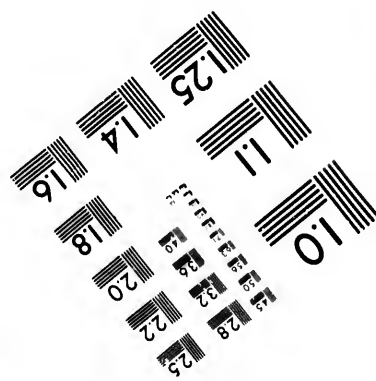
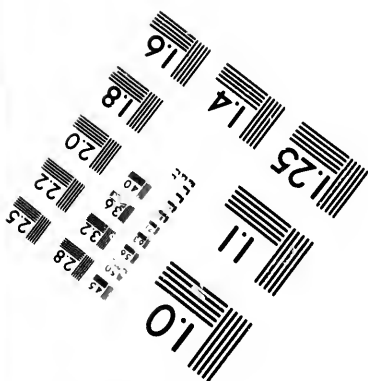
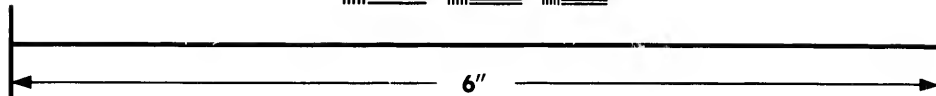
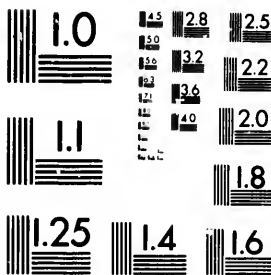


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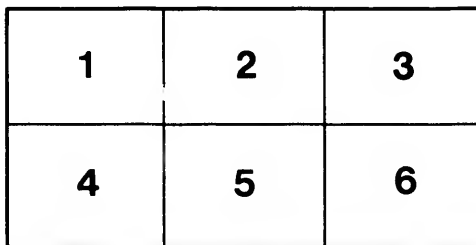
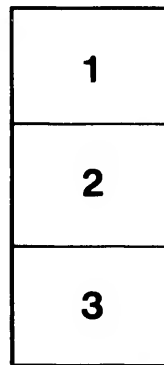
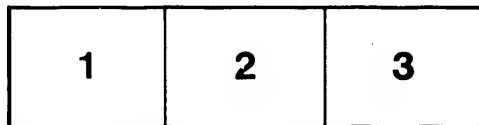
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TRAVELS AND EXPERIENCES
IN
CANADA, THE RED RIVER TERRITORY,

AND
THE UNITED STATES,

BY
PETER O'LEARY.

London :

JOHN B. DAY, PRINTER AND PUBLISHER,
"SAVOY STEAM PRESS," SAVOY STREET, STRAND.

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LONDON :
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THIS BOOK
IS, BY PERMISSION, DEDICATED TO
THE RIGHT HON. EARL DUFFERIN, K.P., K.C.B.
GOVERNOR GENERAL
OF THE DOMINION OF CANADA.
IN RESPECTFUL RECOGNITION OF HIS HIGH QUALITIES
AS A
PRUDENT, COURTEOUS, AND ENLIGHTENED
STATESMAN.

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PREFACE.

IN giving this, my first work, to the world, I would take the opportunity of thanking the gentlemen connected with the various important newspapers in Europe, and America who, during my travels in America, published my letters in their respective journals, and commented upon their contents with much consideration and kindness. It is not unknown to them, and to a large number of their readers, that I have no pretension to the education of a scholar, although possibly, as far as knowledge of the affairs of my fellow-workmen is concerned, I may have as practically useful an education as most men. To those of my readers who do not know me personally, I may briefly state, that my father was, at the time of my birth, a farm labourer in Ireland, and that when I was six years of age, he brought my mother and myself, from Ireland to England, and settled with us a few miles from London, where he followed his old occupation. I was myself employed on a farm as a labourer until the 20th year of my age, when, prompted partly by a desire for novelty and change, and partly by a wish to secure more lucrative employment I came to London, where I obtained employment as a paviour's labourer, and I followed that business until I rose to the rank of street mason and paviour. The little learning I may have, has been what I have picked up in my leisure moments; in other words, I am a self-taught man. I need scarcely state that I make no pre-

tensions to grammatical perfection or elegance of style ; all I have endeavoured here to do has been to express homely and, as I believe, useful truths in language which, if not highly polished, is, I know, at least intelligible to those for whose benefit this has been written. I am confident, therefore, that my work, if not found wanting in other respects, will receive, in spite of my rough and ready style, favourable consideration at the hands of my readers.

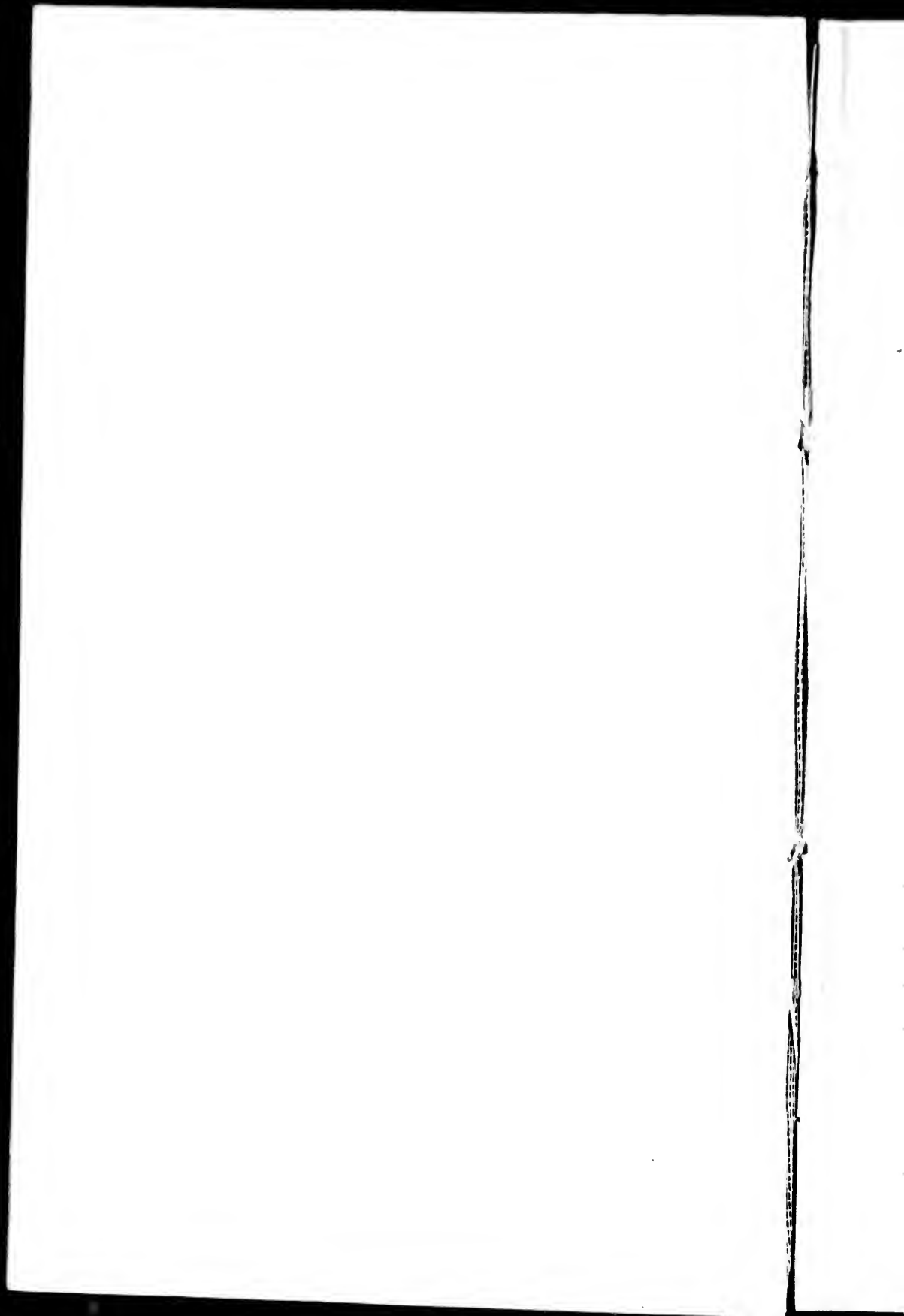
In dedicating this work (by permission) to the Governor General of Canada, I have neither considered his Excellency's politics, nor his exalted rank, but have dedicated it to Earl Dufferin because I firmly believe, that he is the right man in the right place, fully understanding his duties and responsibilities, and ever ready and anxious to perform them with credit to himself and benefit to the Canadian people. Nothing can exceed the courtesy extended by him to all classes of the community ; he has ever manifested an earnest desire to assuage injurious dissensions, to unite clashing interests, and to firmly consolidate the union of the various sections of the Canadian Confederation.

I cannot refrain from noticing in this place the generous and patriotic conduct of Mr. James Mulligan, of St. James, Fort Gary, Manitoba, who, during my stay there, deposited £100 in the Merchant's Bank of the City of Winnipeg, in the names of Mr. Boyle, Editor of the *Irish Canadian*, Toronto ; Mr. M. P. Ryan, M.P., Montreal ; and Mr. P. F. Johnson, Kanturk, Ireland, as trustees for the assistance of such Irish emigrants to Manitoba as may arrive in that province during the next two years. I trust that the example of Mr. Mulligan will be followed by others of my wealthy countrymen in Canada and the

United States. There can be no more beneficent act of charity than the extension of help in the hour of need to the too often helpless and nearly penniless emigrant. A very little assistance at a critical moment means often to emigrants the difference between a life of prosperity and happiness, and a life of abject pauperism and misery. They are alone and in a strange land, and help coming to them there from the hand of a fellow countryman is doubly dear. In aiding their less fortunate countrymen, prosperous Irishmen in Canada and America, should, for the honour of their country, not be behindhand. And now, with many thanks to all my kind friends in Europe, Canada, and the United States, for the hospitality and courtesy I have received at their hands, I venture to issue this account of my experience and travels, trusting it will meet with their approval and receive their support.

PETER O'LEARY.

London.



TRAVELS AND EXPERIENCES
IN
CANADA, THE RED RIVER TERRITORY,
AND
THE UNITED STATES.

CHAPTER I.
WHY I WENT TO AMERICA.

To get information upon any matters requiring special attention has been the ambition of men in all ages, and under all circumstances; to acquire knowledge of different races and of unknown countries travellers have braved danger and death in a thousand forms; and when we read of the exploits and achievements of the explorers of distant regions, we are struck with admiration at their courage, endurance and intelligence. Any man who has visited a far off land and on his return diffused the information that he derived, has been a public benefactor, because, in a measure he contributed to the knowledge of the people. This is why I have written this book on Canada and the United States, giving an honest opinion from

A WORKINGMAN'S STANDPOINT

on these countries as fields of emigration for those of the toiling masses who purpose leaving the United Kingdom to seek new homes in other climes. During the last thirty years over four millions left Ireland alone, most of them

going to the United States. Looking through the emigration statistics of that country, I find that from 1847 to 1852

IRISH EMIGRATION

nearly doubled that of any other country, the next being that of Germany; while from England it was comparatively small. Of the emigrants engaged through the instrumentality of the New York Labour Exchange in 1868, 7,397 could not read or write; the most of those emigrants were from the United Kingdom, as the Germans generally prefer to go West; their ignorance denotes the low status of the working-classes in Great Britain and Ireland, countries which, from time to time, have been loudly proclaimed the most enlightened in the world. With unbounded territories and unlimited resources this influx of hard-working men was of the greatest benefit to the United States, and the result was that the Republic rapidly rose in the scale of nations, although the government of that country has not acted right to those people who went to make a home under its flag—but more of that in another chapter. England has more colonies and dependencies than any other country, and it is only natural that she would try to direct the current of emigration to their shores; the colonies themselves being very anxious to get settlers. Steam navigation, the electric telegraph and penny newspapers led to a diffusion of knowledge between different countries and peoples, this materially assisted emigration, because such knowledge enlarged their views and expanded their ideas; but it is only recently that the

PLAN OF DELEGATING MEN

from various organisations to report upon the prospects that await workmen in the new countries has been thought of; this was really a step in the right direction. During the last few years numbers of trade unions have been formed and found exceedingly beneficial to the toiling classes, because they taught self-reliance, unity and cohesion, and had a properly organised directing power.

THE AGRICULTURAL LABOURERS' UNION

is the last, and perhaps the most important of these

bodies, as it has done more to call attention to the grievances under which the people laboured than any other of these organisations, and many men of position and wealth have given it their support on that account. Some two years ago the council at Leamington determined to send a couple of

DELEGATES TO IRELAND,

to endeavour to form a union in that country, as well as to report on the general condition of the labourers. Myself and Mr. Gardiner were selected for that purpose. Accordingly, we landed in Dublin in May, 1873, and during the summer we travelled through the counties of Limerick, Cork, Kerry, Tipperary, and Waterford; numerous meetings were held, and a deal of information given to the public on the wretched condition of a class, the worst fed, the worst-clad and worst housed probably in Europe. The cabins or houses in which the labourers live are entirely unfit for human habitation, the walls made of mud or clay, about six feet high and often not so much; the roof, of rotten thatch; no windows, except one or two immovable panes of glass fixed in the wall to admit light; the floor of earth, moist and unwholesome, no sanitary arrangements; no rooms or separate sleeping places for the different members of the family; no plastering or whitewash on the walls or roof, scarcely any furniture, except a few basins, a pot, and some stools; the bed, a heap of straw in a corner, and the covering of the scantiest kind; the above is no fancy description of

AN IRISH PEASANT'S HOME

in the nineteenth century, their being 95,000 of such homes in Ireland. Their food is also of a corresponding nature, being either potatoes or Indian corn-meal, boiled into stir-about—without milk, butter or sugar—and frequently not enough, even of that. In evidence of this fact I will quote a passage from a leading article of the "Flag of Ireland" newspaper, of the 23rd of August, 1873, which says, "The condition of this class of our people is admittedly wretched, perhaps in no country is there to be found a more famished and forlorn human being than the farm labourer of Ireland, he is ill-paid, half-starved and

miserably housed; his wages are insufficient for the maintenance of a single individual in anything like comfort, still less a whole family; his children consequently are ragged and without shoes; in the coldest weather he is himself half-naked, and his wife shrinks from making her appearance before strangers; the bounden duties of religion are often neglected, because the family are in a state of semi-nudity and ashamed to be seen among their more favoured fellow-creatures; he is entirely ignorant of any of the world's comforts, his dwelling at once strikes the eye of the stranger with horror—nay, with doubt, as to whether it is the abode of human beings;—at most there are but two rooms, and frequently only one, in the miserable hut, and into this apartment is huddled every living thing belonging to the weary toiler: the husband, the wife, the children, the pig, the cock and hens, and perhaps a donkey, or a goat, all dwell in the one solitary chamber. The extent to which this habit

DEMORALISES THE LABOURER

cannot be easily measured, the delicacies of better society cannot possibly be observed under such circumstances, and the moral sentiments are sure to be deprived of that tone which purifies man and elevates him above the brute." With a state of things like the above it is no wonder that the only

AMBITION OF THE YOUNG PEOPLE

is to leave the country, and this they are doing at an enormous rate. Although the mission of myself and Mr. Gardiner did not end in a union like that at Leamington, still a great deal of good was done; the newspapers took up the subject and discussed it in leading articles; prominent men wrote numerous letters, each giving his own views; and a general feeling in favour of the unfortunate labourer was created, that I am glad to say has not yet died out. Political economists are divided in their opinions about

THE LAW OF SUPPLY AND DEMAND

being applied to labour. Some asserting that the workman has a right to participate to a reasonable extent in

the wealth and prosperity of the country, others saying that the capitalist has a right to get cheap labour if he can, and certainly this was the reply of the farmers of England when the union applied for higher wages for its members. Acting on the maxim that "Method is the Soul of Business," the union determined to organise a large emigration, and thus lower the supply and increase the demand, and for this purpose the president,

MR. JOSEPH ARCH

visited Canada and the United States in the autumn of 1873. On his return a great many labourers went to the Dominion, where they were well received, and since then thousands of stalwart Englishmen have left their country, never to return; indeed, it is only since the formation of the union that anything like a large emigration from England set in, but from Ireland it has been going on for at least thirty years. During the ten years, from 1845 to 1854, one million five hundred and twelve thousand one hundred Irish landed in the United States, all those people paying their own passages, or else friends in America doing so for them, there being then no emigration clubs or societies as there are now in England. A few years ago,

MR. JOHN FRANCIS MAGUIRE, M.P.

for the City of Cork, travelled in Canada and the States, and on his return published his great work—"The Irish in America"—which went through several editions. This was the first time that the Irish in the United Kingdom had any information about their countrymen on the other side of the Atlantic. Although Mr. Maguire's book was beautifully written and its effect beneficial, it was not a book of general information for an emigrant; Mr. Arch was the first to undertake that duty on behalf of the English labourers' union, and as example is stronger than precept, it was determined by some gentlemen in Ireland that a workingman should proceed to America to get as much information as possible for the emigrating classes. The mission was offered to me by the hon. secretary,

MR. JOHNSON, OF KANTURK,

who has done more for the elevation of the farm labourers of Ireland than any living man, for whilst others were talking, he was acting, and energy is the key to success in any undertaking. I accepted the duty, on condition that I should be permitted to remain in America during the winter, so as to know as much as possible about the cold season; I also at the same time determined to see working-class life in all its aspects, and to travel as much as possible through those sections of the country that are held forth in the United Kingdom as eligible places for the people to go to. Without egotism, I flatter myself that I have seen as much of the country and inhabitants, in the same length of time, as any man that ever went out. I saw public life in hotels, and private life in the mansions of the wealthy and cultured, as well as in the homes of the poor man, and in the log huts of the settler. I have seen American civilisation in every phase, from the most refined in the large cities, to that of the Indian tribes inhabiting the region north of Lake Superior, or the fertile plains of Manitoba. I have

COLLECTED EVERY POSSIBLE INFORMATION

about the prospect awaiting the emigrant, and to do so I have travelled some thousands of miles, have endured some hardships and privations, and to place the knowledge I have of these matters in a readable form before the public is my ambition. I do not want to write anything sensational or to draw upon imagination for subjects, my object is to tell a plain concise and unvarnished story of my experience and impressions, and to add to the intelligence of the masses about that great Western World which for generations to come will absorb into its bosom the surplus population of Europe. That there is

ROOM FOR MILLIONS ON THE OTHER SIDE OF

the Atlantic there cannot be a doubt, and every information bearing on our cousins across the ocean must be interesting to a large section of the public, and to collect that information I visited Canada and the United States.

CHAPTER II.

FROM LONDON TO DERRY.

HAVING received credentials and letters of introduction to influential people in the Dominion, I determined to travel with as little encumbrance as possible, all my wardrobe and papers being packed in a small carpet bag and valise, so that I might be my own porter in case of emergency. I left Euston Square Station for Dublin, on the morning of the 18th of May, 1874. Any one seeing from the railway carriage the grand mansions, lovely villas, fine parks, excellent farms, and beautiful lawns and gardens of the wealthy, could not well imagine how there could be

POVERTY, WRETCHEDNESS, AND IGNORANCE

in such a country, but that there is, no one can doubt, and if they do, let such a person visit one of the "Allan" Line of Canadian steamships on her departure from Liverpool, where he will see the

AGRICULTURAL LABOURER

and his family, after years of unceasing toil, in a state of destitution, leaving his country, and in the majority of cases the passage being paid for him, as he has scarcely money enough to purchase the necessary clothing.

The North - Western Railway between London and Holyhead passes through every class of scenery. Here a lovely valley, covered with splendid vegetation; there a hill, crowned with a ruin of some feudal castle or ancient fortress; now the train dashing over some river, immortalised by poet and historian. At length we reach Crewe, a wonder in itself, from the great number of trains

passing through it daily. Shortly after we cross into North Wales, the scene is superbly grand; the sea on our right, the Welsh mountains on our left; through tunnels and over the stupendous Britannia bridge, that spans the Menai Straits, which divide the

ISLE OF ANGLESEY

from the main land. This sacred island of the ancient Druids looks comparatively poor, yet it is evident there is more equality among the people than in any part of England; there is a sameness and air of comfort about the houses, that is not to be seen in this country; besides, there appears to be a bit of land attached to each dwelling, either to support a cow or to cultivate, as the owner thinks fit.

We arrived in Holyhead at six o'clock in the evening, and had to wait there until twelve for the North Wall boat. The town is built on the projection of a mountain, and appears to be more or less dependent on the port and railway for its business; the houses are small, but all look neat and clean. At last we were on board of the boat, and at midnight were steaming out of the harbour; the night was very cold and

A DECK PASSAGE TO DUBLIN

was anything but pleasant. I am surprised that there has not been some legislation to regulate the passage between England and Ireland, as at present it is a disgrace. We have Acts of Parliament to protect steerage passengers on emigrant ships; we have Acts of Parliament protecting the very poorest of the people in common lodging-houses; we have an Act of Parliament regulating the labour of women and children in factories, and we have an Act of Parliament to prevent poisoning by adulteration; but an Act to compel the steamboat lines, between England and Ireland, to provide something like decent accommodation for steerage passengers is as necessary as any one of those measures. I have crossed the Channel by four different routes, and their arrangements for steerage passengers are all wretched, in fact, inhuman; women and children have to stow themselves away on deck among cows and pigs, as best they can. There are no female stewards for the

third class, and there is an indiscriminate mixing of the sexes; sea-sick women and half drunken drovers huddled together in any nook or corner where they can find room. Surely it is time this abominable state of things was done away with by the strong hand of the law. We made the passage in six hours.

THE ENTRANCE TO DUBLIN BAY

is magnificent, the Hill of Howth on the right, the watering places of Bray and Kingstown on the left, and in the background the high ridge of the Wicklow mountains. The sun had just risen and reflected in the blue waters of the bay; the dark brown mountains on both sides of the entrance, the villas and mansions of the gentry scattered here and there, made up a glorious scene, and one not easily forgotten. As we steamed up the Liffey we passed Poolbeg, the Pigeon-house fort, the historic shore of

CLONTARF,

the famous battle-field on which the Irish King Bryan Boiroimhe defeated the Danes, on Good Friday, 1034. On that memorable day 14,000 Danes fell, as well as the two sons of the King of Denmark, Gurth and Sitric. The Irish army also suffered severely, having lost 8,000 men, besides the heroic old king and his son, Prince Murroagha, or Morgan O'Brien, it is recorded of the Prince that his right arm was swollen from the continuous swinging of his axe. This action was one of the decisive battles of the world, as it destroyed for ever the Danish power in Ireland, but it paved the way for the Normans, as a number of aspirants to the throne sprang up, the royal line of the O'Brien's being nearly all killed at Clontarf, this weakened the Irish power on account of the contention for the sovereign authority which ensued.

The steamboat came alongside the quay at the North Wall, where we disembarked and very glad we were to do so, as myself, and the other third-class passengers were trembling with the cold. Dublin has been so often written about by tourists, newspaper correspondents and others, that it is unnecessary for me to say much about it, but as various people will see the same object from dif-

ferent standpoints, I take the liberty of giving my impressions of

A CITY THAT OUGHT TO BE THE METROPOLIS OF A NATION, but is only that of a province. Any one who has seen the bustle and business of an English or Canadian town, would be surprised at the want of either in Dublin. Here all the railway systems are concentrated, yet there does not seem to be much traffic in the streets or along the wharfs; there are scarcely any four-wheeled vehicles used in the transit of goods, a striking evidence that there are no heavy manufactures of any sort; it is true there are some very fine buildings, but they were all erected when Dublin was the seat of an Irish Parliament, the Custom House, the Post Office, the Law Courts, the Exchange, the Bank of Ireland (formerly the Parliament House), and Trinity College, structures which would adorn any capital in Europe, but, on the other hand, an air of decay seems to overhang the entire city. In Dublin there are a great many whiskey shops and public-houses, which must be

A SOURCE OF POVERTY AND CRIME,

and, in my opinion, the sooner a large number of them are shut up the better. This is a hard sentence against a trade licensed by the State and returning to it immense revenues, but I am fully impressed with its truth, my experience teaching me that wherever they abound the poorer the place, and that they are the greatest drawback to the well-being of a community, certainly if they are any benefit at all, Dublin is pretty well blessed or cursed with them, as the case may be. Centuries ago a feudal baron would carry fire and sword into a town or territory, he would kill and burn on every hand, and often not spare age or sex; then, when the fear of an offended Creator would creep on him with old age, he would found a monastery and endow it lavishly, or else build a splendid church, or perhaps do some other pious act to cover a multitude of sins; this is almost the case with

DISTILLERS AND BREWERS

in our own day, as most of them affect philanthropy in some way; one preaches to a Sunday school, another gives

liberally to the Society of Railway Servants', others expend large sums in re-building and embellishing churches and chapels, but it is doubtful whether they ever consider the wretched creatures who fill the prisons, the workhouses, and the lunatic asylums, or the squalor, poverty, and crime that stalk abroad through the consumption of the articles they manufacture; truly charity covers a multitude of sins and it has need to do so, whilst our brewers and distillers availing themselves of this promise, grow rich by making others poor indeed.

There are some very nice places around Dublin, such as Kingstown, Bray, Rathgar, &c.; the Phoenix Park and the national cemetery of

GLASNEVIN

are well worth a visit; the O'Connell monument is a piece of magnificent workmanship and an evidence of the respect his countrymen had for the great tribune; the monument is an Irish round tower, about 150 feet high and built of solid masonry, the mortuary chapel or mausoleum is in the mound or bank on which the monument is erected, and the massive oak coffin is deposited in a splendid tomb with open ends; the coffins of his two sons, John and Morgan, are laid in a side vault of the mausoleum, all the surroundings are solemn and imposing.

After spending two or three days in Dublin, I started for Londonderry by the Ulster Railway, being accompanied to the station by

MR. SHIEL

the Ontario Emigration Agent. There were a number of emigrants going by the same train, and Mr. Shiel paid every attention to them, such as sending messages home for those that could not write, seeing that their luggage was properly labelled, &c. The railway for some miles runs along the coast and through places rich in historical associations; in this respect there seems to be a great connection between the written and the unwritten history of Ireland; this is seen at once by a person speaking the Irish language, as the names of towns, villages, and ploughlands indicate some interesting historic incident, and the traditions and poetry of a bygone age are handed down in

the native tongue even by the illiterate and uneducated peasantry. We reached Derry late in the evening; I took charge of my own luggage and carried it to

AN EMIGRANTS' LODGING-HOUSE,

a few doors from the office of the Messrs. Allan, where I paid sixpence for a bed; in this house everything was well managed, plenty of boiling water, clean beds, care taken of luggage, and every question answered with courtesy, and this is a deal to a poor stranger. There were a great many emigrants waiting for embarkation, mostly young people. A man from the Allan office called and told them to be ready for the tender at nine o'clock in the morning, and cabin passengers at three in the afternoon. I was up early, determined to see as much as possible of a town so famous in Irish history.

LONDONDERRY.

During O'Neil's wars with Elizabeth, it was held for that leader by the O'Dohertys' of Inishowen, and in the great rebellion of 1642 it was garrisoned by a detachment of the Irish forces by order of Owen Roe O'Neil. The Williamite army defended it against the Earl of Tyrconnel, who commanded the army of James the Second. This is one of the most heroic defences recorded in the annals of history. The hero of the Williamite forces was a reverend Mr. Walker, a Presbyterian minister, when afterwards he was mortally wounded at the battle of the Boyne, and the fact was made known to the Prince of Orange, the Prince exclaimed, "Serve him right, what the devil brought him here?" this, to say the least, was ungrateful. Derry is a very nice town, clean and well built and picturesquely situated at the head of Lough Foyle; the old city walls are still intact, and are on an average about 13 feet thick; there is a monument on the wall to the memory of Walker, and a great many old guns are mounted here and there, denoting the ascendancy of the Orange party in the past. During my rambles I entered into conversation with an old man who was mending the road on the wall. He regretted the impoverished condition of Ireland, said there were scarcely any manufactures and but little trade in Derry, he pointed out to me the triangle, called the Diamond, the scene of

so many bloody contentions between two sections of the same people—the Orangemen and the Catholics—he deprecated Mr. Gladstone's policy of disestablishment, as, in his opinion, Protestants only were fit to rule. When parting I offered the old man sixpence which he respectfully declined to accept, saying that he had been a total abstainer for twenty years and had two sons also abstainers, and, through sobriety and economy, he had enough to live on even if he did not do any more work; and, so I left him thinking that he was in many ways a good man, but that bigotry and religious intollerance had darkened his better nature, and asking myself the question, "When will mankind learn to adore God without smashing each others skulls for his sake?"

CHAPTER III.

FROM DERRY TO QUEBEC IN AN EMIGRANT SHIP.

"THREE O'CLOCK, get ready for the tender," cried a man in front of the hotels and lodging-houses where passengers were staying. I took the hint, and with my carpet-bag in one hand and valise in the other made the best of my way on board. In the course of half an hour all arrived, some puffing and blowing and declaring they had not sufficient notice, others laughing and joking and determined only to see the bright side of everything. While receiving the luggage and mails a clerk came round to take the passengers names, so as to enable the company to check the list with the number of tickets issued; to this simple and necessary arrangement

A CANTANKEROUS OLD GENTLEMAN

objected, he would not give his name to a clerk, no, not he, and a dandified looking swell in holiday rig, and who evidently wanted to let some ladies on board know that he was somebody, followed the old man's example. The clerk, in the performance of a necessary duty, had to submit to some sharp language from these men, who had apparently more money than brains; if they had been poor probably they would have been put ashore, but as they were "gentlemen," deference was paid to their wealth. The lawser was then unfastened, the captain (for even tug-boats will have captains) moved his hand in token to the helmsman, the boat gradually got clear of the wharf, full speed is put on, and we are rapidly gliding down

LOUGH FOYLE

to the mail steamship "Scandinavian," of the Allan line, lying off Moville, fourteen miles from Derry. The scenery

on both sides of the lough is very picturesque although somewhat bare of timber, the ruins of castles, towers, and abbeys dot the surface of the country, showing that Ireland must once have been a paradise for architects and masons. I am not a lover of stupendous castles and baronial halls, because indirectly they represent the enslavement of the multitude to the will of the few. I could not help reflecting that nearly all the ruins in Ireland were made by England's armies to secure the subjection of the country, and that having been effected, the land is now handed over to

ABSENTEE PROPRIETORS,

who are worse masters than the feudal founders of the ruined castles, because the latter lived in the country and cared for its welfare, but the modern landlord does neither; if landed proprietors remained on their estates in Ireland, such numbers of its peasantry would not abandon their Irish homes and go to foreign lands to find a home or a grave. After an hour's pleasant sailing we reach

THE SHIP.

