

On Board the Circassian.

This is one of the Allan Line of steamships which carry the British mails. The Allan brothers have now twenty steamships plying between Europe and America. This is one of the best of this Line, although they own some that are larger. The Circassian is 375 feet long; her engines are of the latest pattern, and have a combined power of two thousand, seven hundred horses.

She left Liverpool on Thursday, the 9th of July, having about 400 passengers, 57 of which were cabin, 40 intermediate, and the remainder steerage. The price of passage is \$90, \$75, \$35, and \$15 to \$17.50. The wind being favorable, the sea smooth and the weather fine, she arrived at Quebec on the 21st of July; she would have made the trip three days sooner, but on the second day from land she broke one of her connecting rods, which delayed her nearly a day to temporarily repair it, and when mended the engineer deemed it unsafe to use much more than half her power.

Captain Wylie, who, by the way, is one of the most gentlemanly and obliging captains we ever met, is respected and admired by passengers and men; he has been in this service for twenty years, as captain, in that time he says he had never a better opportunity for making a quick passage than at the present trip. The sea was as smooth as a river; nearly the whole journey hardly any one knew what sea sickness was.

The cabin passengers are tempted, five times a day, with the greatest delicacies to please the appetite, and every requirement and attention is paid to their comfort in every way; the intermediate passengers have not as great an advantage beyond the steerage passengers as they expected, the greatest advantage being that their company may be a little more select and refined. The steerage passengers are well supplied with good, plain, wholesome food, and appear well satisfied; the only reasonable complaint we heard from many of them was that it would be better with more air below decks.

There are always some strange affairs occurring that astonish us. We will relate one or two:

Many years since a man of the name of Rouland worked at Mr. Rowland's grain ware room, in London, Canada. He moved to Ottawa and engaged in his business, brick making. His father resided in Yorkshire, England; the father and son had not heard from each other for more than twenty years; they had both moved from their former residences. Mr. Rouland's wife had occasion to go to England; when there she searched for her husband's father, and after going to eight different places, she found him, and prepared to take him to his son in America. She gave the old gentleman but two hours to make up his mind whether to go or not; he consented. The next day his daughter-in-law sold all his effects, and before ten o'clock telegraphed to his friends in different parts to meet them at a railway station at one o'clock, at two o'clock they were on board the train for America. The old man is 76 years of age. He is now living with his third wife, who accompanies him; she also has been married three times. The son in Ottawa does not know that his father is living; there will be a meeting and a greeting. Seventy-six appears an advanced age to emigrate at, but the old man looks as if he will outlive a great many on board that are not half that age.

Another strange circumstance:

An emigrant is on board named Joseph Wright, of Sautry, in Huntingdonshire; he married twenty years ago, he and his wife at that time made up their minds to come to America, and have been saving all their surplus funds since then for that purpose. His wife, he says, is as good in the harvest field at binding as he is himself or any man; they have always been industrious and frugal, and have

only just now accumulated sufficient to defray the expenses of their passage comfortably. They go to Rock Island, Ill. They have five children.

