

A FAIR WEATHER TRIP PER S. S. "PRUSSIAN."

(From our Special Correspondent.)

The "Prussian" is one of the most comfortable, cleanly, and orderly steamships of the excellent Allan Line. It recently brought to our shores His Excellency the Governor-General and his accomplished lady, and on the return voyage conveyed the writer to the shores of old England. As the minor incidents of such a voyage on this vessel were detailed in a letter from the same pen in Vol. 4, Nos. 13 and 14, it is not necessary to refer to them farther than to say that on landing at Quebec the luggage of English-bound passengers is still in the utmost danger of going to Cacouna, and that in consideration of the important interests involved it is high time that the Messrs. H. & A. Allan had a wharf of their own on which the ocean-bound passengers and their portable property could be landed, and thence transferred to the tender without the intense confusion of several local steamboats in succession coming alongside to carry off the "portable" as fast as possible, irrespective of intended destination. To quietly look on, and smoke a cigar, under a dignified consciousness that your own boxes cannot possibly be lifted without the direct concert of at least four able-bodied men—a degree of equanimity not easily obtained, (except under pressure of direct orders and a reasonable fee)—is an enviable state of contentment, but human sympathy still compels us to feel a little uneasiness at the bewilderment of unprotected females, or officers, or parents, returning to England, whose luggage amounts to what auctioneers would call "Household Effects"—such as beds, bedsteads, and linen, &c.—to say nothing of the discomforts of the steerage passengers, who go on the "cheap principle," and expect a great deal more than they reasonably should for their money, also that all deficiencies arising from their own inexperience should be "made up" by the Company. These, I say, are reasons why the ocean-bound passengers should be landed at a separate wharf, and before the gay pleasure-seekers of Murray Bay, Cacouna, or Tadoussac.

At last, however, and though last not least, or lightest, *Tez Domixion Guira* gets on board the good ship "Prussian" and we steam away, fire our salute to the old citadel at 10:45 A. M. and away we go—for England, Home and Beauty—91 cabin passengers, 85 steerage passengers, 114 crew—204 living souls to brave the dangers and the perils of the seas.

Away we go, but where is the sea? Here on the left are the grand old Laurentian Hills. There the long chain of French agricultural settlements on the right—

Farms "to the right of us"—  
Farms "to the left of us"—  
More than six hundred.

Passengers who dread seasickness, should prefer this route for the European voyage. Here we pass Sunday—with a service from the Bishop of Toronto and his son. The Gulf is as placid as a lake. Monday comes and goes. In "straits" it is true but without "difficulties." Not until the fourth day do we feel ourselves at sea, and that only by the absence of land, the presence of whales and the proximity of icebergs—big ones too—but *à la fin*, we avoid a trial of strength and descending to the "mail room" we begin to investigate that process of modern engineering which moves more mightily than the screw and manipulates more deftly than "Babbage's Calculating Machine." The mail-room is, in some senses, the "drawing-room" of the ship. It is in its very centre, just about the engines, well lighted from above, and nicely carpeted beneath and free from the motion of the vessel. All round are pigeon holes, with labels in succession for the due assortment of letters and seven or eight enormous drawers for the reception of big mails or newspapers. From each principal office in Canada the mails are assorted up to a certain extent, say twenty bags, these are all turned out and "disposed," that is, assorted according to their routes. Then comes the fattest and biggest bag of all, the "supplementary mail." How strange that people will be "late" if they can possibly get a chance! Most people know nothing of it; their ignorance is bliss; 'twould be folly to be wise. Some are wise and yet come "too late." Every mail bag has to be sorted in this room and redistributed. First come the registered letters, which are under a perfect cheque system—some of even these addresses, however, puzzle the officer.

"To JOHN ALEXANDER,

"Linton Street,

"Yorkshire.

"If not found to be returned to Fort Garry."

This is a post. There are several bags for Yorkshire. In what town is Linton Street? York must take the responsibility of finding this out, and to York it must go, and commence its travels through Yorkshire by a very cheap trip and a very long route before it returns to Fort Garry. Being a registered letter the address has already been entered in duplicate—twice *en route*; it is now copied in triplicate, and no doubt if the owner is not found it will not be for want of energy, shrewdness, and good nature on the part of Yorkshire clerks.