What different mechanical contrivances the word "ship" covers: the Roman galley with double banks of rowers which brought Cæsar's army from France to England when he invaded it, the vessels in which the Danes sailed to their numerous conquests were small and most of them without decks. Alfred the Great excelled in ship-building, the result being that each time his fleet encountered the Danish one the latter suffered a defeat. Richard the Second of England was three weeks wind bound in Pembroke harbour when about to cross the Channel to Ireland to lead his army against the hero Art MacMurrough, and in 1534 it took the great French navigator Jacques Cartier two months to sail from St. Malo to the straits of Belle Isle. If those ancient mariners were to wake up now from their long sleep, how surprised they would be to see

THE "SCANDINAVIAN"

at anchor waiting for her tender to bring the mails, to place in a few days, the old world in communication with the new.

How splendid she looks as her outline stands out against the northern sky, how majestic is her appearance and how powerful is the machinery necessary to propel the huge mass across the Atlantic to the Western World. At length we are alongside, passengers and mails are rapidly transferred, and as soon as possible we are under weigh

BOUND FOR QUEBEC;

on our left is the village of Moville, having a very nice appearance from the deck of the vessel, white cottages on the hill side, and gentlemen's houses along the shore. We pass the immense ruins of Greencastle, one of the ancient strongholds of the O'Doherties, and close to it the coast-guard depôt, signal station, and observatory. The wind blew a little fresh as we began to feel the great Atlantic swell. Gradually the coast line disappeared, and at nine o'clock we were out of sight of the

EMERALD ISLE.

The crew, from the captain to the cabin-boy, were as busy as lamplighters, putting things to rights, every one in his own department. I made it a point not to let anybody know my business, so that I could see how emigrants were treated. The purser went round and collected cabin passengers' tickets, and at supper each person had a place allotted at table to sit at during the voyage. The "Scandinavian" is a screw steamer, 360 feet long and 40 feet wide, 3,000 tons burden, barque rigged, with a crew of 120 men, commanded by Captain H. W. Smith and four officers. The crew may be divided as follows:—Officers, engineers, stokers, sailors, cooks, and waiters, or as they are called, stewards, whose duty it was to wait at table in the saloon and keep cabin passengers' berths in order, of whom there were between seventy and eighty; there were also 700 steerage, a few intermediate, and eighty-one children from Miss McPherson's Home in the Commercial Road, total souls on board 997. The "Scandinavian" is one of the splendid fleet of the

ALLAN LINE,

twenty in number, sailing for the most part to Canada. What capital must be invested, and what skill and enter-

prise is shown in the building and management of those stupendous ships, yet all the arrangements appear like clockwork, so evenly do they seem to work in every department; whether it be the distribution of tickets at the company's numerous agencies, or whether it be the despatching a vessel from the port on the appointed day and arriving in due time at her destination, there is something extraordinary in the perfection of the whole affair.

THE DISCIPLINE

of the "Scandinavian" was everything that could be desired, the crew and passengers being prohibited as far as possible from intermingling. The male steerage passengers slept in hammocks slung from the decks, the women and children in bunks along the sides, the single females having a place partitioned off away from the others; the children sent out by

MISS MCPHERSON

were taken excellent care of, every one trying to do them some little kindness; they were under the charge of two young ladies and a gentleman, who paid every attention to their little childish fancies, Captain Smith himself setting the example. These little creatures sung delightfully every morning and evening to as appreciative an audience as ever listened, even to a prima donna at Covent Garden; they were well clad, and bore evidence of good care in every way.

THE STEERAGE PASSENGERS

consisted of nearly all the nationalities in Europe, but, of course, the majority were from the United Kingdom, a large number being English agricultural labourers, members of the Union, who were emigrating through the lock-out in the Eastern Counties, the Union assisting to pay their passage. When I saw so many fine stalwart workmen in a state of destitution, leaving the wealthiest country in the world because they could not get sufficient remuneration for their labour to live decently, I could not help exclaiming with Shakespeare, there is

"SOMETHING ROTTEN IN THE STATE OF DENMARK."

Being a working man, I had no difficulty in making

myself at home among them, and I was sorry to see that many were illiterate, a strong evidence of the poverty of their early years; the richly endowed and state-paid educational establishments, religious and secular, had entirely neglected those poor slaves, for they were nothing else; the reader may raise a technical objection to this remark, and say that no man is bought or sold in England, but I reply, that if not sold they are starved and brutalised.

The wages of agricultural labourers being utterly inadequate to provide even the common necessities of life, the little comforts, decencies, and refining influences which go so far towards realising here that higher and better life which all sensible men desire to lead, are utterly beyond their reach. I have myself, when a boy, been scaring birds off the cornfields for sixteen hours a day, and seven days per week for the enormous sum of two shillings, and sometimes a thrashing into the bargain if the farmer, my master felt in the humour, or rightly or wrongly thought that I had not done my duty. English labourers, moreover, are liable at any moment by a stroke of the pen of a magisterial or county court official in whose appointment they have had no voice, to suffer the horrible degradation of imprisonment, possibly for months in a felon's cell, and to be spoiled of their goods; that palladium of liberty—trial by jury—having been carefully restricted by ill-advised ministers to the more favoured classes, and the most infamous criminals. The eagerness with which the agricultural labourers of England joined the Union does them honour, because it shows how anxious they are to improve their condition by moral co-operation, which, by a few simple rules, gives protection to the weak, uniting the intelligent with the unintelligent, to the great benefit of the latter without injury to the former. The men of position and education who assist them are public benefactors, because, in a measure, they have given a tone and a directing power to the greatest movement that has arisen in England in modern times. With so many people on board one would expect a good deal of overcrowding, yet there seemed to be plenty of room, and certainly everything was done for ventilation and the

SANITARY COMFORTS

of the people. In the daytime all the able-bodied passengers had to come on deck, if the weather was any way fine, while the sailors washed and scrubbed the steerage. From Derry to Quebec there was not a person laid up, neither was there a birth or a death. The Irish steerage passengers were somewhat different from the English, many of them being of the small farmer class, which

MR. GLADSTONE'S LAND ACT

was gradually pushing off the soil, giving them a little compensation for giving up possession, which enabled them to emigrate. Among the Irish were several young women going out for domestic service; many of them having letters of introduction to Catholic clergymen in different parts of the Dominion; they were robust and healthy, and no doubt will become mothers of a race of men who will yet make Canada a power among the nations of the earth. Their appearance reminded me of Charles Kickham's exquisite poem of the

IRISH PEASANT GIRL,

where he says:—

“O brave, brave Irish girls,
We well may call you brave;
Sure the least of all your perils
Is the Ocean's stormy wave.

When you leave your quiet valley
And cross the Atlantic foam,
To hoard your hard won earnings
For the helpless ones at home.”

THE FOOD IN THE STEERAGE

was good and ample in supply, every one getting plenty without any stint whatever; the only complaint I heard was that it was served a little rough, to some this was anything but a grievance, but others, of course, would like more privacy, a thing impossible amongst such a number of people. I asked a labourer from Northamptonshire, how he liked the treatment, and he replied in his broad dialect, —“Zir, I ha gotten more meat for the laist six days than for six muntz befoar.” There were two doctors on board

but fortunately they had but little to do; those afflicted with sea sickness or anything of that sort were soon put to rights; but even of sea sickness, there was but very little, as the weather was fine.

THE SCOTCH

seemed more philosophical and less conversational than the others, the reason I could not tell, but perhaps it is a national trait of character, increased by the practical teaching they receive; their ambition was to get land of their own in the new country, and certainly they had the appearance of making good settlers; intelligent, robust and industrious. My impression of the

THREE RACES OF ENGLISH SPEAKING EMIGRANTS

was that the English were the most industriously trained, with the least ambition to escape from labour; the Irish the most book learned, and with the least industrial training, and the Scotch the most calculating and practical; measuring everything from a utilitarian point of view, perhaps of all the places in the world the

SALOON OF AN OCEAN STEAMER

is the best, to study every type of character; there is the heavy swell, with lots of money, going on a pleasure trip, the stewards know him well and pay every attention to his wants, because he will give a liberal gratuity at the end of the voyage. There is our friend, the cantankerous old gentleman, who declares that every thing from stem to stern in the ship is wrong; there is the dandy putting on airs to captivate a handsome young English lady, going on a tour through Canada, with her father; the dandy does not make much headway, as she prefers the company of an unassuming young man, with spectacles on. There are shrewd men of business going out to see what facilities the Dominion offers for investment; they sit together and talk mysteriously about "capital," "enterprise," "returns," "reasonable per centage," and all the other terms used in the money making vocabulary. There is a clergyman of the Church of England nearly always reading, and very seldom conversing with any of his fellow passengers, yet he has a mild appearance that commands respect.

Then we have politicians of nearly all shades of opinion; the Liberals and Conservatives being pretty evenly balanced; the Republic was well represented by a young American lawyer, who was returning from a tour in France. In support of his principles, he said that Washington and his colleagues had done more for human liberty than all the Kings of Europe, since Charlemagne. These controversies were very instructive, as they showed the various points of political theories and forms of Government. No writer, and particularly an Irishman, has a right to forget the fair sex in a book like this, for undoubtedly it would be incomplete by so doing; all history, as well as every day life shows the

INFLUENCE OF WOMAN,

whether in the convent or the school as a teacher, in the hospital as a nurse, at the domestic hearth as a mother, or the companion of man, to soothe and cherish his grosser nature when in trouble or affliction, or to share his happiness, as the case may be. I am glad to say it was the latter on this occasion, as everyone was in good health and spirits. An ocean steamship is a capital place for courting, both in steerage and cabin, and I have no doubt that intimacies formed while crossing the Atlantic often end in marriage on the other side. While honourable and necessary attention was paid to women, I did not see any impropriety in word or action during the voyage. The ship rules are very strict in this respect; the Acts of the American Congress, of the Dominion Parliament, and of the English House of Commons, in different languages are posted up, setting forth the fines and imprisonment inflicted on the crew for any breach of discipline respecting females; besides, the number of male passengers on board is a guarantee for their protection. Of course, human nature, either for good or evil, is the same all the world over, whether on land or sea; but as far as the Scandinavian was concerned, with limited space and such a large number of people on board, the arrangements were as near perfection as possible. I must here refer to

OUR CAPTAIN

(W. H. Smith); because, from close observation, during the

twelve days that I was on board of his ship, I thought Captain Smith to be almost a model officer; just such an one as we sometimes read of in stories and novels; and I am certain that such a man is an acquisition to the Allan service; temperate in his habits, kind and courteous in his manner to the poorest weman in the steerage, as well as to the wealthiest lady in the saloon; attentive to duty, at the same time commanding the respect of his officers and crew, without pomposity or ostentation; in a word, Captain Smith entirely won my respect and admiration, because I considered him the right man in the right place, and just the best commander that could have been chosen for such a ship. The other officers, of course acted under him, but as the old saying is, more or less applicable in all such cases—as with the master, so with the servants. Those gentlemen were civil when spoken to, and to a landsman, certainly their attention to duty appeared to be perfection itself, and particularly the doctors; although, fortunately they had not much to do. As we approached Newfoundland, the temperature fell, because it was yet early in the season, and the ice had not all gone south. We saw

A FEW ICEBERGS

floating about in the open sea, coming down from the Arctic regions, where by a force equal to an earthquake the great ice fields are broken up in the spring, and those bergs are merely the pieces swimming about. Those that get into the current running south come with it, the process of dissolution gradually going on until they get into the gulf stream, where they finally melt. A boy may spend many years at school, and when a man read any number of books, but it is impossible for him to understand these natural phenomena or the magnitude of God's wonderful works, except from personal observation.

THE MATERIALIST

may say that there is no God, and that matter, directs, organises and controls itself, yet man is the most perfect machine in the world, but everything done by his hand or brain is imperfect; and whether the mind is dependent on his material body or on the infinite

power of an all wise Creator—which is far the most probable—it is carried away in awe and wonder at those stupendous realisations of

A MYSTERIOUS CREATIVE POWER

that he cannot understand, yet the further we search the more evidence we get of the Creator, through the harmony, unity and perfection seen in all his works everything serving a particular purpose, and acting in unity with something else to consummate a particular end, or in other words, carrying out the exact purpose the Creator intended. An iceberg is a magnificent sight; a something that cannot be described on paper, but if any one would imagine a lump of ice larger than the greatest building in the world, it would give an idea of the size; they are luminous in appearance, and if the sunshine rests on them, they are even bright, almost to dazzling. There are scarcely ever any accidents through them; first, because they can be seen at an immense distance; secondly, because the temperature immediately lowers in their neighbourhood; thirdly, because captains know exactly the region where they are likely to be met with, and use the necessary caution to keep clear; altogether there is not much to be feared from icebergs. On the fifth day out, it blew rather fresh, and the sea rolled up into great tumbling waves, but to any one not affected with giddiness it was a grand sight to stand on the quarter-deck and see the ship's bow dipping, down, down, one would almost think to the bottom, while in a second she would rise majestically over the next rollers; the captain and an officer on the bridge giving orders by telegraph, both to the engineer and helmsman; three men looking out, two in the bow and one on the mast; sailors pulling this and hauling that; the decks crowded with those who were going to clear the forest and plough the prairie; the sails nearly all set to catch the wind blowing from the quarter; a great black cloud of smoke arising from the funnel; the engines working up to full speed; and the ship dashing through the water at the rate of fifteen knots an hour this was really a fine picture. On

the tenth day we reached Cape Race, Newfoundland, on which there is a signal station and lighthouse; a few miles further on we were in the midst of the celebrated

NEWFOUNDLAND FISHERIES,

hundreds of vessels on every hand being engaged in the business, nearly all two-masted schooners; those that we saw were principally French, from the French colony of St. Pierie, the men receive a bounty of six shillings for every quintal (equal to a hundredweight) they take; they had the appearance of being fine healthy robust men and need be, for their work is weary and laborious. There are a great many whales in the gulf of St. Lawrence, and it was amusing to see them blowing columns of water into the air every time they came to the surface; I was surprised they did not upset some of the tiny boats in which the fishermen rowed about, but I suppose they are inoffensive if let alone. Our ship stood in towards the coast of Newfoundland, to a little place called Porte Basque, the captain desiring to send a telegram to Quebec to announce our arrival; as we sailed up the gulf we passed several rocks, the homes of thousands of sea birds. Cape Rozier on the

CANADIAN MAIN LAND

came in view, and shortly after we saw signs of settlements; little wooden houses built in the clefts of the rocks and ravines, the homes of the French fishermen. In the evening the captain gave permission to passengers to remain up to see the pilot come on board, about one in the morning, at a place called Father-Point. This was really an exciting event; the vessel lay to, and a gun fired as a signal, the steam whistle was sounded, and a shower of rockets were discharged to enable the pilot to know where we were, the night being very dark. At last he arrived, bringing a bundle of papers, which was a most acceptable present; next morning we woke up to find ourselves fairly in the

RIVER ST. LAWRENCE,

the beautiful island of Orleans on our right, and a fine

thickly populated country on our left. The first thing that struck me was the absence of fine gentlemen's mansions, such as may be seen everywhere in the old country; particularly where there is good land, nice scenery, or on the banks of rivers. But, here was glorious scenery, good land, and one of the finest, if not the very finest river in the world; yet on its banks there were no great castles or mansions, with towers, turrets, gables and belfries, and with notices stuck up on every tree, saying that

DOGS WOULD BE SHOT AND TRESPASSERS PROSECUTED;

the proprietors of the mansions also owning thousands of acres of land to give them the necessary wealth to maintain their so called dignity; and here let it be understood that I am not saying a word against any man, because I believe every one would like to have land and wealth, and if by chance I, myself, or any other man of advanced political opinions should come in for a large estate, we should not go out into the highways and byeways and say to every one we met, "Come with us we will give you some land we have too much;" but I am speaking against the monopolies which keep the land locked up in large blocks for the benefit of a few privileged men. I am speaking against a law that in my opinion has for its object the greatest good to the smallest number, or the converse of Jeremiah Bentham's grand maxim—"The greatest good to the greatest number." The prospect from the deck of the vessel is splendid; clean comfortable-looking houses as far as the eye could reach; suddenly

THE CITY OF QUEBEC

bursts on our view, the tin roofs of its churches and public buildings shining like silver, an expression of pleasure and surprise is made by the passengers as they gaze on the magnificent picture before them, cheer upon cheer is given us from the ships in the river as we glide up against the current, which runs very strong; on our left a crowd of people are standing on a wharf, this is

POINT LEVIS

and our voyage is at an end. The passengers are busy writing letters, some with the crown of their hats or a

saucepan for desks, others with a box, a stool, or anything they could place the paper on, their only anxiety being to send a few lines to the dear ones at home announcing their safe arrival. The captain on the bridge gives his orders in a deep hoarse voice which only those that are accustomed to it can understand. We are now under the frowning batteries of the citadel of Quebec, the Gibraltar of British America. The "Scandinavian" gradually drops alongside

THE LANDING,

a gigantic Irishman jumps on shore to be kissed and hugged by friends awaiting him. The captain sternly forbids any more landing until a gangway is made. There is a great stir on deck, mothers anxious to keep their children together, clustered in groups here and there are men exchanging addresses and promising each other letters from time to time, young people shaking hands and conversing in low tones, in every case vowing friendship and some, no doubt, fervent love. The gangway is made, officers are placed at the end of it to prevent overcrowding, and nearly 900 passengers are landed in a very short time without accident or confusion. The crowd on the wharf is very orderly, far more so than a similar one would be in England or Ireland, no bother about "Carry your trunk, sir?" "This way, sir!" or "Do you want a trap, sir?" as at landing places in those countries; the crowd was made up of three classes, the first came to meet friends, the second to get servants or workmen, the third to look on. The luggage and mails are rapidly put on shore, and after a few hours delay the vessel proceeds up the river to

MONTREAL,

a distance by water of about 200 miles, where she is to discharge cargo. Thus ended our voyage of twelve days, during which time I narrowly watched the treatment of emigrants and I did not hear or see anything that could be complained of.

I WOULD ADVISE STEERAGE PASSENGERS

not to bother about bringing extra food or nourishment, unless a little jam for children, and those that like prepared

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milk, might bring a can or two. But the ship's food is wholesome and good, and the less mixture one takes the better in my opinion, intoxicating liquors increase sea-sickness, because they weaken the stomach. A round tin pot to hold water and wash in, a rather deep tin plate that would answer either for potatoes, soup, or rice, a tin saucepan to drink out of, a knife, a fork, and a spoon are about all the utensils an emigrant requires, of course the number would depend on his family; the tin pot is the most useful thing he could have, and it should be always big enough to stow all the other articles into, a coarse towel or two and a piece of soap are also necessary, and certainly no person should neglect washing once or twice a day. Every piece of luggage should be marked with the owner's name and where he is going to, and all things not absolutely necessary on the voyage should be put away in the hold of the ship; the emigrant should see to this before leaving home, by packing the clothes, etc., wanted in a box with a lock and key, this he should take under his own charge. I would advise passengers to take care of their money and not to be free in giving their confidence to strangers, although perhaps there is as much honesty in the steerage of an emigrant ship as in any other place in the world among the same number of people; still discretion is always necessary. Of the cabin passengers, I will only say that everything is done to make them comfortable, whether in the sumptuous fitting up of the saloon, in the arrangement of the berths, or in the civility and attention of the waiters, the ease and pleasure of the passengers is their entire study, and in fine weather a voyage across the Atlantic is as pleasing an excursion as could be taken; there is ample opportunity to study human character, to improve the mind and expand the ideas by contact with different people and different circumstances, and the ever changing picture of God's work raises the immortal part of our existence—the soul—to a comprehension of His omnipotence and our total dependence on His will.

CHAPTER IV.

THE CITY OF QUEBEC AND THE RECEPTION OF EMIGRANTS.

EVERY Allan boat with passengers entering the St. Lawrence, must telegraph from Father Point to warn the authorities to make necessary preparations. The list of cabin passengers is published in the Canadian papers in the issue following the receipt of the telegram, so that the inhabitants may make sure of meeting their friends at the landing or railway station, as the case may be. The number of emigrants is also sent so that the officers of emigration can prepare for their reception. The St. Lawrence at Quebec, is about a mile wide and very deep, enabling vessels to come up any hour of the tide. Point Levis, where all passengers are landed, is on the right bank of the river, the city being on the left, it is the terminus of the Grand Trunk Railway, and trains run in connection with all passenger boat. The station at Point Levis, is very different from a station in the United Kingdom, as it is entirely made of wood, the only iron or stone being the nails, and a few buttresses, attached to it are the Government offices and

RECEPTION HOUSES FOR EMIGRANTS,

of which there are three, one for the province of Ontario, or as it was formerly known Upper Canada; one for the province of Quebec or Lower Canada, and one for the Dominion or General Government. As soon as a ship gets alongside, the officials direct the emigrants to the reception houses to await the landing of their luggage. Of course cabin passengers will go to an hotel, several being close to the wharf. From Quebec a great many take through tickets for the Central Northern and Western States of the American Union, as the Grand Trunk line

runs to Detroit, State of Michigan, and then connects with all the United States railway systems, the distance from Quebec to Chicago being about 1,600 miles, with these people the Canadian authorities have nothing to do, yet if they are emigrants the officials often do them a deal of kindness; but their business is entirely with the Grand Trunk, whether they have through tickets from Europe, or purchase them at Point Levis. The emigrants are all assembled in the station, their luggage being brought up from the ship by the company's porters. Several custom house officers came round to examine it, for Canadian ports are protected, even from English made goods. I could not here help comparing the position of Irish and Canadian manufactures; here was a colony of England so free and independent as to be able to impose a duty of 15 per cent., and in some cases 25 per cent. on articles made in the Mother Country, the free admission of which would injure Canadian trade, whereas in Ireland the market is glutted with English goods, entirely destroying the manufacturing industry of the people; but then in Ireland, England can enforce her will upon the people in Canada she cannot, and although perhaps the existing connection is beneficial to both parties, practically speaking Canada is, independent, as could be seen by those officers with the beaver and maple leaf, marked on their sleeves, and the word Canadian Customs on their collars; they performed their duty courteously and without swagger, then the checker came round and put a brass number on each piece of luggage, giving a corresponding number to the owner, which made the company responsible for the goods while the traveller had the duplicate in his possession, it is a very ingenious plan, and the one adopted all over America. The emigrant for any port of the two Canadas will receive

A FREE RAILWAY TICKET,

if for the province of Quebec from Mr. Thom, if for Ontario from Mr. McLaren, or Mr. Shiel, late agent in Dublin. The tickets are countersigned by Mr. Stafford, the head or Dominion agent, those gentleman will also give every information, and all monies may be exchanged for Canadian currency at bank rates. What a curious crowd there is now getting ready to go up the country; on

board the Scandinavian I could not see the people to such advantage, but in the depôt they can all be seen at once. The men with their families on the right in the corner, are English, and members of the Leamington Union, they are stalwart and evidently hardworking men, and are going to Ontario to engage in farm labour. The next group are Austrians going to Wisconsin, they are inveterate smokers, and no doubt would quaff deeply of lager beer, if there was any to be had, they are accompanied by an interpreter and seem pretty well to do as far as money is concerned. Those young women sitting by themselves are Irish, some are going to friends and others have letters of introduction to the

REVEREND FATHER STAFFORD

of Lindsay, Ontario, who had written to the agent in Ireland for them to go into service. They are handsome, healthy looking girls and likely to do well. Next to them are a few Irish families with several children; some of those people came out on prepaid passages, their friends having arrived some twelve months before, and, without doubt, there is no other people who assist their relatives at home so much as the Irish, the only ambition of the great majority of them, for at least the first few years, is to send money to Ireland, showing that selfishness is not a trait of their character. This is undoubtedly

A COSMOPOLITAN CROWD,

brought together through the same cause and for the same purpose, oppressed and half starved in the countries of Europe, here they are on the shores of the New World, speaking various languages and of different religious opinions, with a very little education or knowledge of each others history, yet all actuated by the same motives and directed by the same inspiration, to make a home of their own in Canada or the United States; many will succeed, almost beyond their most sanguine expectations, others will struggle hard and still remain poor, and some will sink under their difficulties. This has been the history of emigration in every age and country. If any person in the United Kingdom imagines that there is

no difficulty to get rich in America he is mistaken, sobriety, industry, and adaptability to circumstances are

QUALITIES ESSENTIAL TO AN EMIGRANT,

and, unless possessing them, I would advise him to remain at home. The luggage examined by the custom house officers, and checked by the railway porters, the people all registered in the emigration offices, and railway tickets given to them, the signal is made by Mr. Stafford the head agent, and the train draws up to the platform, shortly after it is leaving the station for the great West, with a cargo of human beings as ambitious, as hard working, and as determined to push their way in the world as could be met with anywhere at home or abroad. At the desire of some friends I remained for a few days in

QUEBEC,

during which time I visited the leading places of interest in and about the city. After the departure of the train I crossed the St. Lawrence, here a mile wide, on a steam ferry, from Point Levis to the town; in mid stream the view is majestically grand, in front of us is the city, built on a shelving peninsula, one street rising above another something like Queenstown in Ireland only on a larger scale, the tin roofs glittering and sparkling in the sunshine like millions of diamonds; on the height to our left is the citadel, erected on one of the strongest positions in the world, both by nature and art, on each side of us are vessels waiting for cargo, principally timber, behind us is Point Levis with its huge railway depôt, and the "Scandinavian" at anchor close to it, the ship-building yards, numerous business places and gentlemen's villas erected along the crest of the hill, the little river-steamers dodging in and out like things of life, and the magnificent ocean steamship "Dominion," of the Dominion line, proudly gliding along with the tide down to the Atlantic on her homeward voyage, the whole to my imagination was the noblest picture I ever saw. Omnibuses are waiting at the pier to take passengers to the hotels. My friends took me to Henchy's, where I spent very comfortably my first night on the American continent. The River St. Lawrence was discovered by the great French navigator

JACQUES CARTIER,

in 1534, having left St. Malo on the 20th of April of that year, with two small vessels, commissioned by Francis the First to prosecute discoveries in the New World, the existence of which had been previously proved by the immortal Italian, Christopher Columbus. In the following year, 1535, Cartier made a second voyage, when he ascended the St. Lawrence to the rapids, nearly 200 miles above Quebec; on this occasion he made a treaty with the Indians and wintered in the country, pitching his camp at the foot of a steep hillock to which he gave the name of

MOUNT ROYAL

in honour of his master, now the site of the beautiful city of Montreal. During that winter the intrepid Frenchman and his followers suffered terribly from the intensity of the cold, the want of supplies, the hostility of the Indians, and scurvy, but for this terrible disease he fortunately discovered a remedy in a decoction made from the bark of the white spruce tree. In 1541 he made a third voyage to the great river, to which he gave the name of the St. Lawrence because he entered it on that saint's day; after going up towards its source some distance, he anchored his ships at the base of a huge cliff, to which he gave the name of Cape Diamond and on which he erected a cross; he gave it this name because he found small crystalline stones which he thought were diamonds, and that look very much like them, at least, to those who do not know anything about geology; they are simply felspar like that found in the county of Wicklow, Ireland, and worn by the lovers of trinkets as Irish diamonds. The erecting of the cross was the founding of Quebec, although anything like a permanent settlement was not made till 1608, under the bold, skilful, religious, and humane French Governor and pioneer, Samuel Champlain. He sailed up the St. Lawrence in 1603, bringing with him several

JESUIT MISSIONARIES

to convert the savages, who for the want of any other name received the general one of Indians. The world is indebted for a deal of its knowledge of science and geo-

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graphy to Jesuit missionary travellers: acknowledging no head but their superior and God, men of highly cultivated physical and mental powers, and taking by the rules of their order, each upon himself a particular duty, and keeping the performance of that duty continually before their minds. From their standpoint, devoting themselves entirely to the winning of souls to the glory of God, and going forth with this inspiration it is no wonder they have left their foot prints on the sands of time more than any other order of men we read of. Certainly they have been the explorers of America; for before ever the Mayflower sailed or those victims of religious intolerance, known as the Pilgrim Fathers, landed at Plymouth Rock (called by some, the Yankee Blarney Stone), a vast portion of the North American Continent had been explored by the Jesuits, and missions founded by those indefatigable men among the Aborigines. In modern times, it is a singular fact that only the most despotic and tyrannical of governments are opposed to them. And since the day when Ignatius their founder, then a poor wounded soldier on the battle field of Pampeluna, made a vow to the Blessed Virgin, that if he recovered he would found an order dedicated to her dear Son, our Lord Jesus, whose mission should be the increasing of knowledge and the general benefiting of mankind; that illustrious order so founded in faith and tears, has illuminated the last three centuries with the light of its genius and charity. But in America its work was pre-eminently one of good; the Jesuits have always stood up in the interest of freedom, and against the kings of Europe; many of whom acknowledged no law human or divine, and whose cruelties and vices were as gross as those of the Pagan rulers of ancient Greece or Rome. The order was expelled from France, owing to its condemnation of Royal profligacy.

THE HISTORY OF QUEBEC

from 1608, till it was taken by the English, under General Wolf, in 1759; partook more or less of the character of all the American settlements of that period; almost continual war with the Indians; dissensions among the

colonists themselves; all dependent on the capricious wills of the monarchs of England, France, and Spain, who were too busy at home slaughtering their subjects in useless wars, to pay any attention to these people at the other side of the Atlantic, except giving them an occasional overdose of taxation, and at last causing them to revolt, as the thirteen united states did under Washington, and the Canadians under Papineau, Nelson, and MacKenzie, to whose memory a splendid monument is erected in the Catholic cemetery, at Montreal. After a day's rest I set out to see as much as possible of the city and its surroundings; the place has a very old-fashioned appearance, many of the streets being narrow, and the houses of the high gabled style, of the seventeenth century.

