

on, and the waves of the Atlantic rose in height, spread out in breadth, and got crested or streaked with white foam. During the night we had a heavy gale, and our progress was reduced to 105 miles for the day. The gale increased during the following night, and grew into serious work: but the moveables were all pretty well secured ere then, and early on that morning the wind began to fall and turn a little to the north, then further, and at last got altogether out of the way—so that our progress at noon was 135 miles. In these two days one, and rather more than one, complete day of the *Castalia's* average speed was lost. The sea did not sink quite as quickly as the wind. On the contrary, the Atlantic was tempestuous during the day; but to an amateur in pitching and rolling the exercise was not disagreeable, as the *Castalia* never jerks or jumps in the trials for which the ship is blameless. There is the smallest possible vibration in the working of the engine, and this quality originates in good workmanship, and the rolling is done with all the perfection of a spring well suspended and fixed to the solid earth. The day was dull to many of us, yet we had good meetings on that Sabbath, in the afternoon with the children and their parents in the large after stowage—it was evening in the saloon. Monday came, and the wind had a hold of the north. It was coming over ice, skilled men alleged, at any rate it was putting down or keeping down the sea, and on Tuesday it was said to be coming over Newfoundland, but the day was good, while Wednesday, Thursday and Friday were remarkably pleasant sailing days. Nothing in the matter of floating could have been pleasanter, and I remember no more beautiful weather on the water, than in these three days with the *Castalia* skirting Nova Scotia. Some feelings of gratitude mingled in this pleasure, for we passed, 100 miles east, the scenes of the lamentable catastrophe of the 1st of last April, and, as the means, we were grateful that our passage, nearly closed, had been made in a good ship and under most skilful and always watchful guidance. One of your pilots, Mr. Henry Spears, came on board at the head of your good bay, 70 miles from St. John, and brought the *Castalia* to anchor near Partridge Island, at 1 a. m. on the 10th.

On the morning of Saturday the 10th May, I received information that the "*Castalia*," with the colony on board, had arrived in St. John. Her arrival was signalled by rockets sent into the air from on board, and a boat with the steamer's agent and one or two other gentlemen was soon alongside. By five o'clock the colonists were nearly all on deck, presenting a remarkably healthful and tidy appearance after their sea voyage. Dr. Harding, the Quarantine Officer, boarded the "*Castalia*" shortly after five, and examined the colonists as well as the crew. The inspection over he briefly addressed those on board, remarking that he had seldom the pleasure of examining so healthy a lot of persons after an Atlantic voyage. The cleanliness of the vessel, both above and below decks, and her admirable facilities for ventilation, were worthy of every praise. The purity of the atmosphere between decks was such as he had never before found with anything like so many persons on board, especially at so early an hour in the morning. He concluded by expressing his gratification at seeing so valuable an acquisition to the population of the Province, and hoped that their future would be crowned with abundant success. Between seven and eight o'clock the "*Castalia*" was boarded by Hon. Mr. Willis, Robert Shives, Esq., Dominion Immigration Agent, and other gentlemen; soon after the steamer "*Olive*," which was to convey a portion of the colonists up river at once, was alongside, and, at the same time, members of the St. Andrew's Society put in an appearance. The "*Castalia*" then weighed anchor and, convoyed by the "*Olive*," steamed toward the city. As she approached flags were raised, and other signs of welcome were displayed. Before the ship was made fast to the wharf the

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