Great pains are taken with these registered letters, which are resorted and rechecked during the voyage.

They number about 139; Books and parcels, 299; Newspapers, 14,269; Letters, 21,169.

This is one of the largest mails which has yet been carried from Canada, and the number of American letters sent *via* Canada has greatly increased during the past year or two. About one hundred bags are received from different post offices, all of which have to be turned out in the mail room and reassorted. The largest bag of all is the "supplementary" bag from Montreal, which, being unsorted, gives the largest amount of work to the mail officer, and is generally tackled first. The sorting consists of a re-distribution of the letters into 57 offices in England, 8 in Scotland, and 2 in Ireland. The officer must therefore be thoroughly posted up in English geography, in order to be accurate in his distribution. This work has to be finished, mail bags sealed, way bills made up, copy of ship's log, and report of officer, within eight days, involving at least eight hours a day of intelligent and attentive work. The officer is sometimes assisted by a junior, who is training for the service, and it would be well for this custom to be without any exception, for the work of so large a mail as this is too much for one man, even with the experience, intelligence, and rapidity of the courteous Mr. W. F. Bowes, who performs the whole duty on this voyage.

In case of illness or accident to the one officer, the postal delay would be serious, and great confusion probably result. The vague addresses on some of the letters furnish considerable amusement, still more does the illicit smuggling of goods in a newspaper, with a two cent stamp thereon. One sends a photograph, another a paper knife, a third a cotton sock, (why didn't he send a pair, which would have rewarded the finder for his trouble,) a fourth sends, Can you guess what? The fresh skin of a bird he has shot, with gay plumage yellow and blue, to be stuffed in London!

We don't get much beyond the faces of these letters and parcels. They pass us by like the crowd on London Bridge, hastening to their destination. What outpourings of affection, what tales of sorrow, what buoyancy of hope, what anxieties and disappointments, are contained in these sealed bags? We can only conjecture. At least it is a pleasant thing to observe the care which is taken, and the pains bestowed upon these concealed thoughts, hastening by this big steamship as sacredly as if borne on the wings of a carrier pigeon.

But to return to the deck and to the passengers. Shuffleboard, and quoits, and promenade pass the hours quickly away. Books, chess and draughts for the more thoughtful; music, song and charades for the gay. On Friday evening a concert and entertainment is got up for the general amusement—and the funds, amounting to \$30, are appropriated to the "Montreal General Hospital." Such collections usually fall to the large Liverpool charities, but as the great port of the Dominion, Montreal deserves to be sometimes remembered, and this excellent charity, open to all seamen of every nation, is eminently entitled to enjoy a share of the spontaneous benevolence of the travelling public. Two cases of distress on board were also most generously assisted.

On Sunday night we pass the lights on Tory Island, and Lough Foyle about 3 a.m. on Monday morning. The channel fleet lying at anchor forms a fine sight opposite Moville.

Soon the beaming face of pilot Christie steps on board and we swing round for St. George's Channel, passing near the Giant's Causeway in the bright early morning, coasting the curiously contorted strata over the Scotch coast of Cantire. Soon approaching the Isle of Man, we view the beautiful Bay of Ramsay with its fine mountainous background, including the distant Snaefell and anon in the twilight we see the sparkling light of New Brighton and the bristling masts of the thousand or two of goodly vessels in the Liverpool Docks.

About 9:30 a.m. we commence landing on the large landing stage. Then ensues a protracted scene of most admired confusion. Cabin passengers are first attended to by the Custom House officers, who are obliging and considerate in the exercise of their trying duties. The women and children of the intermediate and steerage are, however, sadly frightened and knocked about, baggage gets everywhere but can't be found there. It takes at least 3 hours to get all passed and then the weary ones have to find their way to some strange hotel for the night. My baggage carted up to the Lime Street Station did not arrive till 1:30 a.m., and after booking it I had to retire to the luxurious and busy "Station Hotel" without further journeying. On Friday we passed the "Vicksburg" of the Dominion Line, which had sailed on the previous Thursday, and arrived a few hours after us in Liverpool.