THE CORPORATION

is alive to the necessity of keeping pace with the age, and consequently it is making vast improvements in every direction. The footways nearly all made of planks are rather narrow, and the carriageway is badly paved, although I was told there is an excellent granite quarry in the neighbourhood, from which stones could be had for paving purposes. New buildings are all made of limestone, of a splendid quality; many of them are large, and are ornamental to the city. In former days the ramparts were famous for the number of guns in position and the strength of the works; but now the citizens think they can turn these celebrated forts to a peaceful purpose, for while at Quebec, workmen were levelling and making the ramparts into walks and esplanades for the recreation of the citizens. The population is about 64,000, and like that of most other American or Canadian towns, made up of all the nationalities of Europe. On the shop fronts in a street may be seen English, Irish, Scotch, German, and perhaps Jewish names, and all united in making a one orderly, intelligent and energetic people; the police force being only 15 men, or one to about every 1,400 of the inhabitants. Timber is the principle trade of the port, and several ships were waiting for cargo; it is floated down the St. Lawrence in huge rafts, sometimes for nearly a thousand tons. Much of the timber, or as it is called,

THE LUMBER TRADE

is in the hands of Irishmen both as employers and workmen, and I must confess that I was agreeably surprised to see so many O's and Mac's on the sign-boards along the waterside. The rate of wages in this class of labour is good being from 2 to 3½ dols. per day; but of course some skill is required, just as there is in making a scaffold to a building, stoking in gas works, paving the streets, attending a thrashing machine, or other callings that are not trades and yet require a certain amount of technical knowledge. Those men are very expert with the axe, as may be seen by the neat square finish of the timber sent to Europe which is effected with that implement.

WAGES

for an ordinary labourer are from 1 dol. 25 cents, to 1 dol. 70 cents, and for mechanics from 2 to 3 dols. A Canadian dollar may be put down at four shillings of English money and a cent for a halfpenny, 100 cents being one dollar. Paper bears just the same value as gold; there are only two coins, cents the lowest and dollars the highest. The purchasing power of money is greater than in the United Kingdom, beef being only from 4d. to 8d., and mutton 3d. to 7d. per pound, bread about 7½d. per four pounds, butter from 10d. to 15d. and potatoes about 2s. per bushel. Clothes may be a trifle dearer, but very little, as Canada is rapidly becoming

A CLOTH MANUFACTURING COUNTRY

being already famous for the excellence of its tweeds; even the working classes do not wear bad clothes. I have seen more ragged people in a large English or Irish town than I have from Quebec to Winnipeg. During the four days I remained in the former city I only saw

TWO BEGGARS,

and they were old women respectably clad, none of the cringing, half-famished creatures with children hanging to their skirts so frequent in the streets of London, and which the managers of the Charity Organization Society write so many learned essays about, spend such vast sums of money to trace their history, and if they have not been saints, send them

to prison, or finding their character good, in place of bread give them a stone in the shape of an indigestible tract; none of these sad objects are to be seen in Quebec. There are a great many

PUBLIC BUILDINGS AND INSTITUTIONS

of one sort or another, such as the Provincial Parliament House, Lunatic Asylum, and General Hospital, a nun's hospital, and a ship as an Emigrant Hospital, a couple of asylums for orphans, and the Irish home for aged people dedicated to St. Bridget. There is also a university, several schools and seminaries for the education of youth; there is entire

FREEDOM OF WORSHIP

every one adoring God according to the dictates of conscience; seven-tenths of the population are Catholics, and most of the remainder belong to the Church of England, there being but very few Dissenters, by the old French law the temporalities of the different parish churches are vested in trustees elected by the congregation: thus, relieving the pastors of much anxiety and giving satisfaction to an enlightened people by placing the financial responsibility on an elected and representative body who have to render an account of their stewardship when their term of office is expired. On the third day of my stay I had the honour of being introduced by Mr. Stafford to His Excellency

LORD DUFFERIN,

the Governor-General, in the citadel. I was with him for nearly an hour, during which he asked a number of questions on different subjects; but particularly about the small farmers and agricultural labourers of Ireland, and how they were affected by Mr. Gladstone's Land Act, the conversation was free and easy, without stiffness or restraint, and certainly Lord Dufferin has the knack of making one at home in his presence; he gave me a letter to Government officials throughout the Dominion requesting them to give any facilities I might require in the prosecution of my mission. His Lordship left on my mind an impression that he is a man of wide views and of a

cultivated intellect without pomp or affectation; when leaving him the guard gave me

A MILITARY SALUTE

no doubt thinking I was some great man, but it is only a confirmation of the old saying, "Show me your company and I can tell what you are," the sergeant saw me shake hands with the Governor, and he felt it his duty to offer me this mark of honour on that account.

THE CITADEL OF QUEBEC

is one of the strongest fortifications in the world; its guns sweeping the port and surrounding country in every direction, it is on the top of an immense cliff, about three hundred feet high, and on the perpendicular river front of this rock there is a large board announcing that Major-General Montgomery, of the United States Army was killed on that spot while attempting to storm the place on the night of the 31st of December, 1775. I can understand a man being brave and devoted to a cause, but it must have been sheer madness for General Montgomery to try and climb up the face of a rock over three hundred feet high, and as upright as the gable end of a church; indeed the enemy would be fools not to shoot him. A little way from its base an old house was pointed out to me, from one of the rooms of which the fatal shot was fired. Close to the citadel are the

PLAINS OF ABRAHAM,

where the decisive battle between Wolf and Montcalm was fought, on the 13th of September, 1759; both the heroic leaders being killed on that memorable day; a monument to their memory is erected on the field; early in the action the gallant Wolf was struck by a ball in the wrist while leading the 28th Regiment, concealing his injury, and still pressing forward, he received another shot, mortally wounding him in the chest; he was immediately carried to the rear and laid on the ground, where he expired, during a brief interval of consciousness, he had the satisfaction to know that his troops were victorious,

hearing a great noise, he asked what it meant, and was told it was the enemy flying; he exclaimed, thank God they run, his last words being an order to one of his officers to march some troops to the river to cut off the French retreat, and then laying back he said, I die in peace.

COUNT MONTCALM

died in the hospital on the following morning, fortified by the Sacraments of the Catholic church; his remains were enclosed in a rude coffin, and interred in the church-yard of the Ursuline Convent; his last public act was to send a letter to General Townsend, the successor of Wolf, asking mercy for the French prisoners. A few years ago, while repairing the Ursuline Church, the grave of the hero was accidentally opened; his bones had gone to dust and returned to mother earth, with the exception of the skull, which was taken charge of by the authorities of the Convent and preserved as a venerable relic in its Sanctuary. Four days after the battle of the Plains of Abraham, the city and fortress of Quebec were surrendered to the British arms;

THE TERMS OF CAPITULATION

embracing the following points: the Garrison to be awarded the honours of war and to be conveyed to France in British ships, the property of soldiers and inhabitants to be inviolate, the French sick to be cared for and attended to by French doctors, the people to be governed by the civil law, and to have the free exercise of Catholic religion; under this treaty liberty of conscience has been preserved to the people of Lower Canada, from that day to this; on the 23rd of April, the following year, the British forces, under General Murray, were badly beaten by the French under De Louis, on the same battle field, the want of heavy cannon preventing him recapturing the city to which he laid siege; but the British fleet entering the St. Lawrence, on the 15th of May, compelled him to retire in the utmost confusion to the great joy of the besieged. The word plain, applied to this famous field is a misnomer, it being only a few acres of table land, where

there could not have been much manœuvring, as it is surrounded by ravines, valleys, and steep cliffs, so that the fighting must have been of hand to hand description; While I was in Quebec the weather was lovely, about 70 degrees in the sun.

VEGETATION

was not so forward as it would be in the United Kingdom, in the early part of June; but I was told it was exceedingly rapid as the heat of the sun kept the land warm and moist by the gradual thawing of the frost, which penetrates a considerable distance into the ground; although some things were a little late, the markets were amply supplied with early fruit and garden stuff. Mr. Stafford, the Dominion emigration agent, invited me to accompany him to the celebrated

FALLS OF MONTMORENCY,

a few miles below the city; hiring a peculiar looking two horse vehicle called a waggon, the lightest, the airiest, and the most commodious carriage one could imagine, we drove through splendid scenery; the city behind us, on the side of the hill, the sun playing on the bright roofs, and the citadel above it keeping watch and ward; the broad St. Lawrence, on our right, on its bosom numerous ships proudly sailing down with the tide; men, women, and children in the gardenlike fields on both sides of the road as busy as bees getting the land ready for crops, they are all

PEASANT PROPRIETORS,

and whatever they grow is their own; no landlord can say to a tenant "I will raise the rent 30 per cent. because the property is improving in value through your exertions; still I must have the benefit as the law gives me power to do as I like with my ancestral estates, and if you do not pay it, out you go." How different in Canada, which until recently most of us thought was a country where bears wolves, mob law, and pistol rule prevailed. Yet on the banks of the St. Lawrence thousands of neat dwellings are to be seen in all directions; the homes of men who cultivate the land for themselves, and can sit beneath their own

fig tree without fear of gale day or the land agent's frown ; so different from the peasants in Ireland. At length we arrived at the falls, which are stupendously grand.

THE MONTMORENCY RIVER,

falling over a ledge of perpendicular rock of slaty formation, 170 feet high, into a deep gloomy abyss ; the sides of which are covered with brushwood to the water's edge, giving the place a sombre and somewhat melancholy appearance ; the clouds of spray rise from the great whirlpool below, forming rainbows in the sunlight, which are reflected back on the face of the cascade in varied shades and tints, the one acting like a mirror to the other. After inspecting the falls from all points I returned to the city, pondering on the omnipotence of God as manifested in his works. Next day I went to see

MR. LESAGE,

Minister of Agriculture and Immigration, for the Province of Quebec ; he is a fine dignified-looking man, more ready to converse in French than English, no doubt the result of habit, as he speaks the latter tongue fluently and well, but with a strong foreign accent ; he received me with marked courtesy, presented me with a book on European Emigration, written by himself, and requested that I would call on him again if I revisited the city, which I did in the middle of winter, an account of which the reader will find in another chapter. Mr. Lesage is a close reasoner, evidently a man of sound common sense, and thoroughly understanding human nature ; he said that any number of emigrants could be absorbed into the population, particularly of the agricultural labourers and small farmer class, and that the Quebec government would be glad to give organised parties special facilities to go out. A great many servant girls could readily get situations at from 5 to 10 dollars per month, and in some cases more ; it is

A CURIOUS FACT,

that, although Quebec is the port where all emigrants land, there is as much demand for help there as in any

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other part of the Dominion; the reason is because they nearly all go west, the Government giving free railway tickets. How different from

NEW YORK OR BOSTON,

where emigrants are a drug, as the authorities do not assist them and they are without means sufficient to go up the country, and are thus compelled against their will to remain in the eastern seaboard cities, where there is but little chance for them to rise above the hardest manual labour; but we will deal with this subject further on. I received a great deal of valuable information from my visit, the minister offering me every facility in his power.

THE MINERAL RESOURCES

of the province of Quebec are yet, comparatively speaking, undeveloped; the timber trade has hitherto absorbed the attention of Canadian capitalists, because it was to a great extent a ready-money business, and they had almost a monopoly in it. Now that population is multiplying, capital created, the country opened up by railways, and above all, now that the people are satisfied with the Constitution and Government, and its endeavours to give confidence and stability to enterprise and industry; public companies will be formed, and the mineral wealth of the country will be developed with great advantage to this young and rising province. Iron has been discovered in practically inexhaustible quantities in different parts of the Dominion; the number of men employed in mining pursuits in the province of Quebec in 1871, was 1,264; but now there are double that number. On the north shore of the St. Lawrence, below the city of Quebec, a magnetised sand is found in abundance, that even in the crude state yields 30 per cent. of steel-making ore, and when purified yields 95 per cent.; twenty men can purify ten tons per day, and it is proved beyond a doubt that steel can be made from it by one process. To bring this ore into market successfully, is merely a question of time and money; in the eastern townships, copper has been found in vast quantities, but as yet it has not been very extensively worked. There are also lead, silver and platinum found in this province, and before long those

minerals also will be a great source of wealth. Canada, only a few years legislatively independent, has made extraordinary strides in material prosperity, and taking the past as a criterion of the future, another twenty years will see her population ten millions; her industries expanded; her mines developed; and land that is now forest or waste, covered with the homesteads of industrious peasant proprietors.

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CHAPTER V.

FROM QUEBEC TO MONTREAL.

THE distance between these two cities is about 175 miles, the road traversed being in the province of Quebec, or as it was formerly called Lower Canada; the trip can be made either by water or rail, Montreal being the head of ocean navigation; all the Liverpool steamships go up to that city, although passengers disembark at Point Levis. During the season some of those floating palaces called

RIVER BOATS

ply on the St. Lawrence between Montreal and Quebec. A person that has not seen this class of vessel cannot form any idea of their size, accommodation, and comforts; in general appearance they very much resemble a grand stand on an English race course when crowded with people. There are two or three decks rising one over the other, each with its saloon and state rooms, verandas on the sides where the passengers can walk, lounge, sit, smoke, or chat, just as they please, and overhead the great ponderous beam engine working up and down; as Charles Dickens happily described it, "an iron top Sawyer." Stranger as I was, these boats were objects of wonder and surprise to me, as I had never seen anything like them in the Old Country. They have room for 400 cabin passengers and they leave Quebec and Montreal simultaneously every day. The scenery of the river is very fine, there are several smart places on its banks, the tide going to a town called Three Rivers, 86 miles above Quebec; on this route the traveller will see

THE FIRST OF THE AMERICAN LAKES,

small it is true in comparison to others, but still very interesting. Formerly it was too shallow for ocean steamers.

but at a great cost the Canadian government deepened a channel through it enabling such heavy vessels as the Allan fleet to go right up to Montreal. Its average length is 31 miles and average width 7 miles, it is called Lake St. Peter because Jacques Cartier sailed through it on the 29th of June, St. Peter's day, 1535, on which occasion he had to leave one of his ships behind as the lake was too shallow. How little he dreamed that three centuries after there would be immense iron ships navigating those waters, and that through the development of science and human progress, the very rocks in the bottom of the lake would be removed, and that those vessels would cross the great Atlantic in a few days without either wind or sails, and that the Indian town of Hochelaga or as it was called by him—Mount Royal—would be a large and flourishing city, but such is the fact. Here I may remark that

ALL THE GREAT LAKES

and navigable waters of British North America are surveyed, buoys and charts laid down, and lighthouses built on all headlands, rocks, entrances to harbours, &c., just as on the ocean coast line; the quantity of oil used in 1873 being 41,121 gallons showing the importance of this branch of the public service. The government as well as private individuals are continually improving these great water highways with locks to ease the gradients, and dredgers to keep sufficient depth, with ship canals between the lakes and by the removal of rocks and other obstructions. This makes me think that there will be a

DIRECT WATER COMMUNICATION

between Liverpool and the fertile region away to the foot of the Rocky Mountains, and that, too, at no very distant day. The other route from Quebec is by the

GRAND TRUNK RAILWAY

which runs on the south side of the St. Lawrence and nearly parallel with it; it is the one always taken by emigrants and most of the steamship passengers coming to Quebec. An American railway is very different from an English one; the carriages are better, and the permanent

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way not so good. There is a passage through the centre of a train from end to end, and the guard or conductor as he is called in America, is always walking to and fro; anything like a strongminded woman making a charge against an unfortunate man as sometimes occurs in England is simply impossible. The locomotives are larger than in the old country and there is a strong projection called a cow catcher on the front of each engine to clear the line of obstructions. I never saw the usefulness of this invention tested, but judging from appearances I think it would throw an animal on one side, no doubt to its great disgust at such rough treatment. The chimney has a mushroom-looking top, something like a bushel basket, in which there is a wire screen to prevent sparks escaping, wood being chiefly used for fuel; yet many forest fires occur through sparks from these engines. The majority of the general public travel first class, except emigrants, who usually have a train to themselves and go right through from point to point in charge of a government agent. The passenger carriages are about 60 feet long, firmly constructed, and beautifully embellished, indeed sometimes extravagantly so. There is only room for two persons in each seat, which is reversible, enabling a party of four to sit together, two facing and two sitting back to the engine; on some railways there are little tables screwed on the side of the carriage which can be lowered in between the seats when these parties are formed, enabling them to read, play cards, or ladies to sew. There are stoves, a heating apparatus, water closets, cloak rooms, and an ice water filter in each carriage; there is a platform at each end from which a door opens into the carriage. This platform is reached by four or five steps something like a street tram car. In the United Kingdom

THE OSCILLATION WHILE TRAVELLING

is from side to side, in America it is up and down, because in the United Kingdom the springs are crosswise, in America they are lengthwise. There are sleeping cars attached to each train, the extra charge being 2 dols. per night. They are exceedingly convenient, especially for business men. because while travelling all night they can at the same

time also have their proper rest and be fit for duty on the following day. There is a seller of nick nacks, or as he is called

A DEALER IN "NOTIONS"

on board of each train. He will put a catalogue on the seat for passengers to read, then he will come round with his goods; first, perhaps, toys or curiosities, then apples, oranges, sandwiches, ginger beer, &c., he usually keeps a tidy stock of novels, mostly by British authors. I do not know why Americans or Canadians have produced so few poets or fiction writers of note, but this is certainly the case. Take up a Canadian or Yankee journal, and if there is a tale it is sure to be a hash-up from some British novelist. It is true that the Americans have developed a class of writers called humourists, but who I think might as appropriately be called dullists, for I do not know anything more dull or monotonous than wading through a column of such misspelt trash as emanates from the minds and pens of some of these gentlemen; but as

GEORGE STEPHENSON,

the inventor of railways said when asked by a committee of the House of Commons, what about a cow if it got in front of his locomotive? "So much the worse for the cow," said the great engineer; the same may be said of Americans, or at least some of them, if they appreciate such twaddle as appears in their newspapers under the name of humour. So much the worse for their taste. Anyway, the selling of books in the train is a boon to the traveller on a long journey, as he can wile away the time pleasantly, buried deep in the story of the sincere and mysterious love of some heroine for some wicked marquis. Going through one of the New England States from Montreal to New York on the Vermont Central Railway, I was much amused by one of those travelling merchants, for everybody who has anything to sell in the States is

A MERCHANT.

I had a few Canadian papers that I purchased on the previous day in Montreal, our merchant saw them on the seat, and looking at me he guessed I had some newspapers

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I did not want, and offered to trade with me for them. I did not understand his meaning at first, but at length replied that I would trade and awaited to be further enlightened on the transaction; he said he could give five apples for the four newspapers which I accepted, and the next moment he was at the other end of the carriage crying "the latest Montreal papers five cent each;" it struck me as a corroboration of what I had read and heard of Yankee shrewdness and enterprise. On my journey from Quebec to Montreal we had to remain some time at an important station about midway, called

RICHMOND JUNCTION,

where the line branches off to the Eastern States. Perhaps of all the places that crowds are to be met with, there is none where a clearer estimate of human character can be had than at a railway station, and I must say that I was very agreeably disappointed in the impressions then and there created on the mind about the people present. Having conjured up a picture of my own in which revolvers and bowie knives figured largely, I was glad to be deceived. Here was an orderly, courteous, and a well dressed assembly, every man with dignity and self-reliance in his appearance, without bumptiousness on the one side, or subserviency on the other, so frequently to be met with in the United Kingdom, particularly in Ireland, where one would imagine the rich and the poor were not created by the same God, and where even

RELIGION IS MADE SERVILE TO MONEY,

branding the honest peasant with degradation, by stalling him off in the house of God, as though we all went to Heaven in castes, thus reversing the illustration given by our dear Lord in the fourteenth chapter of St. Luke's Gospel, where He says: "And it came to pass, the beggar died, and was carried by angels to Abraham's bosom, and the rich man also died, and he was buried in hell." Certainly in our day, if money can keep him out of it, he will not go there. To my idea, the pomp on the one hand, and the exclusiveness on the other, that I have seen, comes under Christ's severe rebuke, when He says: "And the

cares of the world, and the deceitfulness of riches, and the lust after other things entering in, choke the word, and it is made fruitless."—Mark iv., 19th verse.

WHILST WAITING FOR THE TRAIN,

I conversed with several of the men, and I confess that I was fairly surprised to find them so polite and well informed. Along the line a deal of the land is uncultivated, yet I believe it is all taken up, the heavy timber has been cut off, and it is now covered with forests of small deal trees. In my opinion one of the evils of farming is

TOO MUCH LAND,

men have only a given quantity of physical and mental power, and it is a great error to spread it over too much space, and particularly so for a Canadian farmer, because his season is limited, and he cannot always get sufficient help, yet he is generally ready to grasp more acres than he can properly handle; the result is that he runs it to poverty for the want of skill or proper usage, remaining poor himself, and bringing but little produce to market. If he had less land and more industry and knowledge of his business, he would do better, both for himself and his country. But as this matter is beginning to be pretty well understood, no doubt the next few years will see a vast improvement. These general remarks apply to the States just as much as they do to Canada. We approached

MONTREAL

early in the morning. The scene was splendid, the face of the country an emerald green, rather flat, and well watered by numerous streams emptying into the St. Lawrence which is stretching away on our right for miles; in front of us on the other side of the river is the city at the foot of a very picturesque hill, the one Jacques Cartier called Mount Royal, but which the Citizens now call the Mountain, and are about laying out for a public park. We cross the mighty monarch of northern waters on the famous

VICTORIA BRIDGE,

the contract for the building of which was let to Messrs.

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Peto, Brassey, and Betts on the 3rd of March, 1853 for one million four hundred thousand pounds. The length of this extraordinary bridge is nearly two miles; it was designed by Robert Stephenson, who visited Canada on purpose. It has twenty-four arches, the piers and abutments being of cut limestone. The centre arch is 330 feet and the others 242 feet in span, and 60 feet above watermark. The weight of the tube through which the train passes is about 8,000 tons, and of the stone for the piers 250,000 tons. Altogether it is one of the wonders of the world. The

WORKS OF THE GRAND TRUNK RAILWAY

are at Point St. Charles, a suburb of Montreal, and although they are not so big as those of the English Great Western at Swindon, or of the Great Northern at Doncaster, yet for a young country like Canada they are really wonderful; but its resources are unlimited, and only require developing to make Canada rich and prosperous, and for that purpose railway communication is indispensable. This is so well understood by Canadian statesmen that there are thousands of miles already open, and thousands more projected or in course of construction. The Grand Trunk line has about 1,500 miles in operation, and a traveller landing in Quebec or Portland can be taken direct to Chicago without a change of carriage, except when passing the Detroit River at Detroit. The gauge of the Grand Trunk is 4 feet 9 inches. Steel rails are now laid for nearly its entire length, and in common with most American railways it is a single line, except near the large towns and at the stations where there are lay-bys or sidings for trains to pass each other. There is a very great difference between travelling in the United Kingdom and travelling in Canada and the States. In the former everything is on the hard-and-fast principle; in the latter on the free and easy. In the United Kingdom

RAILWAY TICKETS

can only be had at the pigeon-hole in the booking office; in America they can be purchased at agencies in the various towns, and at any date to suit the buyer's convenience. They may also be bought at the station before

the departure of each train, or the traveller can pay his fare to the conductors, when seated in the carriage. These conductors hold very responsible positions, and I have been told stories of their rapid accumulation of wealth, which I did not wonder at.

FREE PASSES

are far more easily obtained than in Great Britain, and, like all other privileges, I think it is more or less abused, as there are plenty who use them that could well afford to pay. On the other hand, Canada and the United States are so vast, and a deal of both countries yet unexplored, the mineral and other resources being almost entirely unknown, and as most of the pioneers and investigators, scientific and otherwise, are comparatively poor men, it is well to assist them to make known to the speculating capitalist and the intending settler the fertility and eligibility for investment of those sections of the Continent. So that the pass system is to a certain extent useful, and the only thing to be done is to guard it as much as possible against abuse.

ATTENTION AND COURTESY

is paid to strangers, at least in every part of Canada, and the United States, that I have been to, and all officials who have to do with the travelling public, show a dignity and self-reliance in their character that contrasts favourably with the same class of public servants in the Old Country. I do not make this remark to disparage the one or praise the other; I am simply contrasting the customs of the Old and New Countries. In America there is no such thing as a porter lowering his manhood by putting his hand to his cap, and in some cases taking it off altogether, every time he speaks to a passenger in a first-class carriage; but at any railway station in the United Kingdom, it is to be seen every day. I do not say the man is any the worse for doing so, but it keeps his inferiority continually before his eyes and leads the person receiving the homage to believe it is due to him through his superior merits, when it is really on account of his money. We arrived in Montreal, about eight o'clock; at the station there were a

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number of omnibuses waiting to take customers to the various hotels. In England

HOTELS TAKE THEIR NAMES

from some animal, such as the Lion, Red, Black, or White,—whether the king of the forest is of so many different colours, I am not sufficiently up in Natural History to say, but certainly English publicans and hotel-keepers pay great respect to his ferocious majesty,—then there is the Bull and the Cow, and the Horse and the Dog, and the Ram, and all other animals represented; neither is the feathered tribe forgotten, for there is the Eagle, the Crow, the Raven, the Swan, the Cock, the Magpie, and the Pigeons, of which there are generally three. Why publicans in Canada and the States should entirely ignore this old English custom, I cannot say, but they certainly have entirely done so as the

HOTELS ARE CALLED HOUSES OR HALLS,

for instance the St. Louis House, Quebec, the St. Lawrence Hall, and the Express House, and the Ottawa House, Montreal, the Russell House, Ottawa, the Mansion House and the Rossin House, Toronto, &c. Here as at all other places, I took charge of my own little luggage and carried it to the Express House, which was only across the road, from the station; after breakfast and a little fixing up I went for a walk round to see as much as possible of the town, and I must say that my first impression of the

CANADIAN COMMERCIAL METROPOLIS

was very favourable and a longer acquaintance strengthened it. Although Jacques Cartier, the discoverer of Canada, sailed up the St. Lawrence, to the Indian village, of Hocheloga, now a suburb of Montreal, and wintered at the foot of the hill, to which he gave the name of Mount Royal, as detailed in a previous chapter; practically speaking the City of Montreal, was founded by Champlain, in 1611, and like many other Canadian towns, owes its origin to the fur trade.

THE SKINS OF ANIMALS

have been used in all ages and countries, for various

purposes, the shields of some of the most renowned warriors of Greece and Rome, were made from the skins of wild beasts, and it is recorded in history that when Caesar invaded Britain, fifty years before the Christian era, he found the natives dressed in the skins of animals, and certainly every picture or painting we see of the famous Queen of the Iceni, and her heroic Ancient Britons, bears out the assumption; Irish history tells us that after the battle of Kinsale, and defeat of the noble and patriotic O'Sullivan-Beare, of Dunboy, he made his celebrated retreat to Leitrim, and having arrived on the banks of the Shannon, he had to kill his horses for food and to make currachs, or boats of their skins to enable him to cross the river and continue his march. The discovery, or re-discovery of America, gave a great impetus in Europe, to fashion and luxury, the early voyagers took back with them such splendid specimens of fur that they sold almost for fabulous prices, and were only used at first in the decoration of the robes of Kings, Peers, Judges, &c., gradually the wealthy began to use them and the demand was soon greater than the supply; on his second voyage Jacques Cartier, took to France a great quantity that he got in exchange for hatchets, knives, beads, fish hooks, trinkets, &c., from the Indians. Other explorers did the same, so that the trade in peltries began to assume somewhat large proportions. In a report presented by Champlain, to the King of France, he says that beaver, moose, cariboo, wolf, ermine, fox, and wild cat, were abundant. In 1602 a company was formed by a gentleman of Dieppe, named De Chates, under the patronage of Henry the Fourth of France. The charter of the company was to deal in peltries, establish colonies and convert the Indians, but through the loss of its patron by assassination in 1610, the company was broken up.

CHAMPLAIN

was the servant of this company, and knowing from his experience that the skin trade was a remunerative one, he built a fort and warehouse in 1611, on St. Helen's Island, in the St. Lawrence, the one to store his goods in, the other to protect his people from the savages, and even from the English, who had at this early date an eye on the

majestic northern river, and the splendid country it traverses. Charlevoix says, that notwithstanding the heroic efforts of this truly great man there were only two or three huts at Montreal; but the reports sent to France on the fertility of the country by the Jesuit missionaries, inspired large numbers to come out, and in 1642 fifty able-bodied men arrived in Montreal, and on the following year their wives and families to the number of 200 joined them. The French Government made an enactment that able-bodied young men should get a certain amount of land, on condition of working three years in the Colony; to get wives for those young men, orphan and peasant girls were sent out at the public cost, and were under the care of the nuns of the Order of St. Ursula, until suitably married, and thus was founded the

PEASANT PROPRIETARY OF LOWER CANADA

giving the cultivator the ownership of the soil and the benefit of his industry, instead of having it let and sublet, as in the United Kingdom, where one man will have more for his share of the produce of a county than all the other people who live in it. D'Arcy McGee, speaking of the early French settlers, said "No province of any ancient or modern power—not even Gaul, when it was a province of ancient Rome—has had nobler names interwoven with its local events. Under the French kings Canada was a theatre of action for men of first-rate reputation—men eminent for their energy, their fortitude, their courage, and their accomplishments in all that constitutes and adorns civil and military life." After the surrender of Quebec to the English, in 1759, the French of Lower Canada, under Levis, made a stout resistance to the British advance along the line of the St. Lawrence, but 17,000 men arriving, under General Sir Geoffrey Amherst, Vaudreuil, the French governor, surrendered the city and defences of Montreal to the conquerors, and thus ended the French *regime*, having existed 224 years. In 1776 Montreal was captured by the American General Montgomery, who afterwards fell at Quebec, as alluded to in another chapter. Through the successful revolution of the thirteen United States the aristocracy of England

were afraid to meddle too much with the Canadian colonists, or to place any heavy burthens on them, except that a lot of sinecure offices were created for the benefit of a favoured few, and although the people multiplied rapidly there was no representative Government, everything being managed by the Governor and his Council, twenty-two in number, and appointed by himself from among his own friends and admirers, the result was that in 1837 the people revolted under

PAPINEAU, NELSON, AND MACKENZIE,

and although this rebellion was suppressed, and, after the rebels laid down their arms, a good deal of hanging was done, as usual in such cases, it would now take a deal to make Canadians, English and French, believe that the rebellion did not do good, as it gave the country representative Government. The wise and far-seeing

LORD DURHAM

having been sent out in 1838 as Governor, he acted an honourable and merciful part, and, being censured by the British minister, he resigned after six months' duty. In his report to the Imperial Parliament he took the side of Canada, and condemned the family compact, and during the governorship of another enlightened statesman, Lord Sydenham, an act was passed in London on July the 21st, 1840, granting Responsible Government to the British provinces in North America.

MONTREAL

is the largest city in the Canadian Confederation, its population being about 140,000, principally French, English, Irish, Scotch, with a few Scandinavians and Jews, forming as enterprising and intelligent a community as any probably in the world. It is the distributing point of Canadian trade, as it is the port where lake or fresh water navigation ends and ocean navigation begins. There are four or five lines of steamships trading to Liverpool during the open season, and much of the commerce of the north-western States of the Union comes that way, as well as all that of Ontario, and of the comparatively undeveloped region lying round the Georgian Bay. Between

Montreal and Chicago there are 1,260 miles of waterway, consisting of lakes and canals, and carrying an immense fleet of ships, some of them of great tonnage, bringing produce and minerals from the far West, to be transhipped at Montreal into the ocean steamers for export to Europe. The quays and wharves are very large, and along the waterside there are extensive warehouses for storing goods, some of them fine buildings indeed. The streets are somewhat irregular, and not so well laid out as they might be on account of the city being constructed almost piecemeal, and, although there are many noble erections, they do not show to advantage through being packed away in those narrow and winding turnings. Limestone is the principal building material, and a very good one it is, and as the business people rapidly get wealthy house building is an excellent trade, the authorities and citizens being very anxious to embellish and beautify the city.

