails while dinner was in progress; and some, growing bold in ruefulness, predicted that we should land about the middle of July. There are always on board ship, a Sanguine One, and a Despondent One. The latter character carried it hollow at this period of the voyage, and triumphed over the Sanguine One at every meal, by inquiring where he supposed the Great Western (which left New-York a week after us) was now; and where he supposed the "Cunard" steam-packet was now; and what he thought of sailing vessels compared with steamships now; and so beset his life with pestilent attacks of that kind,

that he too was obliged to affect despondency for very peace and quietude.

These were additions to the list of entertaining incidents, but there was still another source of interest. We carried in the steerage nearly a hundred passengers; a little world of poverty; and as we came to know individuals among them by sight, from looking down upon the deck where they took the air in the daytime, and cooked their food, and very often ate it too, we became curious to know their histories, and with what expectations they had gone out to America, and on what errands they were going home, and what their circumstances were. The information we got on these heads from the carpenter, who had charge of these people, was often of the strangest kind. Some of them had been in America but three days, some but three months, and some had gone out in the last voyage of that very ship in which they were now returning home. Others had sold their clothes to raise the passage-money, and had hardly rags to cover them; others had no food, and lived upon the charity of the rest; and one man, it was discovered nearly at the end of the voyage, not before—for he kept his secret close, and did not court compassion—had had no sustenance whatever but the bones and scraps of fat he took from the plates used in the after-cabin dinner when they were put out to be washed.

The whole system of shipping and conveying these unfortunate persons is one that stands in need of thorough revision. If any class deserve to be protected and assisted by the government, it is that class who are banished from their native land in search of the bare means of subsistence. All that could be done for these poor people by the great compassion and humanity of the captain and officers was done, but they require much more. The law is bound, at least upon the English side, to see that too many of them are not put on board one ship; and that their accommodations are decent; not demoralizing and profligate. It is bound, too, in common humanity, to declare that no man shall be taken on board without his stock of provisions being previously inspected by some proper officer, and pronounced moderately sufficient for his support upon the voyage. It is bound to provide, or to require that there be provided a medical attendant; whereas in these ships there are none, though sickness of adults and deaths of children on the passage are matters of the very commonest occurrence. Above all, it is the duty of any government, be it monarchy or republic, to interpose and put an end to that system by which a firm of traders in emigrants purchase of the owners the whole 'tween-decks of a ship, and send on board as many wretched people as they can lay hold of, on any terms they can get, without the smallest reference to the conveniences of the steerage, the number of herths, the slightest separation of the sexes, or anything but their own immediate profit. Nor is even this the worst of the vicious system; for certain crimping agents of these houses, who have a per centage on all the passengers they inveigle, are constantly travelling about those districts where poverty and discontent are rife, and tempting the credulous into more misery by holding out monstrous inducements to emigration which never can be realized.

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