For a comfortable, lively, safe and pleasant passage across the Atlantic commend one to the good ship "Prussian" in fair weather. The excellent sea-going qualities, and accommodation of the ship itself, are enhanced by the sufficient seamanship of the officers and crew, and nothing can exceed the excellence of the cuisine or the promptness, attention and good order of the steward department, on which so much of the comfort of a voyage depends. J. B. E.

THE ELECTIONS.

The following members have been elected since the publication of our last list:—

ONTARIO.		M.	O.	I.
Essex	O'Connor.	1	0	0
Grey, S. R.	Lauderkin.	0	1	0
Kent	Stephenson.	1	0	0
Lanark, S. R.	Haggart.	1	0	0
Leeds, N. R.	Jones.	1	0	0
London	Carling.	1	0	0
Niagara	Morrison.	1	0	0
Ontario, S. R.	Gibbs.	1	0	0
Peterboro', E. R.	Grover.	1	0	0
Russell	Dr. Grant.	1	0	0
Welland	Street.	1	0	0
Wellington, N. R.	Higginbotham.	0	1	0
QUEBEC.				
Argenteuil	Abbott.	1	0	0
Bagot	Gendron.	1	0	0
Brome	Carter.	1	0	0
Chicoutimi	Price.	1	0	0
Champlain	Ross.	1	0	0
Maskinonge	Boyer.	0	1	0
Montcalm	Dugas.	1	0	0
Montmorency	Langlois.	1	0	0
Missisquoi	Baker.	1	0	0
Nicolet	Gaudet.	1	0	0
Richelieu	Mathieu.	1	0	0
Terrebonne	Masson.	1	0	0
NEW BRUNSWICK.				
Carleton	Connell.	0	0	1
Kent	Renand.	1	0	0
Queen's	Ferrie.	1	0	0
St. John City	Tilley.	1	0	0
St. John, City and County	Burpee.	1	0	0
	Palmer.	1	0	0
Westmoreland	Smith.	1	0	0
York	Pickard.	1	0	0
NOVA SCOTIA.				
Antigonish	McDonald.	1	0	0
Digby	Savary.	1	0	0
Guysborough	Campbell.	1	0	0
Hants	Howe.	1	0	0
Richmond	Levisconte.	1	0	0
Previously elected		33	3	1
		30	9	0
		63	12	1

FIELD AND FLOOD.

The Potomac Regatta has been abandoned. The Cacouna Races were to take place on Wednesday and Thursday.

The Ottawa Cricket Club defeated the Carleton Place Club on the 6th.

The crew of Mr. Ashbury's yacht "Livonia" struck for an increase of wages last week.

The Toronto Caledonian Games take place on Tuesday the 20th inst., on the Cricket Ground.

The Lachine Regatta comes off this day, (Saturday). Several crews from a distance are expected.

The "Red Stockings," of Boston, are expected in Ottawa about the 27th of the present month.

The Atalanta Boat Club of New York were to row their 24th annual regatta at Pleasant Valley last Wednesday.

A cricket match was played at Galt, on the 9th, between the Paris and the Galt Clubs, resulting in a victory for the latter by one innings and fifty runs.

His Excellency the Governor General, who is himself a marksman of no small repute, intends, we understand, to bring over an Irish team to compete against Canada.

The return cricket match between the Phoenix and Garrison Clubs took place at Halifax on the 3rd inst. Result: Garrison, first innings, 94, second, 120; Phoenix, one innings, 53.

A remarkably close game of base-ball was played at Caledonia on the 5th instant between the Walnut Batters of Brantford, and the K-fords of Caledonia, resulting in a tie.

The return lacrosse match between Peterboro' and Millbrook was played at the latter place on the 6th inst., resulting in three straight games for the latter. Time: 49m., 70m., 72m.

A game of cricket was played at Bradford on the 8th inst., between the Collingwood and the Bradford Clubs, resulting in a victory for the latter by one run and three wickets to go down.