THE STREETS ARE NOT WELL PAVED,

and I think a vast improvement could be made in this direction, particularly in the footways and in the channels to carry off the water from the middle of the road. No doubt the frost and snow have a good deal to do with the matter, and I may say that I noticed the same defect in every town that I have been to, both in Canada and the States—even the far-famed Broadway of New York is rough and uneven in comparison to a leading thoroughfare in London. Certainly Americans or Canadians do not excel in street making, notwithstanding that there is plenty of lime and granite in both countries, which only requires labour and skill to be utilised. Money spent on paving is not wasted, because it saves horseflesh and labour, prevents the accumulation of stagnant waters, and thus promotes the public health. The authorities of Montreal are well aware of these facts, but, as they justly say, everything cannot be done at once. There is a very efficient

FIRE BRIGADE,

paid by the corporation, and numbering sixty men. Electric fire bells and alarms are distributed all over the

city, each numbered and having a different tone from the others, enabling the firemen, either by a glance at the index in the station or by the sound of each bell, to know what district or street there may be a fire in. The water is pumped from the waterworks to a reservoir on the side of the mountain above the city, so that there is always sufficient pressure on the mains to force it to the top of the highest houses without an engine. Fire is one of the scourges of Canada and of the States, a vast number of the houses being wood, and in summer the sun, and in winter artificial heat, renders them very inflammable. In some of the towns, side by side with splendid stone or brick mansions; may be seen the wooden shanty of the early settler, and

FIRE, THE GREAT IMPROVER,

sweeps away all those rude wooden structures and clears the ground for the really beautiful buildings that generally succeed them. Any one going straight from the United Kingdom to Montreal will be struck with the magnificent edifices he will see on every hand, which must have cost immense sums to erect. The Catholic Cathedral of St. Sulpice is one of the largest on the Continent, and capable of seating 10,000 people. Some idea of the business done may be seen from the fact that there are nineteen banks in the city, besides a number of brokers and money changers, who are always busy. During my stay I visited several of the

FACTORIES AND WORKSHOPS.

The hours are sixty per week, or ten per day, which are far too many, particularly for women and children, many of the latter being very young. There is no act of Parliament to regulate their labour, and the sooner there is the better, as it would protect this class of weak and helpless operatives, and prevent unwholesome competition between unscrupulous employers, who, as a rule, do not hesitate to make money as fast as possible, and by any means that would not be considered dishonourable, although not moral or charitable to their dependents. Experience and common sense have clearly shown that

legislation to some extent must regulate labour in the interest both of employer and employed—the one to be protected, the other to be encouraged—and the time has arrived for Canadian politicians to consider the necessity of a Factory Act from a statesmanlike point of view, because if the people are permitted to degenerate through overwork the state is sure to suffer in proportion. There are

NO POOR-RATES OR WORKHOUSES

in the Dominion, although, like all other countries, there is some destitution, particularly in winter, which is relieved by societies founded for that purpose. Those organisations have a national character, such as the St. Patrick's, for Irish Catholics; the St. Jean Baptiste, for the French; the St. George, for the English; the St. Andrew's, for the Scotch; and the Irish Protestant Benevolent Society, for Irish Protestants. These societies are established in all the large towns, and although they do a great deal of good, I am of opinion that the relief of the poor ought to be in some way under Government control. There is no need of the cumbersome machinery of the English Poor Law system, which takes more to pay officials than it does to relieve the destitute; but there might be a law framed suited to the age and to the circumstances of Canada. At present the poor are entirely dependent on charity, which I admit is freely given; but it would be better if a man felt that he could command a little assistance in the hour of need, instead of having to bow and scrape for it, as at present. A Catholic soliciting relief from a Protestant society is entirely out of place, and exactly the same with a Protestant asking aid from a Catholic society. In either case the applicant must be religious or hypocritical; if not he will get the cold shoulder from the managers, who are mostly clergymen, or their nominees, and are very seldom responsible to a committee or governing body. I am not finding fault with those societies, as they are doing a noble work, but I think there ought to be

A PROVINCIAL OR A FEDERAL PLAN FOR THE RELIEF OF THE POOR,

with which, if thought advisable, those bodies might

co-operate; at present their action is too limited, too sectional, too arbitrary, and I might add too conservative. I had the honour of conversing with several prominent men on the subject, including the Hon. Mr. Mackenzie, the Prime Minister, and they all, more or less, concurred in my views. There are a great many

HOTELS AND SALOONS IN MONTREAL.

To the latter the citizens are very much opposed, and although hotels are useful, and as American and Canadian society is constituted they are even necessary, still their drink-selling license ought to be restricted, as well as that of their less important neighbours. I am very glad to say that drinking is not looked upon as the correct thing, and that drunkards, high and low, are generally treated with contempt, and serve them right, for, if a man is so corrupt or diseased that for the sake of gratifying his appetite he will sink below the level of the beast, such a man cannot be a good citizen or a good Christian. As a rule the

NATIVES ARE VERY TEMPERATE,

but a large portion of the Europeans keep up their old drinking habits. I went through the city prison, accompanied by the Deputy Governor. There were 325 prisoners, and full half of them suffering on account of

OFFENCES COMMITTED WHEN UNDER THE INFLUENCE OF DRINK.

I examined the prison books and found that several of the prisoners were from Ireland, and all confined for assaults and drunkenness, there being only one case of theft in the whole number; a circumstance that really made me feel proud, cosmopolitan as I am. My companion told me that intoxicating liquors were the source of filling the prison with poor unfortunate creatures, who in most cases would be good members of society, only for the baneful influence of the public-house, and he gave me his permission to make this fact known wherever I could. There are several temperance organisations, and a society formed to curtail the liquor traffic, something like the English Permissive Bill Association. Mr. Bernard Devlin, the Member of Parliament for Montreal Centre, was returned on the

prohibition ticket, the city has three members, one French, one English, and one Irish, the latter is pledged to support the temperance party, he is a liberal in politics, having defeated at the last election Mr. M. P. Ryan, who represented the constituency for several years in the Conservative interest, he is also a strong temperance advocate; both those gentlemen treated me with great kindness and courtesy, indeed, I may say the same of everybody that I met, and particularly of my own countrymen, one of them,

MR. JAMES HOWLEY,

offering me a cheque on his banker, if I wanted funds, and although I did not accept it, let me here return him my sincere thanks for his generosity and kindness. I am proud to say that

THE IRISH IN MONTREAL

hold a very good status, having a daily paper of their own, the only one I believe on the Continent. There are five dailies in the city, in the English language, besides one or two in French, *The Herald*, *The Gazette*, *The Witness*, *The Star*, and *The Sun* (Irish), here is undoubted evidence of the intelligence of the people, for there is no more effective means of drawing out the faculties of the mind than by newspaper reading, every thought and instinct being operated on, and if there is any natural capacity, it is sure to be enlarged by perusing those daily budgets of

CONCENTRATED WISDOM AND GENERAL KNOWLEDGE.

There are two places for emigrants in Montreal, one a kind of station where the train stops on its way from Quebec to Toronto; the other a home for such emigrants as remain in the city, to stay at Government cost until they get employment; the first is erected at a place called the

TANNERIES,

about a mile and a half from the town, it is a large shed fitted up in different compartments, such as cooking-room, dining-room, and lavatories, where there is an ample supply of water, soap, and towels, for emigrants to wash and clean up, very much refreshing them after the journey from Quebec; every emigrant train stops at this station

for a couple of hours. Food of very good quality is supplied at 25 cents or one shilling each person, such as are indigent getting meal tickets gratis from Mr. Daly, the Dominion Agent, or his assistant, Mr. Quinn; on one occasion, when I visited the emigrant station, there were over 300 present, and I must say I was pleased with the general arrangements, as well as with the kindness and courtesy of the officials; there were over 100 of

MISS RYE'S CHILDREN.

accompanied by that lady herself; they were of all sizes, from the little toddles of four years, to the girl of sixteen, budding into womanhood, as well as stiff plump lads of nine or ten; the older girls combed and washed the younger ones, and each other, then they had dinner, consisting of bread, beef, potatoes, and tea without any stint or measuring of quantity, all getting enough.

MISS RYE,

herself, seemed to be a woman full of energy and determination, just such a woman as would command respect by her presence, above middle age, tall and of a dignified appearance, with a sharp intelligent countenance, very active and businesslike in her movements; I certainly thought she was the right woman to carry on the work she was engaged in. Such of the emigrants as are to remain in Montreal, are taken charge of by Mr. Ibbetson, city emigration agent, and taken to

THE HOME,

where they are very well treated. In this establishment there are about thirty beds, clean and comfortable, besides lavatories, washhouses, kitchens, &c. There is also an office where employers come to get such help as they require. I went over the house twice, and I certainly was well pleased with what I saw, and I thought the agent one of the most attentive men to duty that could be found. Some of the emigrants that I met who had passed through the home spoke of him with gratitude and respect. There is no other public servant so closely watched as an emigration agent. His office is open for people to engage workmen, therefore he is bound to be

courteous and civil to all, and if not he would soon lose his situation; and, as far as I saw or heard, every agent in the Dominion was courting public approval, a guarantee that they try to do their duty. Around the city there are some very nice places, more or less like the suburbs of all large towns. A good deal of the land in the neighbourhood of Montreal belongs to religious and charitable institutions, and many political economists say it is not producing as much as if owned by more active and enterprising people—a charge in which there may be some truth, but with the energy, perseverance, and businesslike qualities of the inhabitants it is impossible for

MONOPOLIES

to exist, or large blocks of land to be shut up from public use for any length of time, or by any person or number of persons. It is true that there may be some of the feudalism of the sixteenth century still in existence in Lower Canada, and which might have been necessary when established, but it is now wholly opposed to the progressive spirit of the present day; therefore, everything in the shape of standstillism and inutility must give way before the goaheadism and common sense of this thinking and reading age. A century ago only a few were educated, and they used their faculties for self-aggrandisement at the expense of the ignorant and illiterate mass of the people—a thing impossible to happen now in Canada, because everybody is more or less educated. The laws of the Old Countries were founded on ignorance and the sword, those of Canada on justice, equality, and matured judgment. I am happy to bear witness to the prosperity and advancement of Montreal, so favourably situated both for inland and ocean commerce in the centre of a fine agricultural country, the Grand Trunk line, like a great artery, connecting it with all parts of Canada and the United States. No wonder it has arrived at the proud position of the commercial metropolis of a young and rising nation.

CHAPTER VI.

MONTREAL TO OTTAWA.

As this work is intended to diffuse information from a workingman's standpoint about regions that are destined by providence to be prominent in the future history of the world I do not propose to fill its pages with irrelevant details of any sort. My object is to give as much useful knowledge as possible about a country until recently comparatively unknown in Europe, particularly to the emigrating class. In the United Kingdom, the increase of population and the centralisation of wealth is producing a state of affairs, which statesmen must attend to sooner or later however long they may stave off the difficulty. The immense demonstrations frequently held by the labourers and miners of Great Britain, are merely bubbles on the surface that indicate a seething and boiling vortex below, and from the questions mooted and the debates they give rise to at those demonstrations, it is evident that the

INDUSTRIAL CLASSES

are far from being satisfied, to this evil there are but two remedies, a change of law to abolish the remnants of the feudal system, still in existence, such as an hereditary Legislative Chamber, which only represents money, and which the voice of the people never reaches, and a State Church which a great number of the taxpayers and wealth producers do not believe in; and a further modification of the land laws so as to gradually form a

PEASANT PROPRIETARY

at present 153 persons own half of England; 75 persons half of Scotland, and 35 persons half of Ireland, while in nearly every other European country the people own the soil. France has six million peasant proprietors; Belgium,

a million and a quarter; Switzerland, three quarters of a million. In England and Wales there are 27 or 28 Bishops with incomes ranging from £4,000 to £15,000 per annum; there are 2,375 livings, which yield upwards of £500 a year while the farm labourers are working for an average wage of 12s. or 3 dolls. per week, and those of Ireland for about 7s. or 1 doll. 75 cents, an alteration of this state of things would be a sovereign remedy for the future difficulties of the vast British Empire, as the greatest danger to any State is dissension within its own border. The clergyman who opened an evening school for adults in his parish, made a mistake so far as his influence on the mind of one of his parishioners was concerned, this parishioner was a farm labourer unable to read or write, the good clergyman said he would be educated to read his Bible if he went to the school; the man went and made excellent progress, some time after, the reverend gentleman called at the labourer's cottage and enquired of the wife if John was yet able to read a chapter in the good book; she replied with astonishment, "Lor, sir, he has read it all through, and now he has taken to the newspapers;" that remark is applicable to a large majority of the working classes of the United Kingdom, as they read the papers and digest what they read. The other remedy is emigration, not a good one, perhaps; but it is the best of two evils, the one to remain at home to toil and delve from birth to death on a mere pittance, the other to go to a new country and thus bring the labour to a better market. I left Montreal, the commercial capital, by the Grand Trunk Railway for the village of

LACHINE, *en route* FOR OTTAWA,

the political capital of the Dominion; Lachine is a village on the St. Lawrence, about a dozen miles from Montreal, where the Ottawa Navigation Company's splendid boats meet the trains to accommodate such passengers as prefer going to Ottawa by water. I was very fortunate inasmuch as I was accompanied by Mr. Howley, of Montreal, who kindly took upon himself to introduce me to the Prime Minister, the Hon. Alexander McKenzie. The distance from Montreal to Ottawa by water, is something like 100

miles, and by railway about 170, it lies north west from Montreal, due north from Prescott, and north east from Toronto. The boat left Lachine, about seven o'clock in the evening, of the 16th of June, and just as she was heaving off

A TIMBER RAFT

manned by Caughnawaga Indians, entered the rapids of the St. Lawrence, this was a terribly exciting affair, and I was told that the piloting of those stupendous floating piles of timber, through the surging and boiling foam of the rapids of St. Anns, was always entrusted to those Indians, a thrilling sensation passed through me as I stood on the deck and gazed on the scene, the raft consisting of several hundred baulks of timber gradually gliding into the dreadful vortex, a few white men who had brought the raft down the Ottawa river, for perhaps hundreds of miles grouped together in the centre; the Indians with long oars in their hands, standing in the most advantageous positions to push it off from the rocks or guide it through the boiling surf; as they approached the rapids the chief stood at the stern, the men at their posts, but so motionless that they might be taken for statues, as the raft got into the eddy the chief gave the word, and the red men at once—descendants possibly of those that fought under Tecumseh, the noblest of their race—were stirred into life and activity; they strain and tug at their oars and by their well directed exertions keep the raft clear of shoals and rocks, although going at a terrible pace. The pleasure seeking British public ought to take a trip on the St. Lawrence, and witness a scene like this it would be worth a lifetime spent on the Boulevards of Paris, or at the gaming tables of Baden Baden, and would cost less money. We sail by the pretty village of St. Anns, the scene of Tom Moore's celebrated Canadian boat song, no wonder that Ireland's bard was inspired¹ when passing that romantic looking spot which he immortalised by his muse, it is not necessary to describe the floating hotel called a boat, in which I was making the trip, suffice it to say that she was like all other American river boats, fitted up in every way for comfort and pleasure; as dusk set in she reached

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THE LAKE OF TWO MOUNTAINS

formed by the sudden widening of the Ottawa river, and steaming through at full speed to the rapids, where we had to take the train for a few miles to reach the navigable waters at the other end, we embarked again at Grenville in another immense steamer, and it being now eleven o'clock, I went to bed, but at three in the morning I was up to see the river at sunrise; just then we passed the village of

PAPINEAUVILLE,

the home of the Father of Canadian Responsible Government, Louis Joseph Papineau, and where he ended his days, full of years and honour in 1871. The country on both banks is thinly populated, but there is evidence of enterprise, industry and progress everywhere; rude wharfs at intervals, with stacks of sawn timber on them, waiting for exportation to the States, where it is nearly all sent. Rafts floating down from the north, going to Quebec, to be shipped for Europe, trains of barges towed by steamers every now and then passing, loaded with every kind of prepared boards, from the numerous saw mills on both banks of the noble stream, little comfortable looking villages here and there with extensive tracts of cleared land around them, some of it in a high state of cultivation, shanties that gradually develop into farm houses, scattered about in the forest, which is rapidly succumbing to the strong arm and active brain of the settler.

THE OTTAWA RIVER

has an immense volume of water, and its average width may be put down at half a mile, from the city of Ottawa to its junction with the St. Lawrence, at the village of St. Ann's, above Montreal, from thence the united rivers flow grandly onward to the Atlantic, draining the north central section of the American Continent, and bringing down the commerce of the Canadian provinces and the North Western States, which, as yet, are only in their infancy in comparison to what they will be in a few years, when enterprise and labour shall have developed the resources of those vast regions which are now only beginning to be

known in the Old Country. As we steam ahead at great speed, tall chimneys on our right came in view, they belonged to the extensive saw mills of the village of Hull, a suburb of the Metropolis, we round a bold headland and the numerous villas and gentlemen's houses indicate that we are approaching the city; suddenly

THE DOMINION PARLIAMENT BUILDING

of colossal extent, and appearing still more so through being erected on a magnificent site, breaks the line between us and the horizon. The sight is grand in the extreme, the Rideau Falls 70 feet high on our left, the Chaudiere Falls and Rapids, considered by some travellers superior to Niagara itself, with the light handsome wire suspension bridge, thrown across them, connecting the city with Hull, and the province of Ontario with the province of Quebec, in front of us. The stately, but peculiar looking boats that are gliding about in every direction, as though their captains were exercising them to prevent the engines rusting, and which afterwards I learned were tugboats engaged in the lumber trade, (there were hundreds of acres of huge stacks of sawn timber along the river bank.) The Parliament building on a rocky eminence, at the foot of which our steamer laid to at a neat pier, where omnibuses were waiting to take passengers to the different hotels, made me think that the river approach to the city of Ottawa, was really magnificent. Together with Mr. Howley, and many others I went to

THE RUSSELL HOUSE,

one of the largest and best hotels in North America situated in the centre of the town, close to the Parliament House, in a prominent situation, having a frontage to two leading streets, and being a fine massive building, it is quite an ornament to the rapidly rising Metropolis of the Canadian Confederation, if it would be possible to take a person from one of the stay-behind and old-fashioned hotels in the United Kingdom when asleep, and put him down in the Russell House when he awoke what a surprise it would be to him; in a large room in the front he would see comfortable arm chairs ranged round for visitors to sit in, reading, smoking, chatting, or perhaps manipulating

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some scheme, or organising some enterprise; this room of an evening is the resort of most of the leading men in the city, and a stranger wanting to see any prominent man, has only to ask for him at the office, as he is sure to be heard of there. The size of this grand hotel may be surmised from the fact that the dining-room is over 70 feet long and 50 feet wide, the bed-rooms are connected with the office by electric signals, and the corridors with each other, by spacious staircases and hydraulic lifts, altogether the Russell House, is a credit to Ottawa, as well as to its able manager and far seeing proprietor. On the banks of the Ottawa river, a few miles from the city, at a place called

L'ORIGINALE

there are mineral springs which bid fair to become the Canadian Saratoga, and as far as courtesy to strangers and the general comfort of visitors combined with energy and administrative ability is concerned, it is sufficient guarantee to say that they are owned by the same proprietor as the Russell House. There are several other fine hotels in the city where excellent accommodation may be had, but my experience on both occasions that I visited the capital, was of the Russell House, and I may say it was highly satisfactory; indeed, I may say the same of nearly all the hotels I visited, both in Canada and the States. While I did some writing, my friend

MR. HOWLEY

saw the Prime Minister at his office in the Parliament Buildings, and arranged for me to call on him at three o'clock. This piece of news put me into a nervous flutter, although I could not tell why, but I suppose it was through not being accustomed to meet great men face to face; in the Old Countries it is difficult to get an interview with an ordinary Government official as there are a lot of useless, and I may add, humiliating ceremonies required; but in Canada this sort of thing is abolished, men meet each other on the common ground of business and good conduct. I went for a walk with my friend to the Suspension Bridge over the Chaudiere Falls, and leaning on the side,

MY POCKET-BOOK,

in which were some important documents, and a considerable sum of money in Canadian paper dollars, dropped out of my coat pocket into the whirlpool. Just at the moment a gentleman connected with one of the papers was passing by and took a note of the incident, and on the following morning an account of my loss appeared in the *Ottawa Times*, to me the loss was irreparable in more ways than one, and I felt very much upset. Next day a man called at the Russell House, and enquired for Mr. O'Leary, and the porter showed him up to my room. He was a Frenchman, and from his appearance I thought occupying a high position. He asked me if I had lost a pocket-book, and if I could describe it, which I did, and to my great joy he handed it to me minus the cover, which had been worn off by the rocks in the rapids, but the indiarubber lining preserved the papers and money, my benefactor was merely an employé of one of the lumber yards, and he discovered the parcel while working on the river, three miles from where it fell in. The paragraph in the newspaper mentioned the owner, and this good man at once came and restored it. I regret that I did not take his name, to publicly mention it in connection with this act of pure honesty. Mr. Howley went back to Montreal, by the return boat, so that I had to go alone to the Premier. I went to the Parliament Building, enquired of a man where I could see Mr. McKenzie, he pointed out to me an office, on one of the corridors; I went to the door, expecting to be shown into some waiting room by a livery servant, or a beadle in uniform; but to my surprise an old man in plain clothes, a countryman of my own, requested my name, and turning on his heel into the room announced it to the minister, who at once bid me come in, and the next moment I stood before the greatest representative of labour and persevering industry, perhaps in the world, the first minister of the Canadian Confederation,

THE HONOURABLE ALEXANDER MCKENZIE,

who by his integrity, force of character, and ability had risen from being an operative stonemason to that exalted position, in itself an excellent example of what a man may arrive at

in a country where merit is the only key to success. After conversation of a businesslike nature he offered to accompany me through the building, an act of courtesy that I did not expect. We visited both the Legislative Chambers, which in my opinion are better arranged and more commodious than the Parliament Houses at Westminster, then the picture gallery, in which there are a great many portraits of distinguished Canadians and of all the speakers of Parliament, the present one being the Honourable Timothy Warren Angling, a native of Clonakilty, in the South of Ireland, and who like millions of his countrymen crossed the Atlantic to improve his position, and how well he has succeeded his portrait among those of the great men of the Dominion will testify. Passing through the gallery we visited the model room, committee rooms, library, etc., and finally Mr. McKenzie introduced me to Dr. Tache, the Deputy Minister of Agriculture, and to Mr. Lowe, the Secretary of Immigration, with whom I spent some time and made arrangements to call again on the following day. During my walk with the Premier, I was struck with the intelligence of his countenance, his unassuming manner, and the precision and clearness of his remarks, it was pleasing to myself, a mere labourer, to be received as an equal by the greatest and most important man, next to the Governor General, in British North America.

THE PARLIAMENT BUILDINGS

are a noble pile in the Gothic order of architecture, but with a strong mixture of the Composite style to suit the climate, they cost nearly four millions of dollars. The corner stone was laid by the Prince of Wales, during his visit to Canada, in 1860. The site is an elevated piece of table land, about forty acres in extent overlooking the city, and surrounding country, affording magnificent views from the different rooms in the building. There are three independent structures, forming three sides of a square, the central one being the Legislative Chambers, the other two being for departments of Government, and facing inwards to the quadrangle which is tastefully laid out with choice shrubs, fountains, and statues; there are

several towers rising out of the main building, the highest being 180 feet, has a fine effect. The whole is covered by a bold Mansard roof, giving it a very imposing appearance. This Canadian Parliament House, is one of the finest, if not the finest edifice on the Continent, and well may the people be proud of it as it is a monument of their patriotism, energy and love of country.

OTTAWA

is a city of about 35,000 inhabitants, and although Champlain sailed up the Ottawa river, or as he called it, the Grand River, and predicted that a flourishing town would arise where the city now stands, yet is of comparatively modern growth. One of the first men that made anything like a settlement, here was an American named Wright, who established a saw mill in the year 1800. The very year in which Ireland lost her Legislative Independence, this American was planting the seed of the capital of a new nation, and well may the thinker exclaim with the prophet of old, "Oh Lord, how great are thy works, and unsearchable thy ways." In 1827, the British Government sent a military commission to inspect Canada, with a view of fortifying it at different points; the commission reported on the desirability of connecting the Ottawa river with Lake Ontario, by a canal to form a triangle, of which the St. Lawrence is the base, the Ottawa river and the canal forming the two sides. The work was begun in 1827, and cost nearly three million of dollars; the length being about 130 miles; one end of it is at Kingston, on Lake Ontario, and the other at the city of Ottawa. This canal is an extraordinary piece of engineering, as it is carried by means of locks over a ridge of country much higher in the middle than it is at either end; the building of it attracted a large number of workpeople to the locality, who soon made an important settlement, which received the name of Bytown, from Colonel By, of the Royal Engineers, chief superintendent of the works. By the Queen's Proclamation in 1858, Ottawa was made the capital of the united provinces of British North America, called the Dominion of Canada, which includes Prince Edward's Island, Nova Scotia, New

Brunswick, Quebec, Ontario, North West Territory, the Districts of Algoma, Manitoba, Saskatchewan, British Columbia, and Vancouver's Island; Newfoundland not yet having joined the Confederation. All those united provinces send representatives to Ottawa, the seat of the Federal Government, each having a local government to manage its internal affairs. Those

REPRESENTATIVES ARE PAID

a thousand dollars, or a little over £200 each, every session for their services, which enables a poor man to enter the house without compromising his independence. In the United Kingdom, a man must be exceedingly wealthy to enter Parliament as the expenses are so heavy and as no remuneration is attached to the office; some of the most practical, intelligent, and active minded men are thus excluded. Until members of Parliament are paid and responsible to their constituents, there will be no fair representation of the people in England. The aristocracy say it is not dignified to accept public money for legislative services; but, surely it would be more dignified to give a man a salary for his labour than give hundreds of thousands yearly to sinecurists, who are of no use whatever to the people, some of whom receive more than would pay a dozen members very liberal salaries. In Ottawa

THE HOUSE MEETS EARLY IN THE DAY,

and does its business so that members can have their proper rest at night. In London they sit up till morning and sleep in the daytime; in Ottawa, members must attend to their duty or their salaries are stopped; in London some of the most important bills are passed when there are not above fifty present. The difference between the two systems lies in a nutshell; the one is the result of an artificial state of things, called society and privilege, the other of thought, progress, and common sense, which ought to be the foundation of all legislation. The town of Hull, across the river from Ottawa, is the

LARGEST TIMBER STATION IN THE WORLD,

nearly two hundred million feet being exported every

year; there is a match factory belonging to Eddy & Co., the most extensive in America, giving employment to 1,000 hands; there are also lath mills, shingle mills, pail mills and other manufacturing industries, showing that there is no lack of enterprise, and that capital can find profitable investment. The city itself is well laid out, the streets, as in all American towns, being at right angles; Hull is capitally supplied with

GAS AND WATER,

the laying of the mains for which must have cost an enormous sum, as they are bound to be a certain depth below the surface to prevent freezing, and the trenches to lay them in had to be excavated out of the solid rock, by cutting and blasting. There are five daily papers, a striking evidence of the intelligence and advancement of the people. Some of

THE CANADIAN PAPERS

are real curiosities of literature, as they go in for what is called racy editing, not quite so much as in the States, but far more so than in the Old Country. It consists of strong personalities, and holding up to ridicule the public and private faults of officials, and political opponents, often using the lash unsparingly, which makes public men very careful, and although it may not be in accordance with the strict rules of social etiquette, it has a tendency to prevent some of the abuses that exist among the wealthy classes in the United Kingdom. For instance, old men with

GREY HAIR AND WAXED MOUSTACHES,

affecting youth and vigour, escorting young mistresses, a sight daily to be seen in Hyde Park, would be justly held up to scorn in Canada. People do not like the exposure of their misdeeds and failings, the publishing of which often sells the paper, which perhaps is the editor's principal object; but the practice anyway has a salutary effect on evil-doers. Some people say that a man's private life has nothing to do with his public career, but I think the sooner this idea is abolished the better for a man, a man guide others if he know not the way himself. It is like some of our reverend theologians who preach to us

poverty and charity, yet get rich themselves as fast as they can, and scarcely ever forgive what they consider to be an injury. There are a great many

CHURCHES AND CHAPELS

of various denominations, the catholic cathedral being a very fine edifice. Early on a Sunday morning I attended service in this church, and I noticed there was not a badly dressed person in the vast congregation. If there is a place in the world where an ill-clad Irishman is to be met with it is at the catholic church early on Sunday morning, and although I attended at several including those at Quebec, Montreal, Ottawa, Kingston, Toronto, Guelph, St. Catherines, &c., I firmly believe I was myself the worst dressed of any person I saw; in fact, I am of opinion the people dress too much, but that is a fault in the right direction, as it tends to abolish castes and helps to give the low-born self-reliance and dignity. During my stay in the capital I met a large number of prominent citizens and leading men, many of them from my own country, including the City Member to the Local Parliament, who is a journeyman compositor named

D. J. O'DONOUGHUE,

a native of a village near Tralee, County of Kerry, Ireland. This gentleman has been twice returned as a purely labour candidate. On my second visit to Ottawa in January, I was present at his election. I am happy to be able to say that I

WAS TREATED WITH KINDNESS

by every one I met, from the prime minister to the humblest working man. I went round the town a good deal to examine the position of the labourers and toiling population and I have no hesitation in saying that their condition on the whole is good

DRINK AND DISSIPATION BEING THE ONLY BARRIER to a man rising. I do not think that the working class drink more, or even as much, as the well-to-do people, but what they do drink, relatively speaking, is more injurious to them, because they are poor, and tipping keeps them

so. In the United Kingdom, if a man who has been brought up to labour manages to save a few pounds, he knows not what to do with it, except to put it in a savings' bank at 3 per cent. There is no field open for the investment of small capital, besides he has been working continually at one job in a hum drum sort of way, and does not understand enterprise or the use of money as his mental faculties are not developed, the result is that not one in a hundred rises to a competence by toil; but in Canada and the United States there are

FIELDS FOR INDUSTRY, MANUFACTURES, AND ENTERPRISE

on all sides, and a comparatively small sum can be made use of in opening up the great natural resources of the two countries. The general free and easy intercourse between the different sections of men, enables them to borrow ideas from each other, which enlarges the understanding of those who have not received the benefit of a good educational training, and materially assists them to make positions for themselves and their children. In and around Ottawa, there is a

FINE OPENING FOR THE HARD WORKING EMIGRANT

from the British Isles, the country being rapidly cleared of timber and brought into a good state of cultivation. Farm labourers and servant girls, are wanted on every side, and after a year or two on a farm it is not difficult for any sort of industrious man to get a bit of land of his own. I would seriously advise the agricultural emigrants to engage with farmers instead of settling in towns, and particularly in large ones, for if it were a mere question of wages, it would be hardly worth a man's while to leave his own country, as by an effort he might manage to rub along at home, remaining a labourer with his hand to his cap, when he meets the squire, the agent, or the farmer, and with a fear of the gamekeeper always before his eyes: in Canada, it is a question of labour for a few years, saving a little money, and turning it to account, educating his children, in order that they may be intelligent citizens of a rising State.