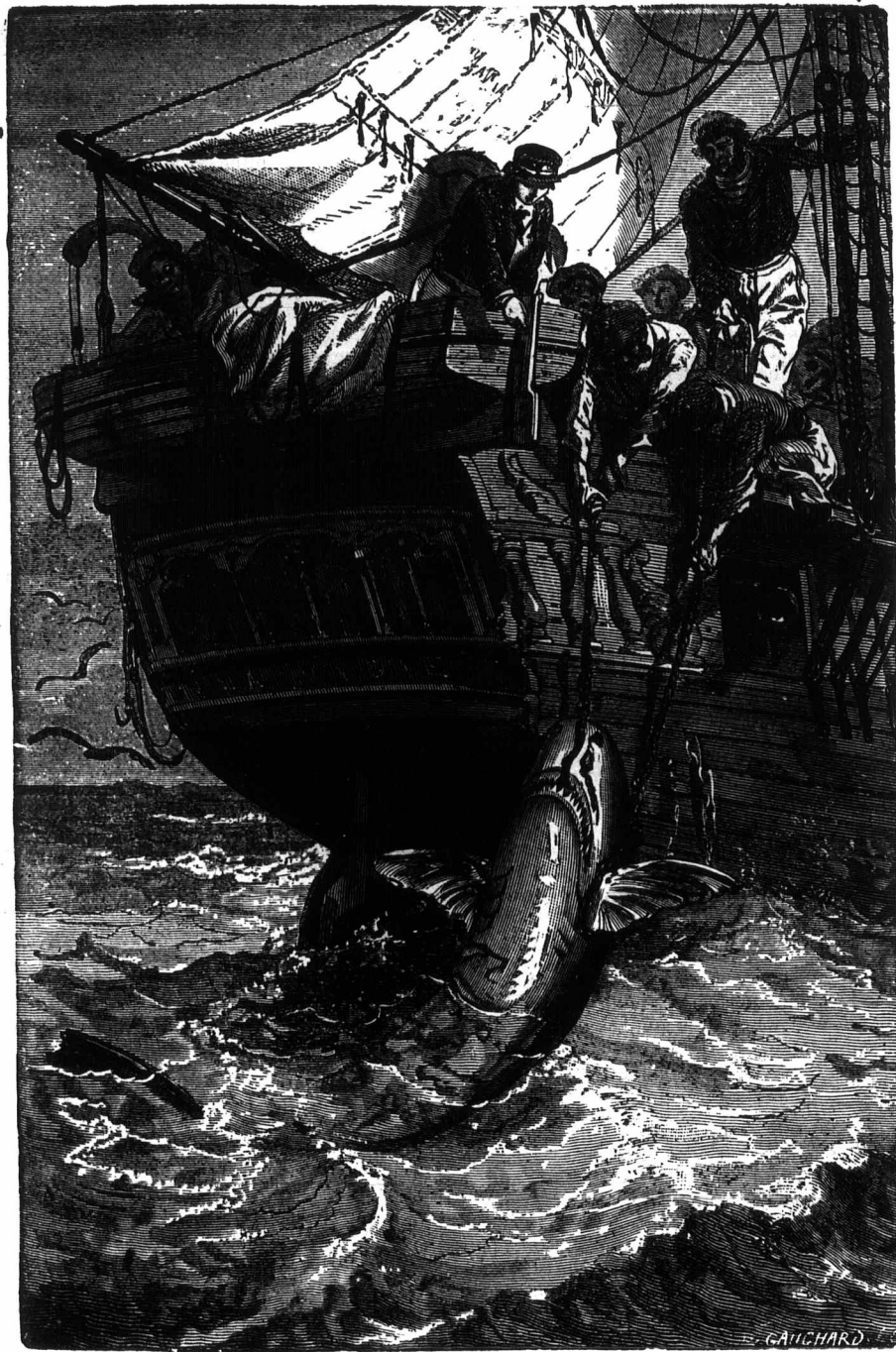
This shows the great difficulty there has been in England for those desiring to come to America to save sufficient to enable them to do so. This man and his family are just the class that are wanted; they are sure to succeed, whereas, those half gentlemen counter-hoppers and city birds, will, with few exceptions, do no good for themselves or Canada.

Another case:

A Mr. Jas. Bell, from Cavan, aged 64, who has a wife and child with him, is going to Omemece, in the County of Victoria where he has four sisters settled; they had written for him to come.

All we would suggest is that the accommodation of the intermediate passengers be improved, as that is the passage that the farmers of Canada are more likely to patronize; a little more attention might be afforded that class of travellers. There is more profit had from them now than from the first class passengers. We did not travel in the intermediate, but we made enquiries of all classes on board.

The greatest pains are taken by the Allan Co. to secure the best men. The sailors feel proud of their Line, and say they are better fed and better treated than on any other Line that runs to Liverpool. This company was unfortunate at first and lost several steamers; latterly they have been very fortunate, not having lost a vessel for nearly two years.



SHARK FISHING.

He did not wish to move, and would not write to them, although they sent letters to him. They sent a person to fetch him, with money to defray his expenses; finally he yielded, and is now on his way there.

The cabin passengers are principally merchants, and military or naval officers, who are travelling for pleasure; one farmer, and very few of other occupations.