A boat race between the London and St. Mary's Rowing Clubs was to come off at London yesterday. It is expected that a return contest will take place at St. Mary's shortly afterwards.

A match game of Base Ball was played at Kemptville on the 8th between the Kemptville and the J. W. Currier, of Ottawa, which resulted in a victory for Kemptville by a score of 75 to 18.

A friendly game of base-ball was played at Glencoe Station on the 5th between the Young Canadians of Glencoe (junior) and the Newbury Club, resulting in a victory for the Young Canadians of one run.

A two-mile rowing match between C. Nurse and G. Donnelly, both of Toronto, for \$100 a side, came off at that place on Wednesday week. Nurse won by three lengths, owing to the wild steering of his opponent.

A cricket match played in Ottawa on Tuesday week between eleven players from the line of the R. & O. Railway and an eleven of the Ottawa club resulted in favour of the latter in one innings and 33 runs.

On Tuesday week at Lachine, Mr. J. D. Armstrong, of this city, walked a quarter of a mile, hopped  $\frac{1}{4}$  mile, rode  $\frac{1}{4}$  mile, and rowed the same distance in 12 min. 35 sec. The match was got up promptly at the dinner table.

On Saturday week the return cricket match at Kingston between an eleven of Whig employees and the Daily News eleven resulted in a victory for the former by a majority of 10 in one innings to two innings for the News.

A lacrosse match between the Ontario and the Beaver clubs of Toronto took place in that city on the 8th inst., resulting in a victory for the Ontario, who took out of four games, the 1st, 2nd and 4th. Time: 6m., 9m., 17m., and 15m.

A cricket match was played on Saturday the 2nd, on the Government grounds, Toronto, between the first eleven of the Insurance Club and the first eleven of the Yorkville Club, which resulted in a victory for the Yorkville Club by 23 runs. The best score of the day was made by Maddison of the Insurance, 20 and not out.

Three challenges for the championship have been received by the Shamrocks of Montreal, the matches for all of which fall due this day, Saturday. They come from the Toronto Club, from the Outriars of Toronto, and from the St. Regis Indians. It is probable that the Shamrocks will elect to play with the Toronto Club. Of course, under such circumstances, they have a right to choose their opponents.

An exciting race between two four-oared whalers named "The Blue Nose" and "May Flower," took place on the harbour, Halifax, on Monday week. Stakes, sixty dollars a side. Both carried Halifax crews, that of "The Blue Nose" being the one beaten at Digby. The contest was very close until the return, when "The Blue Nose" shot past the "May Flower" and came in a long distance ahead.

The competition for the Sir Peter Tait Cup, presented by Sir Peter Tait to the Militia of the Dominion of Canada, in commemoration of the visit of Lieut.-Col. Skinner and the Ontario Team to Wimbledon in 1871, to be shot for annually by ten members from any corps of militia in the Dominion, takes place at the Toronto Rifle Range on the 19th proximo. Names of intending competitors must be handed in on or before the 20th instant.

The following are the names of the English cricketers about to visit Canada:—R. A. Fitzgerald, V. E. Walker, R. D. Walker, Hon. G. Harris, W. Hadow, A. Appleby, A. N. Hornby, J. W. Dale, W. M. Ross, C. J. Ottawa, A. Lubbock, and W. G. Grace, Esqs. They sailed from Liverpool on the 8th instant by the S. S. "Sarmatian," and may be expected to arrive on Monday. Matches will be played at Montreal, Ottawa, Toronto, London and Hamilton, and probably at Halifax and in the United States.

The Knickerbockers, of Brooklyn, N. Y., who are now on a visit in Canada, played the Toronto Lacrosse Club on Saturday week. The game was speedily won by the Toronto men. On Wednesday week the Knickerbockers played the Lancaster Club, winning three straight games in 45m., 27m., and 15m., respectively. The match played in Montreal last Saturday between the Knickerbockers and the Montreal Club resulted in a victory for the latter in three straight games. Time, 5m., 6m., 12m. Only ten men played on the side of the New Yorkers.