THAT EVERY MAN WHO GOES OUT WILL DO WELL, would be a ridiculous assertion, some do not like this, and

others do not like that; but I am certain that the sober industrious farm labourer will do better than in England or Ireland. During my visit there was abundance of work in the town, at a pay for labourers of $1\frac{1}{2}$ dolls., or 6s. of English money per day; best steak was about 14 cents per pound, making 7d. English, mutton from 3d. to 5d., and bread about 7d. the 4lb. loaf, but a great many of the people purchase flour and make their own bread. Rent for a three roomed cottage from 4 to 6 dolls. per month, or from 16s. to 24s. English. Potatoes and all sorts of vegetables are abundant and cheap. But to

COMMAND RESPECT AND MAKE HEADWAY

a man must keep from groggeries, a very easy matter, as there are three or four Temperance Societies in the city, in a flourishing condition, with a great number of members. Emigrants landing at Quebec in summer, or Portland in winter will receive

FREE RAILWAY TICKETS TO OTTAWA

by Grand Trunk to Prescott Junction, where they change to the Ottawa and Prescott Railway, on which they will travel fifty-five miles.

MR. WILLS,

is the emigration agent, for the Ottawa district, and there is many a man now settled on a nice piece of land of his own that has had good reason to bless the name of that gentleman, he certainly is a most painstaking and energetic officer, and all the poor emigrants who come within his jurisdiction are certain to be well cared for. There is a society in the locality called

THE OTTAWA VALLEY IMMIGRATION SOCIETY,

to which Mr. Wills, is secretary, the object being to get eligible emigrants, by paying their way from the old country. For instance, an English settler from (say) Yorkshire, wishes for a ploughman from that county, he will hand expenses to the secretary who will remit the same with instructions to an agent in England to select a suitable man and send him out. On one occasion, when I was in the emigration office, four young women arrived from the north of Ireland,

to go into service as dairy maids, Mr. Wills having sent the necessary expenses to the agent in Belfast. The great demand for female labour is a sure sign of the progress of the country, for those

THAT COME OUT ONE YEAR GET MARRIED THE NEXT, and others are wanted to fill their place, and again those that marry will in time require servants themselves, as they wish to take their ease as soon as they can afford it. In a word, the country is growing and people are wanted. Thousands who in the Old Country must remain labourers all their days, would in Canada become farmers, not perhaps exceedingly rich, but comfortable. Some writers and travellers say the land is not good, and that it will not yield as much as the highly-cultivated farms of Great Britain and Ireland. They forget to state, however, that there is, owing to the policy and laws of the country, a diffusion of the national wealth, that the inhabitants are but lightly taxed, and then only for useful purposes, and above all that

THE LAND BELONGS TO THE CULTIVATOR,

and all that he produces from it is his own. It is quite true that some of the soil is poor, and the owners wretched farmers, but, on the other hand, all that is required to improve it is labour, combined with skill. In a few years land so treated will become valuable to the owners when they can proudly say, "This property is ours, and no man can say us nay." Those who will not work are soon got rid of, as a natural result, and others take their place who will do better.

RIDEAU HALL,

at Ottawa, is the residence of the Governor-General. It is an unpretending structure, standing in ornamental grounds, and is the largest house I saw in the Dominion, yet it is not nearly so elaborate or costly as the residences of men of much lower rank in the United Kingdom. The Governor is exceedingly popular with all sections of the people, as he conforms in all things to the progressive ideas and institutions of the country, and whether visiting a convent school, a Sunday school, a young men's college, or

addressing the grey beards of a town, he has the tact and good sense to speak the right word in the right place. Close to Rideau Hall are

THE RIDEAU FALLS,

about 70 feet high ; they are formed by the Rideau River falling over a cliff into the Ottawa River. To the lover of the beautiful in nature the scene is very fine. Canadians are proud of the metropolis of their country, and justly so, for when we consider that in 1827 there were only a few shanties on the ground where it now stands, and that since then it has grown into a beautiful city, with all the elements of refinement and civilisation, we must acknowledge there is something marvellous in its rise and progress



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CHAPTER VII.

OTTAWA TO NIAGARA.

HAVING spent a week in the capital, and in that time seen something of its people, I felt it my duty to push on further. Somebody said that the tide of empire follows the setting sun, a piece of philosophy about which I cannot give an opinion; but I do know there is room for millions yet unborn on the vast and fertile plains of the great west. When at home and following my employment, a desire to see some of the unsettled portion of America arose in my mind through reading books of travel and adventure, and that ambition was now in a fair way of being gratified. I had arranged with the government and with my friends to go to the Red River settlement in the province of Manitoba, and my departure from Ottawa was the commencement of a journey of from 1,500 to 2,000 miles. The road from Ottawa to Toronto runs across a large portion of the province of Ontario formerly called Upper Canada and sometimes Western Canada, by rail a distance of 280 miles. I left Ottawa at 10.20 on the morning of the 23rd of June by the Ottawa and Prescott Railway for Prescott Junction, where the connection is made with the main artery of the Canadian railway system,

THE GRAND TRUNK,

which runs parallel with the St. Lawrence from Quebec to Montreal on the south side where it crosses the river on the great Victoria Bridge, and thence runs along the north side to Toronto, the three great termini of this extraordinary line being Quebec in Lower Canada, Portland in the State of Maine, and Detroit in the State of Michigan. Toronto from Montreal lies 333 miles nearly due west on the north shore of Lake Ontario, the nearest to the Atlantic of the great lakes, or rather, fresh water seas.

From Ottawa to Prescott is about 60 miles south through a country yet only partly cleared, although there are six or seven stations, or about one in every ten miles. The gauge of this line is four feet eight inches and a half, and the carriages and rolling stock in general are in excellent order. Evidence of recent settlement and rapid clearance can be seen from the carriage windows in every direction, showing that the axe, the

SAW-MILL, AND THE PLOUGH

are pre-eminently implements of civilisation. The one to cut down the trees, the other to saw them up for useful purposes or for export, the third to turn up the virgin soil for cultivation; and nowhere is their usefulness to be seen more than on this line of railway. Felling timber is a very different affair in Canada from what it is in the old countries, as it is done with an axe, while in the United Kingdom it is done with a cross-cut saw. In Canada a man will stand before a tree swinging his axe alternately from each shoulder, which requires some practice as well as strength to become an expert at. The tree is struck about three feet from the ground, consequently there is a high stump left standing that takes several years to rot. In the United Kingdom a man will clear round with a spade and trim off the upper roots to get as much timber as possible, the tree being cut close to the ground by two men with a cross-cut saw. In Canada timber is not thought much of, the principal object being to clear the land, a matter in which I think there is a great mistake, as the attention of the people ought to be directed to the good cultivation and improvement of what is already cleared, rather than to the useless destruction of valuable timber, as there is a deal of

BAD FARMING,

to which the sooner a remedy is applied the better, either by legislative enactments or the establishment of schools to teach something of scientific agriculture. One of the evils is too much land, a farmer not having sufficient capital to work it properly, another is the practice of cropping the ground without manuring it; this system must exhaust the best soil in the course of time, but to

this many Canadian farmers seem very indifferent. No doubt these errors will remedy themselves as the country gets settled, because stock raising will become more profitable and land more valuable, thus inducing the farmer to pay greater attention to his business, as he will be able to get more from a small well cultivated farm than from an extensive one badly cared for. Another drawback is

THE WINTER

the face of the country being covered with snow for at least three months. During those three months the farmer is comparatively inactive, as far as ploughing and breaking the soil is concerned, although nature makes up for it in rapidity of vegetation; still those three months are a great loss to the agriculturist. One of his difficulties had hitherto been the want of help, but emigration is now supplying that defect; yet for years to come there will be room for the hardworking surplus population of Europe.

A RECENTLY OCCUPIED TIMBER FARM

is a curious sight to the European traveller. There is the cottage of the settler generally made of boards from the nearest saw mill, and in the event of not having boards, of logs of small pine timber. It does not require much professional skill to describe its architectural features, for anyone can tell that it belongs to the primitive order and is of the very earliest style; notwithstanding their rustic appearance, these dwellings are comfortable and far more healthy than some of the homes of the poor in the large towns and manufacturing districts of England. The settler will live in this class of house for a few years until he has made some money, then erect a better structure, either of stone, brick, or timber, according to taste or locality, as each of these materials is extensively used in building, and it is a usual thing to see the original shanty close to the nice house that the farmer now lives in. The story of the prisoner who was accused of stealing a gun, and declared his innocence by saying that he had had that gun since it was a pistol, is exemplified all over Ontario; the settler having lived in the shanty until it grew into the farmhouse through his energy and industry. Around the dwelling there are a few acres of

cleared land in a timber fence of rude make ; on its margin the tree stumps are standing like soldiers at drill, the timber having been carried away or burned, then behind is the thick bush on which the man and his family are continually making war, and before whose well-directed blows it is rapidly giving way, the one question that a settler who takes up a free grant has to consider is the first winter, for when he can manage to raise one crop he is over many of his difficulties, but no agriculturist or farm labourer from the United Kingdom, should go on land without at least a twelve-months' experience in the country ; it is curious to see a nice field of wheat, potatoes, or other crops, with tree stumps standing all over it, a kind of intermediate state between the primeval forest and modern progress, they decay and rot in ten or twelve years, then they are easily drawn out of the ground and burned, or otherwise got rid of. On the

PRESCOTT AND OTTAWA RAILWAY

settling, clearing, cultivating, and house building is rapidly going on and in a few years no doubt this will be a very fine country as its resources become developed ; at the stations it was pleasant to see the people that were waiting for the train, all respectably clad, and a great many wearing jewellery, which Canadians and Americans seem almost childishly fond of. During my stay at the Russell House, Ottawa, I noticed on one or two occasions a lady with two little girls, sitting at dinner, the children, for such they were, had a number of rings on their fingers ; I thought it was absurd that these little creatures, the eldest not above ten years, should be jewelled and starched to attract attention, for it could not be for anything else, but anyhow it seemed to me to be in bad taste, and a useless and needless display of wealth. This case is an illustration of what I have seen, both in Canada and the States,

THE WEARING OF JEWELLERY, OR MOCK JEWELLERY,

being the fashion among all classes of the people, and I don't know but that the custom is good, although liable to abuse, inasmuch as it has a certain amount of refining influence that leads up to social equality. In England, a

workingman will wear moleskin or corduroy, and the farm labourer the long smock frock, and through the perpetual teaching of both religion and politics are almost led to believe that they are destined by providence to a low station, and are bound to wear a garb to mark the rank they occupy in the community. In many parts of England, it was the custom for the squire or other great gun in the parish to give the labourers once a year a long smock frock marked with designs, before and behind, something like a map, intended to show everything from a projected railway to a footpath. The labourer's wife sometimes received a peculiar looking cotton gown, and a coal scuttle bonnet, and on the following Sunday, the recipients had to go to church to show their new clothes. The parson selected an appropriate text, and from it preached a discourse the purport of which was the goodness of the donors, and the duty of the lower orders to be submissive to their superiors. In Ireland, the poor labouring man was called

A SPALPEEN OR CAUBOUG

—terms in the Irish language, signifying low grade—and as such he was almost bound to put his hand to his hat to everybody who had a good coat on, from the town crier to the under agent; and how the mass of the Irish people kept alive the spirit of manly independence, which they develop in America, is to me a puzzle. I am glad to say, that both in England and Ireland, slavish subserviency is gradually dying out, and men are beginning to understand that it is, fulfilment of duty to God and man, and the elevation of our nature by the cultivation of our minds, that dignify our manhood, and not the giving or taking of a contemptible adulation that tends to degradation instead of manly bearing and national honour; so that in my opinion, a little personal pride assists a people to rise in the social scale. We arrived at

PRESCOTT

about one o'clock, dinner was ready at the station for all who wished to partake of it at 50 cents. or 2s. each, getting what they call in America, a square meal, that is plenty of almost anything you wish, including tea, or coffee, a cup

of which is nearly always taken. Prescott Junction is in the centre of a very fine country on the Grand Trunk Railway, a mile from the town of Prescott, 112 from Montreal, and 221 from Toronto. Close to this place are the celebrated Thousand Islands, the scenery of which is unsurpassed, and which may be seen to advantage by a steamboat trip on the St. Lawrence, between Montreal, Kingston, and Toronto. A somewhat sharp engagement was fought at Prescott, between the British troops and the Canadian patriots in 1838; the troops capturing some prisoners, who, as usual in such cases, were duly hung as soon as possible at Kingston. From Prescott, a deal of the timber prepared in the Ottawa Saw Mills, and brought down by the Ottawa and Prescott Railway, is taken across the St. Lawrence to Ogdensburg, where it is sent on by rail to all parts of the United States. The Grand Trunk from this point to Toronto traverses a fine rich country, being the oldest settled portion of Ontario. There are numerous towns and villages along the line where different manufacturing industries are carried on; and there are several

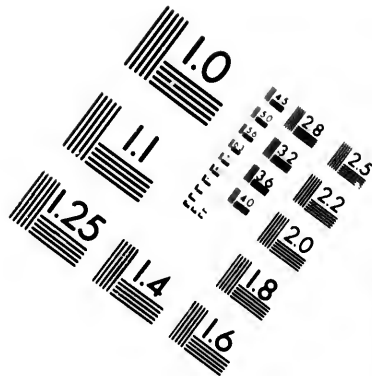
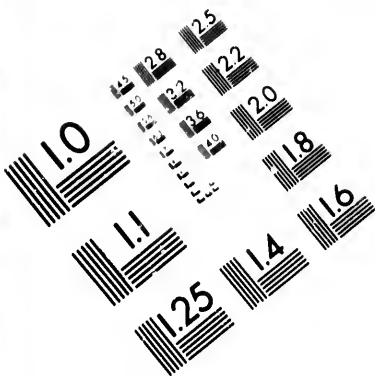
CHEESE FACTORIES

where that article of food is made, the milk being sent from a number of farms, which plan the people find more remunerative than making it themselves at their homes; to co-operative enterprises of this nature the local governments give pecuniary assistance, either direct or through different societies, and the municipality in which the works are established generally grants a subsidy. The importance of the cheese trade may be seen from the fact, that nearly 20 million pounds are annually exported to England. I was very much struck with the number of cattle grazing in the fields, or running about in the plantation-like woods, where there was plenty of excellent feed. People in the Old Countries are apt to associate the whole of America with

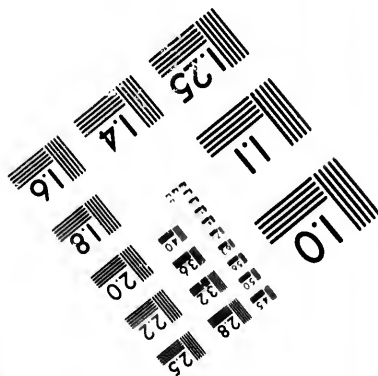
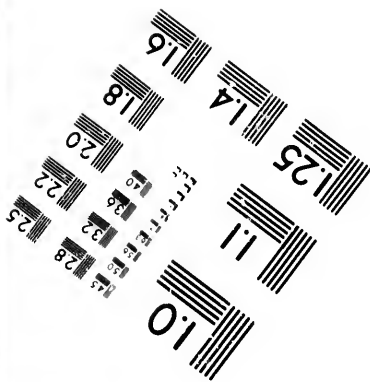
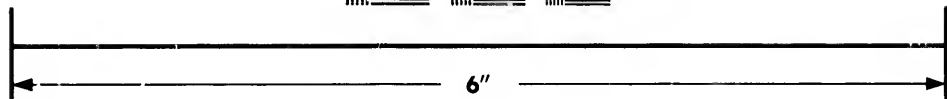
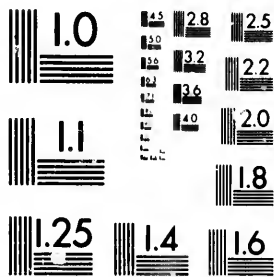
REPTILES,

and venomous creatures, but the idea is wrong, as there are scarcely any of a dangerous kind north of the forty-ninth parallel, which includes the whole of Canada. There is a little snake called the garter snake, from



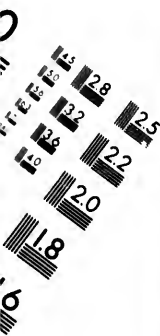


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2 feet 6 inches to 3 feet long, but it is harmless, although I confess I would not like to make free with it; in the more southern parts of Ontario, there are a few rattle snakes, but only a very few, and these scarcely ever do any harm; fortunately as an Irishman, I know but very little about snakes, as there are none of any kind in Ireland, which in itself is a curious fact in Natural History; I was told that the rattle snake is becoming extinct in the hog raising states of the Union, as that animal will destroy it, as a cat would a mouse, but anyway there is no need to dread reptiles in Canada, as there are scarcely any of a dangerous kind, and those large droves of cattle that I saw scampering through the woods are an evidence of the fact. As towns multiply and manufacturers increase, stock raising must become a profitable business; as hitherto in comparison with the Old Countries meat has been remarkably cheap, and seeing the great and increasing demand for it in England, a

CANADIAN MEAT AND PRODUCE COMPANY

has been formed to export it to that country; the *modus operandi* being as follows: travellers are sent about the country to purchase cattle wherever they can find them reasonable in price, and send them on by rail to the company's depôt at Sherbrook, a rising place in the eastern township of Quebec, there to be slaughtered and packed in air-tight cases, and forwarded to Liverpool, where there is a ready market for ten times more than the company can send as the meat is good, and they can afford to undersell the English butchers, which must in no small degree be a boon to the public, particularly as the operations are on an extensive sale. The municipalities of Sherbrook, and the surrounding places gave the company a handsome bonus—a usual thing in Canada. Sherbrook is a fine town on the Montreal and Portland section of the Grand Trunk, the slaughter-house and factory adjoins the line and is connected with it by a siding, thus giving railway communication to all parts of America. The works, about 350 feet long, 120 feet wide, and high in proportion, are fitted up with very expensive machinery. Tinning and potting is one part of the business, and is

carried on by what the manager told me was an entirely new process, which does not reduce the strength of the meat or destroy its flavour, a great benefit to the consumer, as it preserves its freshness. During my visit to the works of the Canadian Meat and Produce Company, there were 80 cattle per week killed; and when the buildings are completed there will be 300 per week. I mention this matter to show that rearing stock is likely to be a remunerative branch of agriculture before long, through English competition and an increased home consumption. As the train dashes on there are some splendid views to be had of the St. Lawrence, with the steam boats and ships trading between the different ports on its banks.

ORCHARDS AND FRUIT

are a good deal cultivated, which gives the face of the country a nice appearance, as a comfortable farm-house with well stocked orchards around forms a very pretty picture, and there are a great many such pictures between Prescott and Toronto. There is also a considerable extent of hop ground, but judging from a look at the plantations, I don't think they are at all equal to those of Kent, Sussex, or Hereford. The ground was not trenched, which is so necessary in

HOP FARMING,

and the poles were only two in a hill, while in England, there would be three, and sometimes four, and they were only 12 or 14 feet long, showing that the bine was not very strong or the crop heavy. In England the poles would be 16 or 18 feet, and then the bine would often be curled and interwoven together at the top of the pole. I think by improved and scientific cultivation, hop growing in Canada would be remunerative, as the plant seems indigenous to the country, and is to be met with almost everywhere in the woods. The province of

MANITOBA

is, in my opinion, particularly suitable for its cultivation, the soil being heavy and wonderfully fertile, and there is always during the season, an amount of humidity and warmth in it, through the frost which penetrates deep into

the ground receiving the heat of the sun causing a thaw, that keeps the soil damp, thus promoting an extraordinarily rapid vegetation. On the boundary line between the States and British America, about 70 miles South of Fort Garry, in the woods of the Pembina Mountains, at the latter end of August, I found four different samples of hops growing in the greatest profusion; with the burr as well developed as any that I have seen in the English hop districts, the grape and golden species in particular were very prolific, and surely where they grow in the wild state in such plenty they would do much better by skilful cultivation; what their merits were as compared with English hops, I had no opportunity of knowing, but I am very much mistaken if Manitoba, would not grow them very abundantly. There are a great many towns and villages between Prescott and Toronto, and nearly all having old country names, such as Kingston, a town of 12,000 inhabitants and a smart port on Lake Ontario; and the starting point of the Rideau Canal, which connects it with Ottawa by water. Then there are Whitby, Lansdowne, Newcastle, Shannonville, Lynn, and other places bearing names that indicate their origin. After about ten hours travelling we reached

TORONTO,

where I took up my quarters at the Mansion House Hotel. Next day I went out to see the city, and was much surprised at its fine position, well laid out streets, grand churches, splendid shops, excellent public buildings, and massive warehouses; I have been to a good many towns at home and abroad, but never saw a place where the people displayed more activity and determination to advance than in this city, the capital of Ontario, and the third largest city in the Dominion; it has a population of about 63,000, and is situate on the north shore of Lake Ontario. Toronto is one of the principle centres of the Canadian Railway system, which connects it with all parts of America, and is consequently the seat of a very extensive trade, and also the largest Canadian port on the Great Lakes. Any one who has not seen those vast inland waters cannot understand the magnitude and importance of their

shipping and commercial interests but they are really stupendous, increasing every year, and the situation of Toronto is well adapted for an extensive import and export business, both by water and rail. The site where the city now stands, was, in 1793, a trackless forest; and the Government of that day surveyed the place with the view of fortifying the north shore of Lake Ontario; and although the Franco-Irish French Governor De Tracy inflicted summary chastisement on the Iroquois Indians, who, in 1665, massacred a number of settlers on the south shore of the lake somewhere in the neighbourhood of Niagara; yet the difficulty of reaching the north shore precluded any attempt at settlement there for several years after this exploit of Governor De Tracy; when peace was declared with America in 1782, a large number of

AMERICAN LOYALISTS

crossed into British territory to make it their home; the young republic was glad to get rid of those people because during the war they were the enemies of independence, and it was feared that they might create dissensions in the councils of the infant nation. The British were delighted to receive them as they would be staunch bulwarks against the further advance of the American Republicans, and for that reason in every way encouraged them to come to Canada. The new location on the north shore of Lake Ontario being very eligible, a large number settled there and called the place Little York, and it is on record that the Upper Canada Government of the time made a law excluding the American schoolmasters from coming among those people from fear of their Republican tendencies. In 1799, the seat of Government was removed from Niagara to Toronto, and that same year a recommendation was made to the authorities that Toronto, should be the seat of a university. This was carried out in 1842, and is now one of the finest buildings on the continent. The form of the city is nearly a semi-circle, at the head of a lovely bay on a gravelly soil, with a gradual elevation from the water's edge. There are a great many wharves, stores, and factories of different kinds along the shore, and opposite the city in the lake there is a low lying island, on which

there are a couple of lighthouses, waterworks, and other municipal and public buildings. The streets are as far as possible laid out at right angles, in this respect differing entirely from Montreal and Quebec. Some of the buildings are really beautiful and do honour to the citizens, and, indeed, to the people of Canada in general; and among them I may mention

ST. MICHAEL'S ROMAN CATHOLIC CATHEDRAL,

built in the Gothic order of architecture, with modifications to suit the climate, and constructed of white bricks with stone facings. The length of the building is a little over 200 feet, the width about 40 feet, and the spire is 250 feet high, elegant in design and having a very fine effect. The foundation of this magnificent church was laid in 1845, and it was opened in 1847. In 1870, Toronto was made into an Archdiocese by the Pope,

THE MOST REVEREND JOSEPH LYNCH

being appointed to the see. This great prelate is a native of county Monaghan, Ireland, a country that has, perhaps, given to the world more distinguished ecclesiastics, catholic and protestant, than any other in Europe. Dr. Lynch studied for several years in his native country, and finishing his education in Paris, he returned to Ireland to be ordained, shortly after to leave her shores to follow the weary and laborious life of a missionary priest in the Southern States of the American Union; but the swamp fever and other miasmatic diseases peculiar to the climate made an inroad on his constitution, and on the recommendation of his superior he was sent to the northern and more healthy climate of Buffalo. In 1859 he was consecrated Bishop of Toronto, and Archbishop, as before stated, in 1870. It is no flattery to say that Monsignor Lynch is beloved by his own flock and highly respected by those outside his fold. He is a patriotic Irishman, openly advocating self government for his native land on the plan of the federated provinces of British North America; which will endear his name to Irishmen throughout the world; for love of the old land is instinctive in the Irish breast wherever the race has settled; and I was delighted to

find, not alone in this eminent churchman, but in thousands of others in Canada, that

THE LOVE OF IRELAND

was as strong as on the day when they left her shores, in most cases as emigrants; indeed, the same may be said of the English and Scotch although, perhaps, they may not be quite so enthusiastic as the Irish; still, there is that deep fervent love of their countries which develops itself in many ways, yet they are not any the worse Canadians, as can be seen by their magnificent institutions, liberal laws, general education, prosperous country, and well ordered community. The Catholic, the Protestant, the Irishman, the Englishman, the Scotchman, the Welshman, yes, and the Frenchman and German uniting to make one great whole: a thriving, industrious, and a happy people; how different from the state of things founded by conquest and upheld by

FEUDALISM

in the United Kingdom; for the Norman conqueror dictated the English code of law with the point of his sword on the battle field of Hastings, and then and there guaranteed by those laws to his greedy followers large tracts of the conquered country. How beneficial they have been to the toiling masses in England since then, let the Dorsetshire labourers reply. That the worst portions of those laws are still in operation there cannot be a doubt; an established church and a privileged class of hereditary legislators, many of whom never take the least interest in the general welfare of the state, yet are endowed with power to obstruct any measure that emanates from the representatives of the people, are some of the results. Primogeniture and entail which prevent the land coming into the hands of the cultivators who are now merely tenants at will, and the game laws which I consider, are a disgrace, as they give to a few an exclusive privilege of gratifying their cruel instincts by the wanton and wholesale slaughter (the battue for example) of poor, half tame, dumb, defenceless creatures, many of whom often go away wounded to die a lingering death from starvation and gangrene; yet the laws are framed to

perpetuate this fiendish practice called sport. A magistrate who will inflict a fine on a cock-fighter, or on Bill Sykes for beating his donkey, and yet will himself torture poor little innocent creatures, is in my opinion the very essence of a hypocrite; but it is the law and not the man that must be amended. In England reverend gentlemen stand in the pulpit to teach charity and virtue, but I venture to say there is neither in those law administering divines who, when seated on the bench with well filled pockets and cognisant that the larder at home is in pretty good order, sentence severely some unfortunate peasant who (in most cases through sheer want) has killed a wild animal called "game." Some people may say this is a fancy picture, but in reply let me give my authority.

MR. P. A. TAYLOR, M.P.

for Leicester, on the 27th of April, 1869, declared in his place in the House of Commons, that there were between nine and ten thousand convictions every year under the game-laws, many of the magistrates being clergymen. The great political economist Jeremy Bentham, said, "I sow corn, and partridges eat it, if I defend it against them I am sent to jail, lest a great man who is above sowing corn should want partridges to kill. In the present day the law gives a policeman power to search a man on the high road, or he can be chased by dogs as the negroes were in the Southern States in the worst days of slavery. According to Professor Leoni Levi, there are two million acres of land devoted to wild animals in Scotland, to the great detriment of the people. When perusing the life of

JOHN STUART MILL,

I was impressed with his benevolence, by reading that the small park surrounding his villa at Cannes, was an asylum for the wounded birds and game that flocked to it from the country around, those creatures knew, either through long habit, instinct, or some sort of reasoning among themselves, that when inside his boundaries they were safe; what a lesson this teaches to some of his censors, many of them game preservers, who inflicted torture and took life

for sport; one word more by way of warning to those who would preserve the noble institutions of

THE FEUDAL SYSTEM.

That system which sets English and Irish workmen at each others throats, so that through their dissensions a few may rule. That system which, according to Mr. Macdonald—the workingman M.P. for Stafford, in a speech made by him at Birmingham, on the 26th of May, 1875—under which, the miners of England were bought and sold with the mines they worked, down to the beginning of the nineteenth century, and the whole family, father, mother, and young children, male and female, worked in the mine, and in the same speech he boldly asserted it was not the aristocracy, the bishops, or the clergy of any denomination that emancipated them, nay, but it was the poor miners themselves, by their growing intelligence. That system which has utilised nearly every fundamental law in the interest of a class, and as far as possible prevented the workingman being educated; but as soon as the people receive the rights of citizenship it is docted, and in its stead, we will have intelligence, progress, more social equality, and less caste legislation, as all sections of the community will be brought closer together, and as this is sure to occur when the masses receive the franchise, I would seriously warn the hereditary sinecurists, and legislators, to do all they can to prevent it, and I have no doubt they will take my advice, as self-preservation is the first law of nature, and in all ages, classes, and individuals, have as far as possible tried to benefit themselves, the power of the injured multitude being the only true check on human avarice.

THE PROTESTANT CATHEDRAL IN TORONTO

is another fine edifice, also in the Gothic order, and like the Roman Catholic Cathedral, the style is heavy to suit the climate, the building being 200 feet long by 175 wide, and the spire 280 feet high, altogether it is a magnificent structure; there are, between twenty and thirty different places of Protestant worship in the city, and five or six Catholic, to which religion, about one-fourth of the inhabi-

tants belong. There are a great many other fine buildings, such as the Masonic Hall, the La Salle Institute presided over by the Christian Brothers, St. Michael's College for the education of Catholic youth, the St. Lawrence Hall, Trinity College for Protestant young men, the Mechanics Institute, and the Provincial Exhibition Building. The Parliament House is a very unpretending affair, being a long low red brick erection; but from what I saw of it I thought it very well arranged, particularly the Chamber itself, each member sat in an arm chair at a desk in which there was a drawer for his papers; and there were three or four little boys on the floor to carry messages, such as letters, bills, telegrams, &c., thus saving the necessity of members running about themselves.

