

## Notes from the North.

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That part of Hull which lies between the Railway station and the docks is anything but inviting. Everywhere, however, are visible indications of a large amount of business and commercial activity. We embarked on the steamer *Romeo* about two hours before she warped out of dock, and had ample time to see somewhat of the waterside life of this busy port. The docks were full of steamers chiefly engaged in the continental trade, and varying in size, from 800 to 2,500 tons. Hull is a tidal harbor and as every boat sailing on that day had to get out of port about the same time the utmost activity prevailed among the crews and deck hands in shipping freight, which seemed to arrive up to the last moment. Steam cranes and winches were working as for dear life, and the grinding of their cog-wheels, the rattling of chains combined with the roar of steam and the ringing of bells made a deafening uproar. A number of sailing barges from the upper reaches of the Ouse drifted slowly among the steamers as they were casting off their lines, and as all were making for the dock gates at once, an interchange of marine pleasantries immediately ensued. The barges being the lighter and shorter craft reached the gates first and the various bargees in the struggle for priority hurled objurgations at each other. Their wives who issued from the tiny cabins took a fair share in the general marine debate and increased the clamour. Every barge had a dog and each dog thought it his duty to rush violently along the deck from stem to stern and bark his loudest. The captains and pilots of the steamers whose exit was delayed by his new obstruction exhausted their vocabularies of indignant denunciation on the heads of the bargees and their lazy looking craft. By the time that every one was hoarse the *Romeo* got out into the estuary of the Humber and steamed slowly along amid a crowd of all kind of trading craft. The trade between Britain and the Continent is carried on by numerous steamers, chiefly of the smaller class from London, Grimsby, Hull, Leith and Aberdeen. The North sea is full of them. Our steamer was one of 1750 tons burthen and along with another, the *Ariosto* of 2200 tons forms a weekly line to Gothenburg in Sweden. The cargo was large consisting of all kinds of British goods as also leather from America. The passenger accommodation for first class travellers is not extensive, but fairly good. The second class cabin is larger and it was completely filled by Swedes returning from the States to spend a few weeks of the summer with their friends. It is quite the habit of many young Swedish, men and women, in America to spend a large part of their winter's earnings in a visit to their native land. The first class passengers consisted chiefly of gentlemen interested in British companies carrying on operations in Sweden or Russia. The ship itself was kept in good order and in much the same style as an Atlantic liner but on a small scale. The crew was largely composed of Scandinavians, and fair-haired, blue-eyed stalwart looking fellows they were. The course of the steamer led her across the great Dogger Bank which extends for about 320 miles from North to South and has an average width from East to West of 40 miles. The water over the bank is shallow, not being more than 9 fathoms off Flamborough Head. The depth in other parts is from 15 to 20 fathoms. These shallow waters become the sport of the winds and tides, and heavy seas are quickly raised, which give the North sea an ill repute. These banks are the home of cod, and numerous steam trawlers and fishing smacks are constantly at work. The crews of these craft are splendid seamen. For the sake of our mercantile marine and navy it is to be regretted that the steamer is fast superseding the smacks with their crews of splendid seamen. In the early morning of the third day we sighted the great lighthouse situate on the Skaw of Jutland, the extreme northerly point of Denmark. The coast line is low and uninteresting. The *Romeo* now turned eastward and our course lay along the Skagerrack which forms the gate-way leading into the Baltic. Numerous steamers passed us on their way outwards from Baltic ports. By noon we were in the fiord at which is situate the city of Gothenburg. For about five miles we steamed along this rock bound estuary, which became narrower as we approached the town. Numerous wharves are built along the waters edge, at which steamers were loading or discharging cargo. Many manufacturing establishments were observed, and the signs of

not a few, bore the names of British firms. We were soon along the fine stone quay at the city, where the usual crowd of hotel busses, cabs, etc., waited our arrival. The military looking police kept back the mass of loafers everywhere congregating about steamers on their arrival. The uniformed customs officers immediately marched on board and took possession of the ship. Their examination of our impedimenta was not very rigid, and we soon found ourselves in our rooms in the Grand Hotel Hagelund.

The appearance of Gothenburg, or Goteburg as the Swedes themselves call it, is something of a revelation to one visiting the north for the first time. The buildings are solidly constructed, and elegant in style. The streets are all paved with stone, and are kept scrupulously clean. Electric lights and telephones abound, and Electric cars traverse the city in all directions. Many attractive shops, containing very fine goods of British and continental manufacture, are found in the principal streets. The intersection of the city by numerous canals give it a somewhat Dutch appearance. This is not surprising, as the city was founded by Gustavus Adolphus who imported a large number of settlers from Holland. The town still maintains traces of its origin. Many Scotchmen were also brought over, and the names on the shop signs indicate the national origin of the owners. The greatest brewery in the place is owned by a Carnegie, who has donated large sums for public purposes and one of the latest additions to the peerage of Sweden is a "Dickson," of Scottish ancestry. The villa residences outside the city, are charming, and some of the avenues of town houses are imposing, Brunn's Park is very picturesque and is well kept, and adorned with ponds and fountains. In the long summer evenings the equipages of the elite who dine at six o'clock turn out in numbers. Every evening in the Botanic Gardens the military bands play for some hours and it is very delightful to sit or stroll in those charming gardens, fragrant with roses, and as you listen to the music, watch the people as they wander among the shady walks. The ladies and gentlemen, so far as dress and appearance are concerned, differ in no respect from British people of the same class. In politeness and courtesy they have however the advantage over the Briton. Gentlemen in passing on the street, do not greet each other with a careless nod, but invariably the hat is raised off the head, and is not hurriedly thrust again on its place. In steamboat and railways manifestations of the same courtesy are every where noticeable. The people are apparently here, as in the country generally, well clothed and well fed. Extremes of wealth and poverty are not met with. Vivacity is more characteristic of the Swedes than the Norwegians, and in the larger cities at least, something of Parisian sprightliness prevails. Gothenburg is well known to all interested in temperance reform from its famous license system. Under this a company was formed which acquired all the licenses in the city. All the establishments for the sale of spirits are now under their control, and are conducted by paid officials whose salaries are not dependent on the amount of liquor sold. The liquor supplied is said to be of the best quality. The company pay five per cent of the profits to the municipality. The drinking places seemed numerous, but the result of the system is said to be very satisfactory.

Stockholm can be reached either by rail or canal. We chose the latter route. The famous Gotha Canal crosses Sweden from Gothenburg to Stockholm. It is about 300 miles in length, and vessels are raised to, and lowered from, the watershed between the North Sea and the Baltic by seventy eight locks. The canal connects Lake Wenner, Wetter Roxen, Malar and several smaller sheets of water. Lake Wenner covers an area of about 100x50 miles, and rather ugly seas rise on it. Lake Wetter is considerably smaller, being eighty miles in length by twelve in breadth. The water of this lake is remarkably clear, and it is alleged that objects can be discerned at a depth of 100 feet. The idea of the canal and part of its construction dates back some 250 years, but it was not completed until 1832. A large amount of local trade is done by it, and upwards of 3000 vessels pass along it annually. The scenery is no where romantic but is very pleasing