We are pleased to hear that the Allan Line is gaining in favor. The ships are strong and comfortable; the last one launched costs £150,000 sterling, or \$750,000. This Canadian route is a much shorter ocean route than any other, and the beauties and sights of the coast from Belle Isle to Quebec are much more pleasant than three days at sea.

Shark Fishing.

During our trip to England we now and then whiled away the time by chatting with the sailors; the above engraving illustrates one of their yarns. Here is Jack's description. One bright morning a shark was observed following in our wake, and we sailors, who are very superstitious, felt that if we did not catch him he would catch some of us, as we think that if a shark follows a vessel, and is not caught, it is a sign that some one on board will die, and thus give him a meal.

We got out our line and baited it with a piece of fat pork, and it was no sooner dropped into the water than Mr. Shark made a grab at it, turning over on his back to catch it, but he caught more than he anticipated, for there was a hook within the meat by means of which he was soon landed on board the vessel.



AGRICULTURAL.

GRASSHOPPERS IN MINNESOTA.

A despatch dated May 27th from St. Paul, Minn., says that Governor Davis, in response to circulars forwarded to different points of the State, has received answers to the effect that large numbers of young grasshoppers are being hatched in the following counties in the southeastern part of the State:—Lyons, Martin, Jackson, Nobles, Watonwan and Cottonwood, all of which have heretofore been among the finest wheat-growing counties on the line of the St. Paul and St. Croix Railway. The reports received are substantially agreed, and it appears from them that the hoppers came last year full-grown from the southwest. In some places there were a few of the eggs hatched last fall, but otherwise the eggs remained in the ground all winter, hatching out early this spring on the light soil with warm exposure, and continuing since to hatch out daily until the ground is covered by them.

It is noticed that on ground which was plowed over they had not yet hatched out, and it is possible the eggs were covered so deep by plowing that they may not hatch out. On their first appearance the young grasshoppers make for the tenderest shoots of grass and the tops of young vegetables, eating everything above ground. Generally the growing grain is not seriously injured by them, though many fields have been stripped bare, but, with favorable rains, these will be likely to grow again.

The insect, which has been noticed as destroying the eggs of the grasshoppers, is not larger than a grain of wheat, and, under the microscope sight, appears to be a spider, with legs and teeth to match. Its instinct is to bore into the ground and destroy the eggs. The grasshopper country is also supplied at this season with immense flocks of pigeons, black birds, etc., which are feeding almost entirely on grasshoppers.

THE CLOVER CROP.

Probably no other crop is so badly managed as the clover crop; none is put in the ground in a more careless manner, and none is used so hardly; for it is pastured in the spring, up to the moment, then cut for hay, and then again for seed, and again pastured in the fall, until winter stops its growth, when it is left to be frozen and thawed and exposed to every change of weather until it is time to plow the sod, or what is left of it, for corn.

It is not at all strange that when this crop is so used its full value is not appreciated, although the fact it survives all this, and finally, in its last stage, helps to make a crop of corn, is not the least of the many proofs we have that its value is greatly underrated. Again, its mismanagement does not stop here, but when it is cut for hay it is very rarely that this is done in such a way as to secure the full value of the crop.

When clover is in full blossom it is at its point of greatest value for feed. It then contains a much greater amount of nutriment, and much less of indigestible matter than when fully ripe.—N. Y. Times.

The "Garden" gives the following, which seems more practical than anything we have seen before:—

"Sulphuret of calcium dug in around the roots of vines is considered to have a powerful effect in destroying Phylloxera. This gives rise to a true sulphuric acid, in consequence of the moisture of the soil and the gentle disengagement of carbonic acid. It serves also equally well to destroy caterpillars and other injurious insects which are frequently so difficult to remove from vegetation."

SCOTT WHEAT.—The demand for this wheat was so great last year that we could only supply the first orders, and some were obliged to take only the second quality. We can now supply first quality at \$3 per 100 lbs. We believe it to be the safest and most profitable wheat to sow. Those requiring it should send their orders early, or disappointment both in time of delivery and quality may ensue. Car loads at lower rates. Address Agricultural Emporium, London, Ont.