THE CONSTITUTION

of the Dominion, is as near perfection as it can well be, as it embraces the leading features of local self-Government, so far as is consistent with order and official responsibility. There is a Federal, or general Parliament, the seat of which is at Ottawa, consisting of two Chambers, Commons, and Senators, the latter appointed for life only, and not hereditary as in England; then each of the provinces has its own Parliament, consisting of one Chamber elected by the people, for the management of provincial affairs. Every county has its County Council, which has power to levy taxes for roads, bridges, and other improvements, within its own jurisdiction, each

TOWNSHIP

has its Board, which also has certain powers, such as granting bonuses to public companies, making local roads, assisting education, &c. A township comprises six miles each way, or thirty-six square miles, every corporate borough or city is governed by its municipal authorities, who have the control of police, fire department, sanitary arrangements, &c., all those bodies, except the

SENATE,

are representative, and even the latter is composed of men selected for their ability and knowledge of public affairs. This plan gives confidence to the people, and educates them

to take an interest in the welfare of the country, besides it brings to the surface able men for the Federal House, as the local bodies develop and train them to a very high standard of efficiency.

EDUCATION

is free, that is, the Government Schools are free to all who wish to send their children to them, and I may add that the education received is of a high order, and eminently useful for everyday purposes, and as Cobden said, instead of having brains crammed with the laws of the Medes and Persians, the young receive an education which qualifies them for business, and enables them to fight the battle of life in the particular trade or profession they may be devoted to. With a wise regard to the right of conscience, the Legislature has enacted that Catholics may have, if they desire it, schools under the control of their Church receiving, according to results, a fair and proportionate amount of Government aid, which, as nearly as possible, places all parties on an equality, making it their own fault if they don't make headway in the world.

THE BUSINESS DONE IN TORONTO

may be imagined from the fact that there are fifteen banks in the city, and all appear to be doing well, there are five daily papers, and a large number of weeklies, two of the latter being Catholic, *The Irish Canadian*, and the *Ontario Tribune*. To the journalists of Toronto I have to return my sincere thanks for the kindness I received at their hands without distinction of politics, or religion, but to Mr. Patrick Boyle, editor and proprietor of *The Irish Canadian*, I offer my most heartfelt gratitude, for his disinterested courtesy and attention, Toronto is

ONE OF THE PRINCIPAL EMIGRATION DEPÔTS

in the Dominion, more people going there than to any other station, simply because it is better known. The provincial Government of Ontario, is very attentive to this branch of the public service, and has a minister who is responsible to Parliament, to look after it, and under him a secretary, and one or two under secretaries, who are the acting officers subject to the minister. There is also a

travelling agent whose duty it is to go about the country to find out where emigrants are most wanted, the rate of wages in each district, the number that are likely to be employed in any one locality, or by any one man, and to see that the law made for their protection is carried out. There is a very large reception house, and labour office to receive emigrants on arrival, and where they are treated as described in the chapter on Montreal. No Government officers are so subject to the influence of public opinion as those connected with emigration, because there cannot be anything done in private, as everyone is more or less anxious to promote the settlement of the country, and the emigrant of to-day, may in a year or two be a very important man, and do those officers an injury, if he should owe them a grudge for their previous treatment of himself or any of his class. From what I saw, I think that they are not only anxious to do everything the law allows, but even to stretch it in the interest of the emigrant; for I never saw men more desirous to perform their duty firmly, and conscientiously, than

MR. SPENCE,

secretary of emigration, Mr. Hay, the travelling agent, and Mr. Donaldson, the superintendent at the reception houses, and I am sure that thousands of settlers in the province of Ontario, will endorse my words, when I say, that although those gentlemen are paid officers, they have been benefactors to a large number of the poor illiterate but stalwart labourers from the United Kingdom, when they reached Toronto, the most helpless being imaginable is an uneducated farm labourer who has never before been away from his home, and of a sudden, finds himself in a strange country, with altogether a new set of circumstances to encounter, and a wife and family depending on him, a little money in his pocket, and no friends, yet this is the case with thousands that land in America, and I am sure there can be no higher statesmanship, or greater philanthropy, than to look after the welfare of such people until they get accustomed to their new surroundings, and this the Ontario Government, through its officers, is doing. Each batch of emigrants as soon as they arrive are sent

to the different localities where they are wanted, unless going to friends, or a particular destination, as for instance in the year, 1873, 40,059 emigrants landed in Canadian ports with through tickets for the North Western States of America, but with those people the Canadian authorities, really have nothing to do, yet there is a deal of kindness shown to them in different ways, while travelling through, and in the same year 50,050 settled in Canada, making 99,109 landing in the Dominion, of which 22,089 passed through the Toronto agency, and of this number 14,129 settled in Canada, and 7,960 went through to the Western States; and of those who remained 2,435 were Irish. In the annual report to Parliament for 1872, the Dominion Minister of Agriculture has appended another from Mr. Dixon, then the Agent General in London. The following passage occurs showing

THE GENEROSITY OF THE IRISH RACE,

towards friends and relatives, as well as their energy and usefulness as settlers. "I have been unable," says the agent, "to obtain the approximate returns of the money remitted from the American Continent to intending emigrants, during the year 1872, as they are yet incomplete; but it is supposed that the amount will exceed that of previous years." Her Majesty's Commissioners when writing on this subject say the amount returned to us as remitted from the United States and Canada in 1871, was £702,488, of which £310,990 was in the form of prepaid passages, assuming, as we believe to be the case, that the above remittances were exclusively by Irish emigrants to their relations in Ireland, and further that 71,067 Irish emigrants were equal to about 64,000 adults, and the amount remitted in the shape of prepaid passages, would have sufficed to take out more than three-fourths of the whole; it is obvious that the total sum remitted was much more than was necessary to pay the passages of all the Irish that went last year to North America.

THE PROVINCE OF ONTARIO,

of which Toronto is the capital, is 122,000 square miles, or nearly as large as the United Kingdom, and the number of inhabitants between two and three millions, so that

it will be easily seen that there is room for a large emigration. A good deal of this area is unfit for agriculture, but competent judges say that the province would support a population of from ten to fifteen millions easily, because for many years to come with increased population, there will be an increase of wealth, as it is only labour that develops the natural resources of any country. In all other parts of Canada, the classes

MOSTLY WANTED

are farm labourers and female servants, for as yet agriculture is the principal field for labour, although there are many other industries going on in a prosperous way. Go to any place where there is hard work and as a rule the men employed are old countrymen, and on that account I would not advise a labourer to go on public works if he can help it. The demand for labourers from the United Kingdom for canals, railways, &c., from year to year is an evidence of the growing wealth of the country because all that go out are poor men who intend to get their living by hard work and accordingly do the rougher forms of labour for a few years, but gradually leave it and turn to something better, then more emigrants are wanted to succeed those; hence the great cry for emigration; one thing is certain that unless labour is made lighter and the hours shorter, in a few years it will be difficult to get men to follow any calling in which great physical exertion is required, for when a man is educated he wants to get his living by his brains and not by his hands. Lots of young men would prefer standing behind a draper's counter to laying bricks on a building, because it is easier; and as nearly all Americans and Canadians are educated they are always ready to jump into any light situation that offers.

THE HOURS OF LABOUR

in Toronto are sixty per week, which are too many for heavy work, but until there is more organisation among the working classes the hours are not likely to be altered; for a contractor or factory owner will never say to his hands "you are working too many hours and I am getting exceedingly rich, I can afford to let you work shorter

hours and give you better wages. I would advise a mechanic who is earning thirty shillings a week in the United Kingdom and is in constant work to stop there, that is if he has no ambition to strike out into something different from his trade; but to the farm labourer, or even to the young man without occupation I would say emigrate. The loafer, and

THE MAN LIKE MACAWBER

who is waiting for something to turn up is not wanted, as every one in Canada is expected to do something for a living. Payment at

PUBLIC WORKS

is made monthly or fortnightly, which in my opinion is not a good plan even on principle, for I think it wrong in the first place that the capitalist should have the use of money which ought to be in the workman's pocket; and in the next place, it inconveniences the man when he has no money to pay his way, for as a rule he must get into debt and have to give more than if he had ready money; but I am glad to say that the law of Ontario gives workmen a lien on all property until their wages are paid; and here let me point out the benefit of having a labour representative in Parliament as it was

MR. O'DONOUGHUE A WORKING MAN

who passed a wages protection bill in the Ontario legislature the object of the bill being to simplify the process by which wages are recovered by giving a magistrate power to compel payment or levy a distress on being satisfied that the debt is legally due. During my stay I paid a visit to

MISS RYE'S HOME AT NIAGARA

and I must say that I was well pleased with what I saw of her establishment and of her kind treatment of the children she brought out from England. From Toronto to the home is across lake Ontario, a distance of 38 miles, the lake being 35 and the house 3 miles inland; this is the nearest to the Atlantic of the great lakes and the one formed by the Niagara river and drained by the St. Lawrence; it is a splendid sheet of water, clear

as crystal, and exceedingly deep, averaging 412 feet; its length being about 170 miles, and its average breadth about 70; it is 234 feet higher than the tide level at Three Rivers, about eighty miles above Quebec. I crossed the lake on a fine day the water looking like a mirror as the steamboat glided along on its surface. The scenery from the deck of the boat was rather uninteresting as the shore is low and does not appear to great advantage. We reached the landing place at the mouth of the Niagara river early in the day, and in company with a government agent I at once proceeded to Miss Rye's home.

THE TOWN OF NIAGARA,

in a great measure resembles a large village in England, only that the footpaths are made of deals, and that the railway for some miles, is on the turnpike road: what a shindy there would be in England or Ireland, if the train ran up the street of a town; but that is exactly the case in Niagara, and no one takes the least notice. On the opposite side of the river is Fort Niagara, manned by United States troops. A place that is frequently mentioned in the history of the War of Independence, and also in that of 1812. Niagara is twelve miles from the Falls, and was at one time the capital of Ontario; in 1813 it was burned by the Americans, under General M'Clure, when retreating from the north, but it rapidly grew up again to its present dimensions; its population being at present 2,660. The situation is very healthy, and during the summer it is the resort of a great many strangers. Miss Rye's place, is about a couple of miles from the village, across a very fine common, on which at the time of my visit there were three thousand

CANADIAN VOLUNTEERS

under canvas. These troops are a kind of compromise between English militia and volunteers, being men of a better social position than the one, and not so good as the other. They certainly are stalwart and wiry looking fellows, and some of the regiments were in excellent trim; particularly an Artillery one which showed to great advantage. The troops are called out in the summer of

each year, to drill for about a month, as the Canadian Government keeps no standing army, except a few men in Quebec and Fort Garry, and there are no British troops, with the exception of a half regiment at Halifax. What a lesson is here taught to despots, who govern their subjects by the strength of their armies, and thus convert men into human butchers. Ireland takes 14,000 military police, and between 20,000 and 30,000 regulars to keep five millions of people in subjection, and we are gravely told, it is to protect society; yet, I venture to say, that if Ireland were governed on the same enlightened principles as Canada, the country would not require these hordes of military mercenaries; for the Irish are naturally a law loving and law abiding people. A soldier of the rank and file in the European armies, is a mere machine without a mind or reasoning powers of his own, he is taught two duties—and two only—namely, to kill his fellowmen and pay almost divine honours to the chief engineers who work the machine. How differently are things managed in Canada, where over four millions of people are kept in order without a regular soldier from Quebec to Fort Garry, except a handful of stately old fellows at Ottawa, called the Governor General's Guards, who, perhaps, are as useful in amusing the citizens as in any other capacity; yet, Canada is a country of law and order, as much as any other, and more so than some where armies are kept to prevent the people getting justice, or, in other words a good Government.

MISS RYE'S WESTERN HOME,

as it is called, is a good deal like an English farmer's house. It was formerly a small prison, which she purchased and had re-built to suit her purpose, and certainly now it has none of the appearance of its former use. I rang the bell which was answered by a lady, who, I understood, was a kind of junior to Miss Rye, and who received me with courtesy. I presented my card and requested to see the proprietress who came after a delay of half an hour. I put a number of questions to her which she answered readily; she said the children were well treated while under her care; that she always could get more of

them in England, than she could bring away; that there was not one sick in the home and that as a rule in afterlife the children did well; orphans had to be certificated by a magistrate before she would take them, but she could take children from parents or other guardians without a magistrate's consent. The children then in the home were those that I had previously seen in Montreal, and they certainly had improved very much since they had been in the home; everything in the place was as clean as a new pin, the sleeping rooms were large and airy, with nice straw beds for the children to sleep in; I saw them at supper, which consisted of less than a pint of milk with bread, and altogether they appeared very comfortable. Miss Rye said she would not let a Catholic or Jew have one of the children, either for service or to adopt, as she was doing

ENTIRELY PROTESTANT WORK.

She showed me a pile of applications for children, from different parts of Canada and the States, a great many of which she said she would reject; and she reserves to herself the right to bring away a child, whenever she thinks fit up to a given number of years. The impression on my mind was that she meant well, and was actuated by pure philanthropy; but that the work was almost too much for anyone person, and that it ought to be more or less under

GOVERNMENT CONTROL;

but I am firmly of opinion that those children will do better in Canada than in England, because they will grow with the country, whereas in England they would only be the dregs of society; Miss Rye told me to go about and examine them for myself, which I did, and asked several their names to know if any of them were of Catholic parents, because, if there were Irish names among them it would have been to me a sure sign; but I did not discover one Irish child amongst those I questioned; I believe Miss Rye's project to be a good one, only it requires carrying out under control of both the English and Canadian Governments, for to think that all these little creatures will do well is folly to expect. Neither would they if brought up by their parents in comfortable homes. According to

THE REPORT OF THE MINISTER OF AGRICULTURE FOR 1873

Miss Macpherson took out 360, Miss Rye, 231, and the Reverend Father Nugent, of Liverpool, 41, besides several lots from different schools and Industrial homes, and since then the movement has taken much larger proportions, so that I think Government ought to take it up, and have it managed under a short Act of Parliament. On the following day I went to

NIAGARA FALLS,

and the splendour of that sight will never fade from my memory, it is something that cannot be described by voice or pen, and that must be seen, to be fairly realised. The trip from Niagara to the Falls, is through a lovely country, a good deal like Herefordshire; hills, dales, meadows, orchards, and pretty farm houses go to make up the scene. As the train winds round a hill there is a fine view of the monument to the memory of

SIR ISAAC BROCK

—who fell in a sanguinary battle fought on this spot, called Queenstown, on the 13th of October, 1812—its height is 185 feet, and it is surmounted by a Corinthian capital, on which stands a statue of the gallant general. We passed through one or two pretty villages, and at last reached the Clifton House Station, on the Canadian side, about three quarters of a mile from the Falls. Truly they are one of those wonders of the world which have been so often, and so well written about, by men of different minds, that it is unnecessary for me even to attempt a description—novelists, poets, painters, historians, philosophers, statesmen, and princes have lent their aid to make known this cataract of cataracts, the goal and the pride of all American travellers—Charles Dickens has given us in the language that he was so great a master of, his emotions at the first sight of this thundering flood that makes the earth tremble for some distance. The view from the Suspension Bridge, is awe-inspiring and carries the mind to the presence of the Creator by the grandeur and sublimity of his works. The Falls are divided by Goat Island, forming what is called the American and the Canadian Falls. The first is about 900 feet wide, the latter 2,000, their height being 160, and it is computed that one hundred millions

tons of water pass over them every hour. Geologists say that

THEY ARE RECEDING

at the rate of one foot per year, and that it has taken nearly forty thousand years for them to come from Queenston heights, 7 miles lower down, to their present location; that they have receded during the memory of man there cannot be the least doubt. There are two stratas, the top one a rather hard shaly limestone, the bottom one a soft kind of mudstone which the continual spray and whirl of the mighty waters is excavating into holes and caverns. The top being much harder does not wear so quickly, and consequently forms a ledge or overhanging rock that occasionally breaks off in great boulders, hundreds of which are laying about in the chasm below. A mass of rock fell in 1818, which chroniclers say shook the country like an earthquake. The distance between Lake Erie and Lake Ontario, is 36 miles, and the Falls are 12 miles from the latter, and 24 from the former, and it is said when they reach lake Erie, to which they are now travelling at the rate of a foot a year, that the Great Lakes, with the exception of Ontario, will run dry, a consumation that all lovers of the human race must deplore, as it will make the greater portion of the American Continent sterile for want of humidity like the desert of Sahara, in Africa, which is supposed to be the dried up bed of an inland sea or lake. But other geologists say that this is impossible, as the soft mudstone that the cascade is now wearing away will run to the surface before it reaches Lake Erie, and in support of this theory they point out that when the Falls were at Queenston, 7 miles lower down the river which they say was 36,000 years ago, they were twice their present height. No doubt they are right, as the cliffs, there on both sides of the river are exceedingly lofty. So that in their opinion the Falls will be entirely lost through the running out of the soft strata and the dip of the country, but it will take 11,000 years, so we need have no fear for ages to come; but whether those sages are right or not, there is no doubt that Niagara, is one of the grandest works of the Great Architect. There are many fine examples of mechanical

engineering and architectural skill around, but in my opinion they detract from the natural grandeur of the Falls. Yet those works themselves are worth a pilgrimage to see; on the Canadian side there are one or two large hotels, a number of gentlemen's houses, and an extensive museum belonging to a

MR. BARNET,

a native of Wolverhampton, who went out to Canada as an emigrant, fifty years ago, and devoted the greatest portion of that time to the forming of this extraordinary collection; I had a long conversation with him on different subjects, and certainly I was delighted and instructed by his affability and great intelligence. He told me he was

A CHIEF OF THE SIX NATION INDIANS,

a rank I did not then understand, but which I afterwards learned was conferred on him by a council of their wise men, because of the care he took of Indian bones that were dug up when excavating for the foundation of a house in the neighbourhood. The six nations are the remnants of six tribes that formerly inhabited the southern shore of Lake Ontario, and were hostile to each other, but eventually united and settled on a land reservation under Government patronage, and are now the most progressive and civilised of all British Indians. Mr. Barnet certainly placed me in a somewhat embarrassing position by introducing me to three young women who, he said, were his sisters, but in reality were only young Indian "squaws," and, as they were the first I had ever seen, I must say I was puzzled. They were walking in the splendid garden attached to the museum, and dressed up in a somewhat jaunty style, and in many colours—a good deal like fortune-telling gipsy women on the Derby day at Epsom, or some of the London cockney girls when out for an excursion. I shook hands, and said a few complimentary nothings, but the look on their faces was as stoical as if they had been taking lessons from the antiquarian himself to prepare them as objects for his museum. The old gentleman saw my difficulty, and manfully came to my assistance; he spoke to them aside, which at once brought

them down from their pedestal of haughtiness, and, although they did not speak good English, they seemed pleased that they were taken notice of. On the American side there is a smart town, several very large hotels, and everything set off as well as possible by cultivation and art. Canada and the States are connected by a wire rope suspension bridge 1,230 feet long, and 256 feet high, and from this bridge the best view of the falls is to be had; but what pleased me the most was the absence of those waifs and strays that are to be met with at places of resort in the United Kingdom. There certainly are cabmen at Niagara, but they seem comparatively independent, for if you want the carriage you pay for it, and that ends the contract; no bowing or scraping, as in Ireland. I did not see a single beggar. How different in this respect from Brighton, Tunbridge Wells, Cheltenham, or Killyarney! I left by train for the town of Niagara, where I arrived in time for the boat to Toronto, and remained there two or three days longer to make more inquiries about the condition of the people.

THE RATE OF WAGES

for town labourers was about $1\frac{1}{2}$ dols., or 6s. of English money. In some cases it was 1 dol. 75 cents, and at that season of the year there was no difficulty about getting employment. There was a great demand for farm hands and servant girls at a rather high rate of wages, men getting from 18 to 25 dols. per month and board, which in general is good. This would be for the season of about seven months, those engaging for the year round getting from 16 to 22 dols.; girls, by the year, from 7 to 13 dols. per month, with board.

SOBRIETY

is the one thing essential to success, and unless a man keeps from whiskey he is almost sure to go to the dogs. I don't say to be a teetotaller, although that would be better still, but I do say the further the emigrant keeps from drink the better. The temperance movement is very strong in Toronto, there being several societies, both Catholic and Protestant, and all working zealously to further the object for which they are established.

FOOD

was in comparison to the United Kingdom very cheap, as the following quotations, taken from the *Irish Canadian*, of December 15th, 1874, will show:—In Guelph Market flour per 100lbs. was 3 dols., or about 1½d. English per pound; eggs, per dozen, 12 to 13 cents, or about 7d. English; butter, per pound, 21 to 25 cents, or about 1s. English; dressed hogs, per hundred weight, 7 dols., or about £1 11s. English; beef, per hundred weight, 4 to 7 dols., or from 16s. to £1 11s. English; chickens, per pair, from 40 to 50 cents, or from 1⁰ 8d. to 2s. English. The reader will see that I have given the English equivalent of Canadian prices, and that they are taken from a newspaper report, and in the middle of winter. There are more working people purchase their goods wholesale than retail, as there are greater facilities for so doing than in the Old Country.

THE RENT FOR A WORKMAN'S HOUSE,

varies according to locality, but of course in the larger towns it is more than in the smaller ones; in Toronto it is from 4 to 7 dols. per month; but a very large number own their own houses, a thing not nearly so difficult as in England or Ireland. There are no lodgers taken in private houses, all of that class go to boarding houses, a workman paying from 3 dols. 50 cents to 4 dols. 50 cents per week for bed and board; but of course a married man in his own home can do cheaper. In Canada

CLOTHES

are about 20 per cent. dearer than in the Old Country, but are much cheaper than in the States, in fact, I may say that nearly everything is dearer there than in Canada. That there is

OCCASIONALLY SOME DESTITUTION

in Toronto and other Canadian towns, there cannot be a doubt, but in nine cases out of every ten it is through drink, and without hesitation I assert that a labourer can get on better than he can ever expect to do in any of the Old Countries; but of course he must put up with some difficulties and with circumstances different from what he

has been accustomed to at home, For many years to come Ontario, will require emigration, for that, and that only will level her forests and open her mines which are as yet in their infancy,

THE OIL WELLS

alone being almost an inexhaustible source of wealth to a young country. In 1870, the Enniskillen Oil Company, at their wells in Petrolia, 51 miles north west of London, employed 5,825 men, and 750 horses, and since then other wells have been opened in the locality. The total number of men engaged in mining operations in 1871, being 6,495, and 820 horses. Ontario possesses almost all the most useful minerals except coal, but that is found in abundance in Nova Scotia and in Manitoba, and when the Canada Pacific Railway is built it will be brought through from both places without difficulty. I am drawing

NO THEORETICAL OR FAR-FETCHED PICTURE,

but something that will be realised within the next twenty years, that is if there is no check of a political or warlike nature, which I trust there will not be, as at present there is no sign of such a calamity, but if England and the United States quarrelled Canada would be debatable ground, as the American forces could easily cross the frontier and establish themselves on the line of the St. Lawrence, virtually cutting the Dominion in two. But as we live in an age when the pen is mightier than the sword; I trust that any difference that might arise will be settled in an amicable way, and that we may have human happiness instead of human slaughter is at least my fervent prayer.

CHAPTER VIII.

FROM TORONTO TO WINNIPEG BY THE
DAWSON ROUTE.

WHAT an extent of country there is between the two points indicated at the head of this chapter, embracing nearly every natural feature that we are acquainted with : land cultivated in the most scientific way ; towns with all the fashions and civilisation of modern times ; settlements just springing into existence, where the hardy workman is battling with the difficulties of the surroundings ; forests that have never been trodden by the foot of the white man, and in which the terrible fire king holds sway, millions of acres of those woods being annually burned to satiate his destroying will ; great inland fresh water seas, on which there are storms and tempests, just as on the Atlantic and Pacific oceans ; a large number of lakes, many of which have not yet been surveyed, or their shores explored ; rivers that in their windings and turnings through valleys of alluvial soil, form those lakes in making their way to the Atlantic by the St. Lawrence, and to Hudson's Bay by the Nelson ; rocks and boulders of various strata and formations, awe-inspiring through their magnitude, and majestically beautiful in their rugged grandeur, bearing minerals, the development of which will yet make the region important ; birds, flowers, insects, and animals with which the European traveller is entirely unacquainted ; forest, swamp, and lagoon that give to the air on the American highlands the necessary humidity to produce vegetation and sustain human and animal life ; the red man sullenly but quietly retreating north, and gradually becoming exterminated, which is no doubt his inevitable fate ; the white race advancing and marking their progress by the erection of saw mills, the opening of mines,

the straightening and deepening of rivers, the building of steamboats on the different waterways, the damming of shallow lakes, the surveying of roads, telegraph, and railway lines, and the establishing of churches, chapels, and schools in different parts. This is only an imperfect picture of what may be seen between the capital of Ontario and that of Manitoba. On Monday, the 6th of July, I was sent for by

MR. CUMBERLAND, MANAGING DIRECTOR OF THE
NORTHERN RAILWAY,

and presented with a free pass on that line to Collingwood, on the shores of the Georgian Bay, 100 miles from Toronto. For some distance from the City the country looked very fine, with substantial farmhouses either of wood or brick; but no immense castles or mansions, where the wealth would be centralised, as in Great Britain and Ireland. I noticed some good crops of wheat, barley, peas, and potatoes; but which would be much better if the land had a little more manure. As we went north the country appeared to have been more recently settled. We passed through a village of nice farmhouses, with a large saw mill in its vicinity, for to a great extent

SAW MILLS IN CANADA

form industrial centres, just as much as monasteries and castles did in the feudal ages, and to a far better purpose, for the tendency is to raise the man and make him a responsible citizen, with rights and duties, and without obstacles to prevent him rising in the social scale, or to the highest position in the State. Whereas in the middle ages his rank in society was marked by his dress, and it was penal for him to rise from his caste or leave the locality except by the special favour of the king; and if a villein or villager, he was bought and sold with the estate. On all sides are to be seen

EVIDENCES OF PROGRESS AND CULTIVATION.

The log house in the corner of a wood, surrounded by a little piece of cleared land, planted with potatoes, cabbages, or other useful vegetables, the owner probably an emigrant working at a neighbouring farm or saw mill. The plan adopted in many parts of Canada to make a home for a

new settler is not at all a selfish one, although dictated perhaps by utilitarian motives as much as brotherly love. It is called

A BEE FEAST.

and consists of the people of the district assembling on the site of the proposed house and helping to erect and furnish it, and perhaps put in some flour and groceries, and thus give the new comer a start, and encouraging him to stop in the neighbourhood and invite his friends to come there also. On every hand there are millions of trees laying rotting on the ground, and by their decomposition producing horse flies, mosquitos, and other annoying insects that draining, clearing, and cultivating will to a great extent get rid of. Lots of trains passed us loaded with baulks, or

PREPARED TIMBER,

and going to Toronto for shipment, either to the United States or Europe. Those trains reminded me of how the leading industry of a country is to be seen by the traffic on its railways; for instance, on the English Great Northern train after train of coal is to be met with bringing that valuable article to London; or on the Welsh lines, between the mines, blast furnaces, and seaports, an enormous trade is done in iron and ore, to be shipped where required. The same with the timber trade of Canada; men, railways, and ships are engaged in it. About 60 miles from Toronto, Lake Simcoe came in view, and on its shore the lovely town of Barrie, forming a crescent around the head of the bay. It is a place of about 5,000 inhabitants, and a very extensive lumbering station. After remaining a short time for refreshments we resumed our journey, reaching

COLLINGWOOD

early in the afternoon, where I took my quarters at the Globe Hotel. This town is very picturesque, in a park-like country, on the south shore of the Georgian Bay, an arm of Lake Huron, and admirably situated for trade, both by water and rail. It was first surveyed as a settlement in 1855, and incorporated as a town in 1858, so that less than thirty years ago the Indian pitched his wigwam on its site. The Ojibeway name of the place was Nota-

wa-saga, but the white man called it Collingwood in honour of Nelson's famous colleague, Admiral Lord Collingwood. The harbour is broad and well sheltered, and fishing on a somewhat large scale is carried on, as a ready market can be had in the locality and in the interior towns. There are three or four extensive saw mills, the estimated work of which is 120,000,000 feet per annum. Besides these there are several other industries, such as furniture manufacturing, boot making, &c. The population is about 5,000, and, like other Canadian towns, of all European nationalities, and of different religious opinions, Catholics and Episcopal Protestants being the most numerous; there are six or seven places of worship.

THE INTELLIGENCE OF THE PEOPLE

may be noted from the fact of their having a daily paper and two weeklies, a board of trade, a town library with over a thousand volumes, five or six schools, and a public hall. One evening I was much amused by seeing

THE FIRE BRIGADE

exercised, for of all the manœuvring of organised bodies I had ever seen, this certainly was the most novel and striking. First came the captain who was a workman in the saw mill, with a long speaking trumpet in hand, from which he sounded a blast something like the roar of an angry bull. Then the firemen came running from every quarter of the town, some leaving the counter and tape yard, others the book and desk; the printing office, or factory, for they were all volunteers. There they were, of every shape and size, all ready to do battle with the devouring element, but happily on this occasion it was only a mimic war, they were called upon to engage in. Some had their hair parted in the middle, patent leather boots, and coat of the latest cut, appearing as if they had been taken out of a band-box to honour the brigade with their presence—they reminded me of the swells in London, who used to amuse themselves by skipping about in the way of the regular firemen, and on whom Captain Shaw quietly, but firmly put his foot by decreeing that they were to keep out of the way in case of accident, which was tantamount to telling them they were more nuisance than

good—then there was the man with his clothes all over sawdust from the mill ; in fact a motley crowd all eager for the fray. Wellington at Waterloo, Napoleon at Wagram, Washington at Yorktown, or Owen O'Neil at Benburb, did not look more the commander than this saw mill worker of an obscure Canadian town, as he took his place on an eminence to issue his commands to the different sections of his brigade. Some of the men had sashes over their shoulders to denote their rank, our friend of the trumpet was captain, another was first lieutenant, then came sub-lieutenant branchmen 1 and 2, hosemen 1, 2, and 3, any number of engineers and firemen, bringing vividly to my mind

THE DRY LAND LIFE-BOAT CREWS

that are formed among some of the London Temperance Societies to sing songs and save drunkards from ruin and misery. Steam was quickly got up, the suction pipe run into the lake, the captain on the hill roaring out his orders through his trumpet, companies of his men running here there and everywhere with the hose, the engine puffing, blowing and screaming, as if it took delight in adding to the general melée. Soon the gardens and plants in front of the houses were saturated, the dust laid and the culverts and gullies washed out. The captain gave another thundering command, steam is blown off, the fire raked out, the hose rolled up, and all is over ; the affair being made up of three parts—namely, usefulness, amusement, and ridiculous pomposity. Collingwood is a powerful example of what may be done in a few years by perseverance and industry, as there are four large steamers trading to the port, one of which leaves on every Tuesday and Friday ; I paid 17½ dols., or about £3 10s. English, for a first-class passage to Prince Arthur's Landing, on the north shore of Lake Superior, a distance of 800 miles. The boat in which I embarked was of immense size and one of the quickest afloat ; she was called

THE CHICORA.

