

Allans, and we are bound to say that nothing could have been more satisfactory than all the arrangements for the transport and accommodation of our party and those in charge. The girls and boys were berthed, as usual, at opposite ends of the ship, and the quarters that had been specially fitted up for their use were excellent in every respect. We have been rather accustomed to regard the Allan Line as one of those venerable, highly respectable, intensely conservative institutions which, instead of moving with the times, prefers to growl against the "times"—in other words, modern improvements in the speed, equipment and management of ocean steamers—for advancing at a faster pace than suits the convenience and financial interests of the Allan fraternity. When we came on board the *Tunisian*, however, we candidly confess that we had to modify our opinions very considerably, and to acknowledge that we had misjudged the great Scotch firm, and underrated the enterprise and energy that have been diffused into their management within recent years. We found nothing obsolete or behind the times on the *Tunisian*, and, in fact, she is a really noble vessel and replete with every comfort and convenience that is to be found in any first-class liner on the Atlantic. The food, the attendance, the ventilation, the discipline among the crew, were everything to be desired, and no effort was spared to make things agreeable for us. We were favoured in the weather except for a strong breeze that lasted for about twenty-four hours and, for the time, made most of the party very unhappy. The ship made good time, her speed averaging about fifteen knots an hour, and we reached Quebec early in the morning of Saturday, July 28th, having covered the distance from Liverpool in about eight and a half days, including stoppages at Moville, Father Point, the St. Lawrence pilot stop and the quarantine station at Grosse Isle.

Pleasant Experiences. THE boys and girls of the party were not only fortunate in the weather during their Atlantic voyage, but were in luck's way in having among their fellow passengers several very kindly disposed and energetic individuals who undertook to organize for their amusement and benefit an extensive programme of sports, the money for the prizes being raised by a shilling subscription among the saloon passengers, to which nearly all contributed, and which realized the handsome sum of over ten pounds. The events occupied the greater part of three days and included the usual items—sack races, thread-needle races, obstacle races, tugs of war, wrestling matches, egg and spoon races, potato races, wheelbarrow races and skipping contests for the girls. The programme was divided amongst boys and girls, classified according to their ages, and the events were open to our own party and to the party from the Canadian Catholic Emigration Association that was crossing at the same time under the charge of Miss Urquhart and shared our quarters. General O'Grady Haley, who was on his way out to take command of the Canadian Militia forces in succession to General Hutton, acted as chairman of the executive committee and referee of the sports, and threw himself most kindly and energetically into all the arrangements. The prizes were given by Mrs. Haley, on the last day of the voyage, amidst a vast amount of excitement and cheering, and altogether it was a great occasion for the youngsters. Our very cordial and hearty thanks are due to General and Mrs. Haley and the other ladies and gentlemen who acted on the committee, as well as to all those on board who assisted in carrying out the programme or contributed towards the prizes, and their kindness must always be gratefully remembered by the girls and boys of the *Tunisian* party.