I asked one of the officers if she was the famous blockade runner of that name, and he said yes, and gave her history as follows as I was curious to know how she came on

the Lake Superior trade:—She was built at Birkenhead, to run the southern blockade, which she did several times, both at Wilmington and Charlestown; after the surrender of Lee at Richmond, she was brought round to Halifax, and sold at public auction to Messrs. McDonnell & Co., of Collingwood, and she was brought on by way of the St. Lawrence, and the Welland canal to Lake Superior, where she was lengthened and refitted with cabins, deck saloons, and state rooms; when under full steam she would make 17 knots an hour; her machinery and propelling apparatus being very powerful. We were a day and a night crossing the Georgian Bay, to a wretched little place called

KILLARNEY.

Why so named I cannot tell, as it bore no resemblance to its famous namesake in Ireland. Our vessel laid to for a couple of hours, during which I went ashore; the village consists entirely of half-breeds, with the exception of one Irish family named Lowe, who indeed must have queer taste to settle in such a locality; I had a conversation with a very intelligent half-breed, he said the place was exceedingly poor, and that they could not support a school, which he very much deplored. The population lived mostly by fishing and cultivating small plots of land at the foot of the bald granite hills that surround the village. I met a gentleman named Manly, on the wharf, whose acquaintance I formed while in Ottawa. He came on here with a patent from the Government to explore the surrounding region for minerals, and he told me he had discovered

A VEIN OF MAGNETIC IRON ORE,

20 feet thick, and practically inexhaustive, and when I expressed a doubt about mining operations paying in so remote a quarter of the world; he said of that there was no fear, as iron would be in great demand in a short time on account of the Canada Pacific, or ocean to ocean, railway. As the steamer's gong was sounding I had to get on board as quickly as possible, and warmly shaking both hands with my half-breed, and engineering friends, I took my farewell of Killarney. As we steamed up Spanish River, which connects Lake Huron, with the Georgian Bay, the scenery was magnificent; I noticed that for some dis-

tance on one side of the river the granite was red, like that of Peterhead, in Scotland, and on the other white, like that of Dalkeith, in the county of Wicklow, Ireland. It was the second case of the sort I had seen, the other being on the river Lee, between Cork and Gaugane Barra, on one side grey limestone, on the other red marble. We saw two or three settlements along

THE SPANISH RIVER,

with some very large saw mills. The number of white women in those villages in comparison to the number of white men was small, but there were a good many half-breeds, and even full blooded Indian women, and certainly they seemed respectable and well clad, and in some cases even fashionably so; as we pushed ahead through the north channel of Lake Huron to Bruce Mines, dusk was setting in, and the coast which was an unbroken line of forest looked awfully wild; on arriving at the wharf, a heavy fog was hanging round, so the captain decided to cast anchor for the night. The works at those mines are on a rather extensive scale, and the quantity of copper taken is very large, a great quantity of it being sent to Swansea, for smelting, and the remainder to the United States; I turned out at three o'clock in the morning to see the boat start; passing on our left

GREAT MANAUTOULIN,

the largest inland island in the world, and according to the mythology of the Huron, the abode of Manitou, or the minor Deity, subject to the Great Spirit who rules the Universe. This mythology has a strong resemblance to the ancient Druidism of the British Isles, and who knows but that one may be an offspring of the other. The fog continuing I saw little of the coast until we entered Lake George; by that time the sun had risen, and the fleecy clouds were scudding over the top of the wooded hills, on our right. Steaming ahead at full speed we entered

THE GARDEN RIVER,

the channel connecting Lake George with Lake Superior. We sailed by a very nice settlement called Garden River Settlement, where there was an immense saw mill. At

this place there were several white families in comfortable circumstances, and a large number of half-breeds who lived in miserable little log houses, a kind of compromise between the dwelling of the white man and the wigwam of the Indian. Those people are only progressive as far as there is European blood in them although on the whole they are an athletic race; some of the women are exceedingly handsome, with coal black hair, dark eyes sparkling with the impulsiveness of their Indian nature, aquiline noses, small mouths, pearly white teeth, and figure well developed through active physical exertion, and not having been cramped by tight lacing, or high-heeled boots, that give the fashionable wearer a stoop forward as if about to fall, and an appearance not of walking, but of ambling along.

THESE HALF-BREED GIRLS,

with very little embellishment or ornamentation, had a natural dignity about them that was pleasant to see. Along this river there was some excellent alluvial land, only growing brushwood, except in the neighbourhood of the settlements, where there were capital crops. Arriving at the rather important town of

SAULT ST. MARY'S,

where there is a ship canal, in United States territory, for vessels to pass by the rapids in the river, there are two towns of the same name, one on the Canadian side of the channel, and one on the American, in the State of Michigan. On the British side the Union Jack was flying from a small Government building; on the Yankee side the stars and stripes, or, as Sam Slick irreverently calls it,

THE GOOSE AND GRIDIRON,

was also flaunting in the breeze. Our steamer took in about 80 tons of American coal, at a price of about £1 per ton. I was glad there was a delay, as it gave me an opportunity to see the place, and in company with Mr. Brown, editor of the *Toronto Globe*, I walked through every part of it. The American town is by far the most important, consisting of about 3,000 inhabitants, apparently well to do, as they all wore good clothes, and had

THE USUAL AMERICAN HOBBY

of wearing a lot of real or Brumagem jewellery. There is a rather large custom house, and a strong detachment of United States troops, who were fine looking men, dressed in blue uniforms. The cosmopolitan character of the inhabitants may be seen from the following names that I noticed on some of the business houses—Malcolmson, Hawkshaw, O'Connell, and a Dutch name, difficult of pronunciation, and the spelling of which I forget. There were several Indians walking about in all the glory of feathers and paint.

INDIAN PAINT

is not in the least like the *couleur de rose* sold in the chemists' or perfume shops, or the dew of Arabia, with which Madame Rachel beautified her customers for ever. An Indian's paint is something substantial, that will not crack when he laughs, and even if it does he can easily put on a bit more, as it is simply ordinary cart or house paint, of which he will have several colours. Perhaps on his chin may be a dab of red, on his nose yellow, on his forehead white, and a spot of two of black on his cheeks, and then—like the Chinese army that made a night attack on the French camp with a lantern in each man's hand—the poor Indian, when smeared in this way, considers himself an extraordinarily fierce and warlike character.

THE LOCK

by which the rapids are passed, is a fine piece of engineering, the length being 350 feet, and the width 70 feet, with a depth of 13 feet; the difference of level between both ends is about 20 feet; it has a navigating capacity of 2,000 tons, which was considered very large when the canal was constructed, but is now found to be inadequate for the vessels trading on the lakes, and so, to keep pace with the times, the Americans are building another of double the dimensions of the existing one, running parallel with it and divided only by an embankment about 50 feet wide.

THE NEW CANAL

will be of sufficient size to take the largest ocean-going vessel; for the day is not far distant when ships will run direct from Chicago to Liverpool, and *vice versa*. The

distance from the head of the canal to the Straits of Belle-Isle, north of Newfoundland, is 1,965 miles, and from the Straits to Liverpool 2,234, making a total to Liverpool of 4,329 miles, 70 of which are by canals. The Canadian Government have made surveys for a canal on British territory, but as yet they have not begun operations; neither could I see the advantage of doing so, except for the purpose of lowering the dues by competition; for, when the one now in course of construction by the Americans is finished there will be ample accommodation for vessels of every nationality and tonnage; and, in the event of a war, it would be a mere question of strength to take and keep possession of the channel; at present all the appearances are in favour of the Yankees. As the steamer slowly passed through the lock, I could not help admiring, and at the same time pitying three Indian women, or as they are called

SQUAWS,

(a word of reproachful meaning which I do not care much about using); they were in a bark canoe in the rapids, fishing; one kept the head of the frail bark to the stream, while the other two managed a small net. I admired them on account of their strength and determination, and I pitied them because there were three or four lazy rascals of men, their lords and masters, wrapped in their blankets laying out at full length in front of a wigwam. It was, of course, beneath the dignity of an Indian to work, for if he did, his honour would be considered tarnished; he is bound by his savage etiquette to make his wife or wives do all the drudgery. As we got into the great American fresh water sea there was a dense fog, which prevented our captain touching at Michipicotan as the coast was rocky, and in the event of its coming on to blow there would not have been much sea room.

LAKE SUPERIOR

is 390 miles long, with a mean width of 100, its greatest width being 160, with a coast line of 1,030, and measuring in square miles 32,000, or nearly 8,000 miles more than the area of Ireland. It stands 600 feet above tide level at Three Rivers, half-way between Quebec and Montreal,

which would make the gradients less than a foot in the mile for the whole distance; its depth is an average of 1,000 feet, which would place its bottom 400 feet below sea level. As we cautiously went ahead, the sun began to shine and the fog dispersed; on our right was the unbroken forest for hundreds and hundreds of miles, on our left the broad lake, the water of which is as clear as crystal and icy cold all the year round; in fact, it is one vast reservoir of pure and good water. These great lakes of the interior of the American Continent are perhaps the

MOST WONDERFUL GEOGRAPHICAL FEATURES

on the surface of the globe. Placed on the eastern slope of the great watershed where the four largest rivers take their rise, they gather nearly all the water that falls to the Atlantic Ocean and discharge it in one volume by the St. Lawrence; their effect on the atmosphere and on the fountains placed on a lower level than themselves is marvellous, as they give to all parts of Canada that I have been to, pure spring water. This will be understood from the fact that in Lake Superior alone there are 12,000 cubic miles of that element; chemists tell us that all soils contain the germs of vegetation, in a more or less degree, and that the absence of water alone in the ground and humidity in the atmosphere makes deserts and barren wastes. After some time sailing along the coast, which was bold and rugged, we began to lose sight of land: the water being as smooth as glass and as clear as the brightest fountain we could see the steamer reflected in the lake. Next day we entered

NEPIGON BAY,

one of the finest harbours on the north shore; the cliffs on both sides were very high, and wooded to the water's edge. The scene was loneliness itself; with neither the scream of a bird, the howl of an animal, or the presence of a living being to break the solitude; but the day is coming when the whistle of the locomotive, the ring of the hammer, the hum of the saw-mill, and, perhaps, the hiss of the blast furnace will be heard in this region. The decks were crowded with passengers, some admiring the scene, others

speculating on the building of the ocean to ocean railway, and in the event of the line coming by Nepigon Bay, what class of business would pay best; but evidently everybody was in the most buoyant spirits, as, indeed, well they might be, because there was a free and easy geniality between all the people on board. After steaming into this land-locked bay for some distance, the fine

HOUSE OF THE HUDSON'S BAY COMPANY'S POST

came in sight, and immediately after the "Chicora" was moored alongside of the rude but substantial wharf, where we remained for the night, as the captain wanted to give the party an opportunity of inspecting the locality. The company's station is the only house in the bay, or for more than 100 miles around, and north of it I doubt whether there is one between it and the Arctic Sea. There were eight or nine white men and a few Indians living there, the former nearly all Scotchmen, as are most of the company's employés. The place seemed to agree with them very well as they were fine robust fellows. The passengers organised themselves into parties to find amusement in different ways; I joined one that went exploring. Proceeding into the wood some distance, we suddenly came on a number of wigwams with several Indian women and children who were at first a little alarmed, but gradually gained confidence when they saw that we had no hostile intentions. I gave one of them a silver coin upon which she seemed to set no value except as an ornament, evidently not knowing its use.

ONE OF THE VERY PIOUS LADIES OF OUR PARTY

presented them with a few tracts, which were about as much use as if she had given them to the hippopotamus in the Zoological Gardens, but of course she meant well, and deserved credit for sincerity. In rambling about we came across the surveyed line for

THE CANADIAN PACIFIC RAILWAY,

the clearing, measuring, levelling, and stumping out of which must have been stupendous work, as gangs of men had to go before the surveyors, axe in hand, to clear away the bush. The picture from the summit of one of the

cliffs was the most lovely I had ever seen. There were the comfortable dwelling and out-houses of the post in a clearing carved out of the forest, the magnificent steamer riding at anchor, her boats full of ladies and gentlemen rowing about for pleasure or fishing in one of the numerous creeks or coves of the bay, the dark green forest running down to the water's edge, the flowers and creepers of different hues intertwining among the trees, the fine plumaged birds flitting about from bough to bough, the wigwams of the Indians with the smoke curling up through the foliage, formed a scene which impressed all our party. As dusk was setting in we retraced our steps delighted with Nepigon Bay, the only drop of gall in the cup of our joy being the mosquitoes, who made rather too free with some of us, and particularly with myself. During our absence a fresh passenger came on board,

A JESUIT MISSIONARY PRIEST;

probably if Mr. Whalley had been of our party he would have suggested his expulsion for fear he should carry us all off in his pocket; or form a Jesuit plot to blow up the ship, &c. But I thought he was the most perfect missionary I had ever seen, although, so far as the converting of Indians was concerned, I believe his work was useless, as in my humble opinion they stand in the same relation to the white man that the wild duck does to the tame one, and it is as easy to domesticate the one as to convert the other to any denomination of Christianity, or to the higher form of civilisation; but that does not detract from the merits of the men who make sacrifices for their principles, and certainly this reverend gentleman appeared to be one of these. He was by birth an Englishman, but had been some time in the north-west, and had travelled hundreds of miles through the bush, visiting the red man in his forest home. Odd shoes were on his feet for the want of better, and his soutan was torn and mended in several places, he had a billycock on his head, which was his only shelter against storm and sunshine. He had two wallets slung on each side of him; in one were his vestments, in the other a change of under-clothing. He had neither gold nor ornament on his person, yet he appeared to be a cultivated gentleman, as well as a man of determina-

tion and ability; and he certainly was the missionary of my imagination. At four o'clock in the morning we were running down the bay under full steam, and at eleven arrived at

SILVER ISLET,

where there is one of the richest silver mines in the world, belonging to the American Silver Mining Company. Every ton of quartz taken in 1874 was worth over £4,000, most of it being sent to England or the States packed in casks, a large number of which we took on board. The population at the works was from 1,500 to 2,000, comprising English, Scotch, and Irish, the captain being a native of Belfast. As far as I could see from a three hours' visit everything was in apple pie order. The

MAINE LIQUOR LAW.

was in force to a certain extent, and no intoxicating drink was allowed to be sold, anyone requiring it could get two pints of beer or two glasses of spirits per day, by order of the captain, but no more, and I was told that most of the men were abstainers, so that there was very little consumed, and certainly the people and their homes appeared the better. The missionary went ashore here, a large number of the inhabitants testifying their joy at his arrival by crowding to shake his hand, escorting him in a kind of

PROCESSION OF MEN, WOMEN, AND CHILDREN,

to the house where he took up his quarters. Our visit caused quite a stir in the little town, as, indeed, it is not often that they see strangers except, perhaps, a few surveyors or explorers. I was told that the region was exceedingly rich in minerals; copper, lead, silver, and even gold having been prospected for successfully, but not yet in paying quantities, owing to the rugged nature of the country and the want of machinery. After a delay of three hours we were off again for Prince Arthur's Landing. The coast here is very wild and rocky;

THUNDER CAPE

the entrance to Thunder Bay being 800 feet high. When we got inside the headlands we could see the white houses of the little town, mere specks on the shore line, but as

we approached they gradually increased in size. Steaming up the bay, which is about thirty miles wide, the sight was truly grand: huge capes and promontaries covered with small timber projecting into the harbour and forming land-locked basins and coves of various sizes and very picturesque; the Hudson's Bay Company's post of Fort William to our left at the mouth of the Kamanistiquia River, where there is a good harbour for schooners and small vessels the bar being too shallow for large ships.

ALL THE DEPÔTS OF THE HUDSON'S BAY COMPANY,

—and there are a great many scattered through this immense region—are called forts, as they are generally surrounded with stockades, some of them having towers at the angles for small cannon, which a few years ago were necessary to protect them from hostile Indians. There are also stores, dwelling houses, and other necessary buildings, so that to the untutored mind of the savage they appeared formidable positions; and, no doubt, he had reason to think so, as he was often ruthlessly shot down if he did not comply with the company's rule and law, and this like all other absolutisms was more or less tyrannical, its object being to share as large dividends as possible

Approaching

PRINCE ARTHUR'S LANDING,

the scene is lovely; with the pretty little town laying along the beach and the emerald green forest for a background. The steamers gong sounded a terrible *fanfare* to announce our arrival, and the next moment the Hudson's Bay Company's standard was run up at Fort William, and the Canadian flag and Union Jack from several other buildings, and troops of people were coming down the pier to receive us. They were all well dressed, robust, and healthy, and seemed to have a free and easy, there-you-are, sort of way with them that made one feel at home immediately. I took my very slight luggage on my shoulder and away I went along the pier, the length of which is 600 feet, with a front 200 feet wide. A man stopped me and put my things on a trolley, and said they would be delivered at either of the two hotels in the town. Prince Arthur's Landing has a population of

between 2,000 and 3,000, which is rapidly increasing. The situation is very romantic, and capitally adapted for the Lake Superior trade, of which it is sure to get a large share, as it is the most important place on the north shore, and is the intended depôt of the ocean to ocean railway. The houses are nearly all frame, and very well put together, but no doubt stone buildings will soon supersede them, as there is abundance of that material in the locality. The general subject of conversation was minerals and exploring; there appeared to be some excitement about discovering a silver vein here, a copper vein there, or perhaps gold in another quarter. In the hotel that I put up at there were

SOME PROSPECTORS AND GEOLOGISTS

staying; it was really instructive and not a little amusing to hear the recitals of their adventures in search of the precious metals. One had found silver in great abundance and was off to Chicago immediately to form a company to work the mine; another had discovered rock where there was gold in great plenty, but he was an employé who had been sent north to explore by some American capitalists. Indeed, the singular thing was that most of those men were Americans and doing American work, although on British territory. The general impression was that the region was rich in the more precious minerals, and that the development of them would return a fair percentage on the capital employed. Since my visit, works in connection with the Canada Pacific Railway have been commenced; and as the line will traverse rugged and unexplored districts, no doubt geologists and miners will keep their eyes open to the chances that await them, which I think will be pretty good. This being the beginning of the road to Winnipeg, the capital of Manitoba, a distance of 550 miles; I went to the office of

MESSRS. CARPENTER AND CO.,

contractors for the route, to make arrangements for the journey which we were to begin on the Monday morning,—as we arrived on the Saturday, the trip from Toronto had taken just a week,—I fortunately met Mr. Thompson, one of the firm, who was all attention and courtesy to

everybody who required his services. I paid 10 dols., the government contract price. Mr. Thompson gave me a price list of the articles I should be likely to want on the trip; I took this to a large shop kept by a countryman of my own and asked him the charge of each specific thing to prevent overcharge, but he desired me to let him make up a box and then charge for the whole in bulk. I consented, and wonderful to relate there was only difference of a few cents between his price and Mr. Thompson's list. Among the articles were 30 lbs. of biscuits, a boiled ham, some prepared soup, a little tea and sugar, a small tin pot for cooking, a tin can for drinking out of, and a tin plate, a large blanket, and sundry other things, the whole costing 13 dols., or £2 13s. of English money. On the

SUNDAY MORNING

I got up to go to mass, but as the priest had not arrived from a mission station some distance off there was no service, there being then no resident Catholic clergyman, but that community was erecting a chapel and Presbytery of their own. There are two other very nice churches, one Episcopalian Protestant, and the other Methodist, which were very well attended. As I could not go to a Catholic place of worship, I went for a walk through the forest towards Fort William; and to my consternation I suddenly came on a party of Indians howling and gesticulating around some object in the road; not being acquainted with the aborigines I felt rather nervous, but thinking the best thing was to put on a bold face and see what was the matter, I went into the crowd, and to my surprise saw one of their number very drunk; and the others trying to get him along. Shortly after

AN OLD JESUIT MISSIONARY PRIEST

came on the scene accompanied by an Indian who had been sent by the party to bring him from the mission at Fort William. When he saw what was the matter, he got a good sized supple stick and thrashed the poor Indian till he got up and ran away, to the evident delight of his friends. There was no doubt of his having applied a thorough remedy as I saw Mr. Indian half an hour after

walking about apparently as sober as a judge. Unfortunately the missionary and myself were unable to converse, as he only spoke French, and I did not understand that language. Here let me remark, that of all the excursions that could be taken, none would excel

A TRIP FROM LIVERPOOL TO QUEBEC,

and from there by the Grand Trunk, or the St. Lawrence to Toronto, about 500 miles, then to Collingwood, 100 miles, and then by steamer over the lakes for 1,000 miles. It would be comparatively cheap, beneficial to the body, restful to the mind, pleasing to the fancy, and instructive to the understanding, and would be remembered with pleasure for ever after; I am certain that if it were only better known, thousands would avail themselves of the facilities offered by the various steamboat and railway companies to perform so grand a tour. We started at six o'clock on the Monday morning in three-horse vans for

LAKE SHEBANDON,

45 miles from Prince Arthur's Landing, the entire journey laying through a forest that was very much burned. Mosquitoes and horse flies along the swamps had everything their own way; these annoying pests are all over Canada and the States, but they are not seen in large towns, and not much in cultivated or settled country. Smoke is their great enemy, and to drive them away people camping out or dwelling where they are numerous will make what is called

A SMUDGE,

which is simply a big smoke made from any green plants, wormwood being the best; anyway, the mosquitoes are a great annoyance, especially to strangers. Arriving on the shore of the lake we stopped in a log house put up by Government for passengers. There were eleven of us together; and in the evening when we were all sitting round the camp fire in the corner of the forest it reminded me of a hopping season in Kent or Sussex. It was curious, indeed comic, to see every man wrapped up in a blanket lying on the floor of the house to sleep, and I must say that my fellow voyagers were all in the greatest good humour.

The country round the lake was like that which we had come through, forest and rock, with fertile alluvial deposits here and there, which no doubt will be settled upon before many years. After an early breakfast we embarked in a kind of deck barge called

A SCOW,

towed by a little tug to cross the lake a distance of 22 miles; the voyage was exceedingly romantic and pleasant; there were a great many islands in the lake, all rock. About half-past nine we arrived at a strip of land called a portage, dividing two lakes. This portage was only a few hundred yards wide when we reached lake Casiboy, which we crossed in another boat, towed by another tiny tug. The length of this lake is 10 miles, and like the first was studded with rocky islands. On the next portage we had dinner; the width of this portage being a mile and a half. Our luggage was sent over to the shores of

LAC DE MILLE LAC,

or the lake of a thousand lakes, 28 miles long; and it well deserved its distinctive appellation, as it really was one of the prettiest sheets of water I ever saw, not even excepting Killarney. The lengths here given are no criterion of the size of these lakes, as they are merely the mileage on the portion of them that we crossed. I could not help wondering at the scarcity of birds and animals, as everything was as silent as the grave; not a sound to disturb the solitude except the puffing of the little tug and our merry and buoyant conversation or loud laugh at some comic incident, of one of which I was the hero; on the shore of the lake while waiting for the tug to get up steam, I took off my boots to wash my feet, and for that purpose I went some distance away from where the others were sitting; I tucked up my trousers and perched myself on the stump of a tree with my feet dangling in the water. I was only there a few seconds when something near me made

A MOST UNEARTHLY NOISE,

this for an instant almost paralysed me, visions of hippopotamuses, crocodiles, alligators, boa constrictors, and other animals floated before my eyes, so getting out

of the water I ran for my very life. My fellow travellers wondered what was the matter when they saw me come tearing along without shoes or stockings; and thought it was an Indian in pursuit of me. One of them got his rifle ready in case it should be required. I told my story about the dreadful noise, and

AN AMERICAN OF THE PARTY

guessed it was a bull frog, and that I was tarnation green to be frightened as though I had seen a spirit. At this sarcasm I mustered courage, got a long stick, and went back to recover my boots, when I saw the cause of my stampede on a stone close to where I had been sitting, and boldly approaching, I put my stick underneath him and gave his frogship a dive, which he evidently did not relish, as he came up croaking louder than ever. The incident caused some smart joking at my expense, because of the great courage I displayed in my encounter with this amphibious monster. After a very pleasant voyage we reached

BEARILE PORTAGE,

only a quarter of a mile wide, and crossing it to Bearile Lake, nine miles over. This voyage was very rough, as a great storm had sprung up, and the tug and boats had the greatest difficulty to weather it out; landing at Breuil Portage, half a mile in width, where we remained for the night. Lake de Mille Lac, is one of the North Eastern watersheds of the American Continent, 824 feet higher than Lake Superior, and about 110 miles from it. The water south of Lake de Mille Lac runs into Lake Superior, by the Kamanistiquia River, discharging at Fort William and north of it by a series of lakes and rivers into Lake Winnipeg, the great receptacle of the waters emptying into Hudson's Bay. Next morning we went over the portage to Windigastican Lake, 18 miles long. On the shore of this lake was

A CURIOUS INDIAN GRAVE,

if such a mode of disposing of the dead could be called a grave. The body was bound up in birch bark which the Indians make use of for many purposes, and then it was

hooped around with some tough strips of wood and placed on a rude platform about five feet from the ground; and at the head there was a pole stuck in the earth with a white flag on it. Here, in the middle of this North American forest, was a striking evidence of the attention paid to the dead, at least by some of the savages who inhabited it, and I would as soon desecrate a grave in a Christian churchyard as disturb this last resting place of the red man on the shores of this lonely lake where loving hands had laid him. I wonder if there are any other people who dispose of their dead in this way; the investigation of such a question would be very interesting and I would respectfully recommend it to the consideration of the London Anthropological Society. The trip on

WINDIGASTICAN

was exceedingly stormy, and an accident occurred that might have been dangerous if women or children had been in the boat; for we struck a tree, the force of the wind driving us all out of the proper channel. At last we arrived at French portage; and here there were a large number of Indians of the Chippewa tribe poor wild miserable creatures, almost in a state of nudity, and as to cleaning their bodies, I don't think they ever trouble themselves about it. French portage is a mile and a quarter wide, to Lake Keagasiki, 21 miles in length. Here we had also a stormy voyage, as the water was very rough from the previous night. We crossed in two hours to Pine portage, only a half mile wide, and crossed Pine Lake, two miles wide, to Delaware portage, where we encamped for the night. There were a large number of wigwams here of Chippewas and

A LEADING CHIEF NAMED BLACKSTONE

who invited several of us to his wigwam, where he showed us his uniform, consisting of a soldier's coat of about the time of George the Fourth, an old pair of cavalry trousers, and some sort of cocked hat, and wishing to impress us with his importance, he showed us some letters that had been written or given to him by the white man, but which he did not let us read; he wanted to end the interview by

selling one of his wives for 100 dols. One of our party pretended to be eager to make the purchase and kept lowering the price; until he at last consented to take 50 dols. When we thought the joke had gone far enough, and to get out of the difficulty we had to violently advise the wife-buyer not to spend his money for the present. But we made good friends with the chief and his people by giving them a lot of surplus food. One of our party played the violin pretty well, and never was the truth of the poetical remark which says that

MUSIC SOOTHES THE SAVAGE BREAST,

made more manifest than on this occasion, for the dusky daughters of the forest in the highest glee gathered round the musician, wondering at the sweet sounds he was producing, and it was curious to watch their different emotions: one would twirl her fingers to the different notes which she seemed to comprehend; another would be listening with all the seriousness possible; a third would move her feet instinctively as if she understood dancing; and a fourth would smile and seem pleased with the melody. Those women were well proportioned and active, and with a little care some of them would have been far from bad-looking. Certainly the women appeared, relatively speaking, better looking than the men; who were tall and lanky, without much muscle or strength; whereas, the women were stout, active, and strong.

THE WIGWAM

is a wretched tenement, worse than the hut of the English gipsy, a race that the Indians resemble very much, perhaps more than any other we know of. Morality does not seem to be at a very high standard among them, but, probably, it is better than it would be with others under the same circumstances. Contact with the white man degenerates and demoralises them, for they adopt all his vices but none of his virtues. Having remained on this portage one night and part of a day, we crossed Sturgeon Lake, 20 miles wide. The passage was a beautiful one to

MALINE PORTAGE,

where there were several more wigwams. The scenery

here was very grand: the rocks thrown about in the greatest confusion; the magnificent sheet of water stretching out before us as far as the eye could reach, with the Indians in their bark canoes engaged in fishing; the wigwams here and there among the trees with their wild and savage-looking inmates standing round; the dense woods in every direction, with the various tints and colours of the foliage; and above all the rich glowing sunset made up a scene that would gladden the heart of a Royal Academician. Next morning we resumed our journey, going down the Maline river in boats and

PASSING THROUGH THE RAPIDS,

which caused a terrible sensation, the most dexterous activity being requisite to keep the boat from striking one of the submerged rocks in the boiling vortex, we had a mile of this class of boating, when we were taken in tow by a tug for ten miles more, there being but very little diversity in the scenery: rock, wood, and water, all the way, with an occasional wigwam. After a pleasant run we arrived at

ISLAND PORTAGE,

only 100 yards across. There were a great many Indians on this portage; many of them in a nude state. What a field is here offered for the geologist and the botanist, the rocks being hurled into a thousand shapes and the flowers and herbs ever varying both in size and colour, on all these portages there are excellent springs of pure water, and that of the lakes is also good, excepting Rainy Lake, which has a green colour, owing to some plant growing in it. We started in the evening to cross

STURGEON LAKE,

a distance of 20 miles, it is called by this name from the quantity of sturgeon found in it, but all these lakes are teeming with fish of one sort or another, and some of it very large. The passage was a lovely one, the evening sun making the water look like one vast sheet of glass. The forest hereabout was a good deal burned, thousands of acres of timber are destroyed annually by those sweeping calamities

THE FOREST FIRES.

But in a short time saplings grow again on ground that the fire passed over; but never of the same species of timber as that destroyed; for instance, if a birch forest has been burned it is succeeded by fir or larch. After a very agreeable run we landed on Nequiquion portage, the largest of all the portages we travelled over, the length being four miles. Some of the road was very rough, and more of it through swamp, but everywhere along the route traces of

SIR GARNET WOLSELEY'S EXPEDITION

to the Red River in 1869, were to be met with, block houses in ruins that were built by the expedition as commissariat stores, trees laying rotting that were cut down to make the road, for to Sir Garnet Wolseley and his expedition that work must be attributed, although the practicability of the route was known to Indians, and to some of the voyagers and hunters in the service of the Hudson's Bay Company, and it was surveyed by

MR. DAWSON,

a civil engineer in the service of the Canadian Government some time before; but for building bridges, clearing the bush, removing boulders and rocks, in fact building the road, the honour is alone due to Sir Garnet, and those who served under him, assisted by Mr. Dawson, and other engineers and explorers; without a doubt it was a gigantic undertaking as the number of lakes and portages mentioned in this chapter will testify, everywhere are mementoes of those warrior road-makers to be seen. We crossed the swamps on a wooden road, called a "corduroy," the making of which must have been an extraordinary work, the reader will understand the magnitude of the task from the fact that there are a great many miles of these marshes, and that

A CORDUROY ROAD

is a framework of trees laid on the marsh, there are first the supports running lengthways and parallel to each other about 15 or 16 feet apart, and crossways on them are laid trees, side by side, the whole is then covered with

earth where it was possible to get it; in some of the swamps the trees had to be brought a long distance, which of itself must have been stupendous labour, altogether the carrying out of so vast a project reflects the highest credit on the perseverance and energy of those engaged. After a tramp of four miles over the portage, our goods having been sent in a van, we embarked in a large boat, as usual towed by a miniature tug, to cross Lake Nemecan, 25 miles wide, if we had been on a pleasure trip we could not have had a finer passage, as all the elements united to make the face of nature look lovely: wood, water, sky, and sun blending in beautiful harmony. This lake is on the boundary line as the left shore is

A PART OF THE STATE OF MINNESOTA,

and it is not an unusual thing for depredating Indians to come across from American to British Territory, where they mix up with others of the same tribe, thus escaping chastisement. Arriving at ten o'clock at night at Kettle Falls portage, about a quarter of a mile wide, where a large steamer was ready to take us over Rainy Lake, we slept on board wrapped in our blankets and laying anywhere on deck. There were a great many Indians at this portage, numbers of them coming down to the ship's side to gaze on us. During the night they kicked up

AN AWFUL SHINDY,

a usual thing when they are gambling, which, like the other races of mankind they are very fond of, often betting everything they are possessed of in the world, even their wives, whom however, they repurchase or win over again as soon as possible. On this night they kept beating an Indian drum, simply a hoop with a skin drawn tight over it, played upon with a piece of stick. The music or noise being one continual monotonous tapping without the least attempt at variations or notes of any sort. Sometimes it was accompanied by singing, but so low and squealing that it was painful to hear, although the voice was good if used properly. While this most discordant concert was going on the curs that were hanging about the encampment kept up a perpetual howling, as we were

tired, we should have slept soundly, although our bed was only the hard boards, but for this terrible din that broke our rest. Early in the morning we prepared for the voyage, and as I desired to see as much as possible of

THE SOCIAL HABITS OF THE ABORIGINES,

I went through the camp accompanied by the captain who was on friendly terms with them all; what I saw no pen could describe, and certainly I shall not even attempt it; but I may say, that I thought as a race they were sunk down deep in savage abomination, and further acquaintance with them confirmed this opinion; one thing is certain, they will not accept the white man's religion, his science, his law, or his civilisation, and those so-called civilised Indian settlements are merely big nurseries supported by Government, or religious societies. The clergyman, whether Catholic or Protestant, is always a white man, and the Indian is only good as far as the personal influence of that clergyman is concerned;

MY FIXED IMPRESSION

is that the enormous sums of money spent in uselessly trying to convert those crafty savages could be applied to a far more godlike purpose at home; for having seen the wretched poverty in the East-End of London, where there are thousands wasting their lives in unhealthy employments, and equally unhealthy homes, the miserable condition of the Irish peasant in his own country, and the little that is done for either. I cannot refrain from expressing my regret that vast sums gathered from the sweat and toil of those very people, should be spent on a visionary object. In the morning we began our voyage over

RAINY LAKE,

a distance of 43 miles, the navigation was difficult there being a great many islands and some shifting sands. Early in the afternoon we arrived at the landing place, again to re-embark in large bark canoes manned by Indians, in which we rode the rapids of the Rainy River to Fort Francis, an important post of the Hudson's Bay Company. As it was Saturday evening we arranged to remain over

Sunday, and took steps to make ourselves as comfortable as possible. The American civiliser, the saw mill, had already reached this station and had done some good work as there were several frame buildings in course of construction. When the Canada Pacific Railway touches Fort Francis, it will be a very important place as there is good land, good water, good air, plenty of timber, and a noble river 74 miles long connecting Rainy Lake and Lake of the Woods, the one 45 miles, the other 40 miles, making in all 150 miles of waterway, which by a little civil engineering, might be utilised for large steamers. There are at

FORT FRANCIS,

from fifteen to twenty whites, several half breeds, and a large number of Indians. Civilisation can here be seen in its different stages of progress; the painted savage wrapped in his blanket, dwelling in a wigwam, and living by hunting or fishing; the half-breed, half savage, half civilised, wearing a peculiar dress, to mark him to a certain extent as a dependent of the company, residing in a small log house, cultivating just enough to live upon, and still retaining a strong inclination for the precarious life of the hunter; there is the white man with his books, machinery, large well built house, and fine clothes; then there was our party of travellers brought by steam boats over Rainy Lake, a lake which five years before was scarcely marked on the map, and among us were men whose duty was to try and find the best field for the investment of money; with this extraordinary panorama passing before my mental vision I sat musing on this summer Sunday evening in the middle of this North American Forest. A Jesuit Priest arrived at the post on the previous day, and on the Sunday he consecrated a cemetery for the burial of Catholics. The ceremony was exceedingly simple, but to my idea the most sublime I ever saw. The energetic priest in canonicals with

A CHOIR OF HALF-BREEDS,

who really sang beautifully, a massive cross laying on the ground to be sprinkled with Holy Water, and afterwards carried into the graveyard by men standing by for that

purpose: under our feet was the grave of Pagan Indians; the congregation, Catholic, Episcopalian, Methodist, and Presbyterian, all standing reverently uncovered; the Englishman, the Irishman, the Scotchman, the Frenchman, the half-breed, and the Red Indian, the latter standing in a group some distance off to see the medicine man of the whites; yet all those races of men although differing in their ideas were here in the wilderness, as if by instinct, to worship God under the shadow of the cross. On Monday morning we left Fort Francis, in boats towed by a tug, for a run down the Rainy River, a distance of 72 miles, the land on both sides being good and the timber very dense though not large; this river is a good deal like the Thames above London, only there are no nice villas on its banks, or pleasure boats reposing in cosy nooks as on the famous English river; yet there is a striking similarity. The scenery is very pretty, with

NATURAL PARKS

where at every bend one would expect to see a splendid mansion peep out from behind the trees, the beautiful foliage of the forest and the rank vegetation looked lovely; yet, for thousands of years this fertile spot has been the home of the moose, the cariboo, the elk, and the black bear, which were the prey and the game of the red man, and source of wealth to the Hudson's Bay Company; but now the steam whistle is heard, and the game is being driven further north. The European traveller is passing through to spy out the land, and progress is crushing out the unfortunate aborigines, as they are incapable of adapting themselves to it. At Manitou rapids there is a large sepulchral mound or tumulus, the burial place of

AN EXTINCT TRIBE CALLED MENDONS,

who appear to have been of a higher order than the Chippewas and Salteux, that succeeded them. The mound was very much like the ancient remains so frequently to be met with in Ireland. The word Manitou itself would indicate something sacred; just as in the case of Christian churches that are dedicated to saints or holy men. Here we changed to a steamer that was to take us

over the Lake of the Woods, a distance of 45 miles; this steamer was flat bottomed to enable it to navigate shallow waters, its paddles keeping it steady.

THE LAKE OF THE WOODS

is subject to sudden storms because it is not so well protected as the other lakes, the shores being drift sand on one side, and sandstone rock on the other, there are several currents and moving sand banks which make the navigation intricate; it is the last of the chain of lakes between the watershed on Lake de Mille Lac and Lake Winnipeg, the great basin of the waters emptying into Hudson's Bay. Having crossed in six hours, to the north-west angle which is in the state of Minesota, where I remained next day waiting for transport to Fort Garry. Here there were a large number of Indians, and contrary to the general rule a few of the men did a little work, although they could not be depended on to carry out or finish any particular job,

WILD FRUIT

was very abundant and I amused myself a good deal gathering it; but in reality more to see the Indians, than for the sake of the fruit. In the afternoon there came a terrible thunder storm, the lightning descending like red hot bars of iron, and coming down from the clouds straight, without any zigzagging whatever; I was told the reason of it was the great attraction through the magnetism arising from the immense quantity of minerals in the region, and the concentrating of electric powers towards the pole. Immediately after the storm myriads of little frogs covered the ground, but whether they were rained down or whether they came from the earth I cannot say, but they were quite harmless, as they went into the swamps or died off in a short time. Here I met

MR. CARPENTER,

the principal contractor for the route, going to Canada, and passing through to see for himself what could be done to improve the transit. Next morning we were off in waggons for Winnipeg, the capital of Manitoba, 95 miles away, the road being pretty good the whole distance, wild raspberries, currants, and huckleberries, grew in the

greatest profusion and were to us like manna in the wilderness after living so long on biscuits and prepared food. Flocks of wild pigeons were flying about on every hand, and there was not the least difficulty to shoot any number of them as they were very easy to get at. The plumage of the birds was very fine, but they were all without song; the sweet melody of the linnnet, the clear ringing note of the thrush, or the bold clarion-like tone of the blackbird is never heard in those wilds; the only bird that attempts singing is the whip-poor-will, and his song is a melancholy cadence of two notes only.

THE GEOLOGY

of a large portion of these 95 miles is wonderful, for within a short space may be seen two or three different sorts of rocks, limestone, sandstone, and granite, boulders of the latter were scattered about in all directions, and each with a smooth surface and round; among them I counted at least a dozen different granites, some red like that of Leicestershire, Mull of Ross, or Peterhead, some fine blue like that of Guernsey, some black and hard, like that of North Wales, some a dark white like that of Aberdeen, some a pure white like that of the county of Wicklow, some coarse and porous like that of Devonshire, and some a beautiful green like that of the county of Galway. Evidently those boulders must have been brought there either by water or ice, and from very distant parts as the surrounding strata was not the same stone, and whether creation is the work of six days as we understand it from Monday to Sunday, and everything being completed within that period, or whether it is the work of different epochs or cycles of years, or whether it is progressive and still is going on, I will not say, but in those north-western wilds the book of nature is laid open, and it only requires the brain power, or in other words a divine inspiration to read it, for the man that benefits mankind by revealing God's work, or developing science, and reading to the world the great lesson that nature teaches, is truly inspired. On the third day from the angle we struck the prairie at Point De Chene, 30 miles from Winnipeg, a village of half-breeds, with a large Hudson's Bay post, where we met

THE GRASSHOPPERS MIGRATING EAST,

the ground being literally covered with them. The first sight of the prairies is something sensational; you read a book of travel, of hunting, of buffalo shooting, and of Indian warfare, you read of prairie fires and of travellers perishing by them, you read of the mirage reflecting lakes, trees, and towns, in the air, and the thoughts of them all crowd on the mind as you enter the prairie; for before you as far as the eye can see is one vast level plain with flowers of every hue and colour, struggling for life with the long grass that is bending before the wind like waves of the sea. How miraculous the change in a few miles from the drift where the boulders were, to this immense plain which at some period of the world's history is supposed to have been the bed of a sea. The road over it is good, and I very much enjoyed my first day of prairie life. As we approached Winnipeg, the houses of half-breeds, are scattered about with a little piece of cultivated land around each; at length we are on the banks of the Red River, which we cross on a floating bridge into the most northerly city on the American Continent.

CHAPTER IX.

WINNIPEG TO ST. PAUL.

THE first view of the City of Winnipeg, or as it is better known Fort Garry, forcibly reminded me of the photographs and panoramas that I had seen at home of Colonial towns, for before me was the city with a population of between four and five thousand of English speaking people, as sensible and as aspiring as could be found in any part of the world; but everything was so different from what I had seen at home or even in Canada, that I could not help being impressed with its first appearance, then when I thought that five or six years ago it was only a place of two or three hundred inhabitants principally half-breeds, and that it was Sir Garnet Wolseley's expedition that first brought it into prominence, I was amazed at its rapid growth.

Whilst I was at Fort Garry I spent thirteen days watching the trial of Lepine Riel's Lieutenant in the Red River Rebellion. The result of the trial and the statesmanlike clemency displayed by the Governor General are now well known to all my readers; but

THE TRUTH ABOUT THE RED RIVER REBELLION

may not be as well understood, for all kinds of absurd theories were put forward at the time as to the origin of that curious revolutionary movement, and amongst others it was ascribed to the Fenians; but considering that the movers in the rebellion were all half-breeds, with the exception of Riel, a French Canadian, and O'Donoghue, an Irishman, the absurdity of this theory must be sufficiently patent. I took some pains while at Fort Garry to ascertain the real facts as to the prime movers in this rebellion, and the conclusion I came to was as follows: The Red River

Rebellion was to a great extent the work of the agents of the Hudson's Bay Company, their object being to secure good terms for their employers on the transfer of the territory from the government of the Company to that of the Dominion of Canada. At the time of the outbreak the whole country was dominated by the garrisoned forts of the Hudson's Bay Company, the only white inhabitants were its paid servants or dependents, and the half-breeds equally dependent upon its bounty, were for the most part in the service of the Company, no man, woman, or child in the territory dare wink an eye without the Company's leave and permission. There could be no rebellion against the Company, there being none to rebel but its own dependents, who knew well on which side their bread was buttered. On the other hand the Company through its servants was in a good position to get up some show of rebellion against the Imperial Government, and so by making a disturbance, obtain by hostile pressure favourable terms from the Government. Riel was therefore set up by the secret orders of the agents of the Company as a dummy "president," and the word was passed to the half-breeds and to all who were in any way dependent on the Company, to follow his lead; arms and ammunition were lavishly supplied, and the rebellion was a *fait accompli*. The cry of Fenianism was then raised by the agents of the Company (through newspapers under their control) as a convenient and plausible mask for their proceedings.

THE RESULT OF THESE OPERATIONS

is well known, the ball was kept up merrily until the Imperial Government at considerable cost, had marched a large force under Sir Garnet Wolseley to Fort Garry, a force by the way more than sufficient to have crushed twenty such rebellions. The word was then again passed round, and Riel who had served the Company's purpose but too well, was flung like a withered weed away, and the troops were fêted and feasted. The object of the Company had been obtained, the Imperial Government having flung a sop to Cerberus, and arranged with Canada to buy up the Company's claim to the territory at an exorbitant sum, and in addition to give the Company two miles in every thirty-six of all the land in the

surveyed territories. This is briefly the truth about the Red River Rebellion and these facts need no comment, it being scarcely necessary to state that the intelligent inhabitants of the Dominion of Canada who can see as far into a mill-stone as any other people, have not been hoodwinked, and are only biding their time, for before long they will re-purchase these lands and restore them to the public domain. The object of the Imperial Government, and the Canadian authorities, in taking the North-West Territories, then known as Rupert's Land, was to open up

THE RED RIVER TERRITORY

to emigrants and civilisation for it could not but be beneficial to thousands that a progressive law and rule like that of the Dominion should extend over this vast region, because emigration will be encouraged, and those fertile plains that now only grow wild grass for prairie fires to destroy, will be cultivated and studded with homesteads, the waterways will be utilised from the foot of the Rocky Mountains to Moorehead in Dacotah territory, 260 miles south of Winnipeg; the entire steamboat run making over 700 miles; already they are navigating a good deal of it north of the Mississippi, watercourses and lakes so intersect and connect with each other that the putting of steamboats on the whole of them is only a question of enterprise and time. The great coal fields of the Saskatchewan and of Swan Lake, will be developed by the building of the Canada Pacific Railway. Swan Lake, is about 250 miles south-west from Winnipeg, and the other about 400 north-west, and as the country is level there will not be much difficulty to bring the coal to where it is wanted. Railways will be constructed between important points opening up almost unknown regions, and enabling the inhabitants to carry on a winter trade when navigation is closed, instead of being inactive and almost hemmed in as at present, therefore I consider that the Canadian Government has not only strengthened itself by forming a Dominion across the Continent with splendid ports on the Atlantic and Pacific Oceans, but have also benefited mankind by throwing open

for settlement and development those immense tracts, called Rupert's Land, but now divided into provinces, one of which is Manitoba, and the whole known as the Great North-West.

THE CITY OF WINNIPEG

is on the left bank of the Red River, on its junction with the Assiniiboine, 35 miles south of Lake Winnipeg, and 75 miles north of Pembina, a town in Dacotah, on the forty-ninth parallel or boundary line, and in United States territory. The population is made up of Canadians, Americans, English, Irish, Scotch, French, and half-breeds, a conglomeration welded together by an identity of interests, social intercourse, and a political system which in theory is very perfect, but which is subject to manipulation and abuses as in all other places. To say that the political system of any country is perfect, the administration of the laws equitable, or the law itself just, would be sheer nonsense, yet no doubt there is some good in every plan of government, even in the most despotic, but the acknowledgment of the equal rights of every member of the state should be the fundamental basis on which law is to be founded, and the

GOVERNMENT OF MANITOBA,

which is only yet in its infancy, is established on those high principles of justice and right, although in the carrying of them out there is a good deal that might be improved with advantage. Winnipeg is the capital of the province, and the largest town in the North-West; but some are of opinion that in a few years a still more important town will be on the forks of the Saskatchewan, about 250 miles further on to the Rocky Mountains. But at present it is the distributing point of the immense region we are speaking of, and all the commerce of the province passes through it; I would advise a European wishing to get a knowledge of a new country to

VISIT WINNIPEG,

he would there see different races, different customs, and everywhere the old giving way to the new, in appearance it is neither English, Canadian, or American, but a compound of the three, the persevering, cautious, conservative

industry of the first, the enlightened far seeing and well directed energy of the second, the unbounded ambition, go-aheadism and dignified independence of the third is to be seen there, as well as the devil-may-careism of the hunter of the plains, the ease and cunning of the Indian fur trader, the recklessness of the broken down gold digger from British Columbia or California, or the happy-go-lucky of the man of all work that is so frequently to be met with in those new western regions. Expeditions leave the city almost daily for various places, west and north, and each for a different object, one may be the half-breed servants of the Hudson's Bay Company, with a large train of carts carrying supplies to the Company's other posts, such as Fort Pelly, Fort Carleton, Fort Edmonton, &c. These carts are of a very peculiar make and known as

RED RIVER CARTS.

They are made entirely of wood, without a morsel of iron, even a nail, and every half-breed makes his own. Fifteen or twenty carts may be seen drawn in one train by bullocks or small hardy horses, a breed peculiar to the country and known as Red River horses. The surveying parties, explorers, hunters, fur traders, &c., all have to be supplied from Winnipeg with nearly everything they require, and as they are generally two or three hundred miles away and often more, the importance of the business will be at once understood. The reason that the carts have no iron is because the clay is very sticky and clogs on the tires; secondly, on the prairies iron would be an attraction to lightning; thirdly, they are better able to ford rivers without it; and fourthly, until recently there was but very little of it in the country, and the natives scarcely yet understand its use, and as necessity is the mother of invention they managed to do without it. These carts will take three quarters of a ton for a thousand miles over the plains, but of course they would not last long on our hard roads. The province of Manitoba is as near as possible in the centre of North America, half way between the pole and the equator, and the Atlantic and Pacific Oceans, about two thousand miles from each, its present surveyed limits being nine million acres, yet it is

only a mere dot on the map. / Many theories have been advanced as to the cause of the

EXTRAORDINARY RICHNESS OF THE SOIL,

for perhaps in that respect it has no parallel, except the valley of the Nile; it is a black loam, resting on a white clay subsoil, the thickness being from one to four feet, or an average of two, and there cannot be a doubt of its being a vegetable deposit; but how a change so extraordinary from other vegetable *debris* came about, it is difficult to tell because there are neither roots nor fibre of any sort as in the fens of Lincolnshire, the bogs of Ireland, or the swamps and morasses of America, underneath the surface it is soft and pulverised, but rain will make it into a sticky substance like what builders know as clay mortar, although it will absorb water, and soon get dry when the surface becomes hard and would almost take a polish, its fertility can be understood when I say that potatoes planted in the latter end of May, are dug in the middle of August, and that the municipal authorities of Winnipeg, have passed an act to prevent citizens

THROWING STABLE MANURE INTO THE RIVER

because it is of no use to the farmers as the soil is almost too rich as it is. The farming of the half-breeds, also of some of the whites is wretched, merely scratching the earth, putting in the seed, and letting it grow just as it likes, yet they have capital crops of wheat, barley, oats, potatoes, beetroot, &c. Sometimes a piece of land will bear one class of crop for a number of years without any apparent difference in the produce, and if the grasshopper would keep away in future, Manitoba would be a farmers' paradise—but

THE GRASSHOPPERS

are a terrible scourge and one that cannot by any known means be got rid of; in shape they are not like the grasshopper of the British isles being much smaller, more hardy and covered with scales, and when on the wing they can fly a great distance. The following paragraph from the letter of a correspondent of the *Montreal Witness*, will give an idea of the quantity there may be in a district,

and the terrible destruction they make. "The houses and fences were black with millions of these insects; we could not even see the bark of the trees because of the myriads of wings, and the labour of many hands was a blank before us; we sat in silence, feeling we were in the presence of a power that could bar the raging sea with little grains of sand, and send an army of insects to bring to naught the boasted work of man." The native region of these pests is not known as they are found nearly all over the western and north western states and territories, Manitoba being as far north as they can go, because they cannot fly over the great lakes and in attempting to do so are drowned. Wherever a swarm settles in the summer they deposit their eggs, these are hatched in the early part of the following summer; when the young grasshoppers eat nearly every green thing within reach, causing a sense of insecurity among the people in the sections that suffer from their ravages. It is right, however, to say that Manitoba has only been visited by them three times in 35 years.

SOME NATURALISTS SAY

they are generated in the gorges and canons of the Rocky Mountains, others say they come from the great deserts on the borders of Mexico, and more are of opinion that they are not natives of any particular region, but that in season they will lay their eggs anywhere, and in the following year when the young ones are able to fly they will go with the wind to another district, and in turn leave eggs for another year, &c., they appear to me to be able to live in any country where there would be an average of 60 degrees of heat during the summer. Although they devour the most succulent and nutritious plants and vegetables first, yet they can thrive on any green thing. It is to be hoped they will not turn their attention to the eastern states, nor by any means be brought across the Atlantic.

THE PLAIN OF MANITOBA

is supposed to have been the bed of an inland antediluvian sea or lake which dried off either by the absorption of the atmosphere, or drainage through Lake Winnipeg into

Hudson's Bay; Lake Winnipeg being the receptacle for all the waters from the high land on the east of Lake de Mille Lac, from the watershed of Minnesota on the south, where the Red River takes its rise, and from the base of the Rocky Mountains, by the two Saskatchewan, and their tributaries on the west, it is 264 miles long and 35 broad, having an area of 9,000 square miles, and is the lowest and the centre of a large number of other lakes that are connected with it by navigable streams, bringing down the water to it, which it discharges into Hudson's Bay, by the Nelson River. Manitoba has a gradual fall towards Lake Winnipeg, which gives it a good natural drainage and prevents any very large swamps or morasses occurring, and even the few now existing will be dried up as soon as population and public works increase. These lakes and rivers swarm with fish, large and small, and all of good quality; wild fowl, prairie chicken, partridges, ducks, geese, wild pigeons, &c., are likewise in great abundance; these sources of food are a great acquisition to the settler. There are for two miles on each side of the Red River

A LARGE NUMBER OF HALF-BREEDS

on what is called the Settlement Belt, they are the descendants of the servants of the Hudson's Bay Company, who intermarried with the Indian women, and are a mild inoffensive people, more inclined to hunting, fishing, fur trading, &c., than industrial pursuits. Before the Canadian Government extended its rule over the province, those people were all more or less dependent on the Hudson's Bay Company, but since the Confederation they have become more self-reliant and energetic, many of them are rapidly getting wealthy and take an active part in the duty and responsibility of citizenship; their social habits are very primitive and simple, although some are pretty well educated, particularly the women who were taught in the nuns' schools, a number of which have been in the province for many years. Some of those women are very handsome, combining the delicacy and grace of the whites, with the dignity and keen perception of the Indians. Several white men, including some of the leading citizens, are married to half-breeds, but no half-breed

men are married to white women; yet most of the next generations of Manitobans will have Indian blood in their veins. Like their fellow subjects in other parts of the Empire, they are fond of excitement, such as hunting, whiskey drinking, and going to balls and parties, and while staying in Winnipeg, it was my good-fortune to be present at one of those

DANCING ENTERTAINMENTS,

and now looking back after a lapse of some months, I think it was the most comic and amusing affair of the sort I was ever present at. I have been to a navy's concert where it wound up with a fight all round; in Ireland, I have been at a "pattern" held on the side of the road with a fiddler or piper sitting on the ditch, and the people for miles round gathered there and dancing away for very life; I have been to balls in the West End of London, where professed virtue would be arm-in-arm with professed vice, assumed modesty, and barefaced prostitution commingling; I have seen a revel of gipsies in Kent, during the hopping season, and at Epsom on the evening of a Derby Day; I was present at a Pow-wow of Indians, that finished with a war dance, where the palm was given to the savage who made the most grotesque antics; yet I never saw anything to equal

A RED RIVER BALL,

for it is indeed a jovial affair. The one that I attended was given by the hotel proprietor where I lodged, his object being to make money, there was not much preparation in the room where it was held, a couple of coal oil lamps hanging on a column, a few benches ranged along the sides, and a kind of temporary platform at one end for the orchestra, which consisted of a giant with a fiddle. About half-past eight the guests began to assemble, soldiers and half-breed girls being in the majority, the soldiers were of all sizes from the lobsterlike five foot nothing, to the manly six foot two. [The standing Army of Canada is only about 1,000 men, the service only three years, and the pay good, yet there is a difficulty in getting recruits, because the country is prosperous and men are not starved to become food for powder as in the United Kingdom.]

Each of those warriors announced his entrance to the ball-room with a good round oath to make him appear more terrible than he was, there were no white women to take part in the dancing, or indeed present at all during the entertainment, except the mistress, her daughter, and a lady staying at the hotel, who was just recovering from an attack of fever, and as I did not care about dancing, I was made use of to look after this interesting invalid. She was very much pleased with the proceedings and told me of the many hops and fandangoes she had taken part in. To prevent intrusion she sat in another room divided from the ball-room by a board partition, through which I had to bore a hole with an augur for her to see. The female instinct for scandal and contempt of each other was in full play, as these two or three white women would not dance along with their half-breed sisters, although as good-looking, and as well conducted as themselves; but they would criticise them, and they seemed to take a pleasure in giving vent to a jealous spleen presuming on their own superiority of race and pretended elegant culture. Everything being ready the fiddler struck up a merry tune, and for a while matters went on

AS HAPPY AS A MARRIAGE BELL,

but this state of things was not destined to last as the gentlemen were freely partaking of whiskey, which very much upset their equilibrium, and one of them laying down gloriously drunk in a corner, the others determined to give him an Indian wake, they put a couple of coal oil lamps at his head, piled a lot of chairs and stools on the top of him, then sat around him and made a kind of crouching noise intended for lament at his loss; the joke went on for sometime, at last the supposed dead man jumped to his feet and knocked down one of the mourners, the others quickly getting out of the way, the lamps that were to light him to the bounds of another world were upset or broken, the oil burning on the floor made the ladies run in all directions, after some exertion and any amount of shouting order was restored, but not for long; although there were not many Irishmen present, every-

body seemed anxious for the tail of his coat to be trodden upon. The gigantic fiddler was the first to show

SYMPTOMS OF COMBATIVENESS.

As he went around seeking whom he might devour, a young Englishman getting in his way was pitched aside by him like an angry bull; this stirred up the ire of the Briton, and he boldly demanded satisfaction, then their partisans began to interfere and the engagement became general. The representative of the flag that braved a thousand years was shunted into a corner, and the arms of his musical antagonist were going like the sails of a wind-mill, but with more fury than effect, although he was suffocating the Englishman with his weight and rapidity of motion. The noise was something deafening, the girls squalling, the greater portion of the men swearing and getting ready for further action; lamps, stools, and chairs, cracking; the landlord here, there, and everywhere, shouting order, and bawling out that this kind of work was contrary to the rules, for which piece of information he was frequently told to go to the regions where the Old Boy with the tail and cloven feet holds sway. At last

PEACE WAS DECLARED,

but the pugilistic fiddler was not to be deterred from making a night of it, although it was visible his eyes were the worse for wear, and his nose out of shape, through the telling operation he underwent in the corner. During the time the *melée* was going on, dancing did not cease, as another musician took the place of the one that was *hors-de-combat*, but on hostilities breaking out a second time the platform was stormed and the new musician with it, everybody was now in real earnest, the programme being to

STRIKE A HEAD WHEREVER VISIBLE,

it did not matter a rap who was the owner; the light by this time was supplied by a couple of tallow candles, the lamps being all smashed. The girls were standing on the benches round the room as they could not get out; their bronzed faces oiled with perspiration, the yellow light of

the flickering tallow candles making them look like the figure heads of ships after receiving a fresh coat of varnish. By this time the police had arrived, but instead of making peace they freely entered the lists of the combatants, and

A JUDGE'S SON FROM CANADA,

that kept a barber's shop in Winnipeg, was knocked over by a big Irish policeman who entered heart and soul into the spree. Civilians, soldiers, and policemen, were now indiscriminately slashing away at each other without attention to rank or party; but at last supper was announced by the landlord, and this, for a while, threw

OIL ON THE TROUBLED WATERS

until the irrepressible fiddler flung a plate with force and precision at the head of a cavalryman for taking his girl away; the light was suddenly extinguished, and then commenced the scene so graphically described by the author of "Lanagan's Ball," eating, drinking, courting, kissing, roaring, fighting, all going on together. All this time my hands were full, I had great difficulty in getting out of the supper room through the surging mass to take my good-looking invalid out of harm's way, particularly as I had kept out of the sport and knew that some of the gentlemen envied me; I felt I had better not try to indulge my curiosity further as I had no desire to shine in anyway. After supper they adjourned again to the ball-room, and kept up the fun to the small hours of the morning. Anyone not pleased with such an entertainment must be more difficult to amuse than a quaker, or an old maid; for here was jigging, waltzing, reeling, schottischesing, and all other sorts of capering, and a man who would fail to make himself pleasing to the half-breeds would be either very modest, very shy, or a very ugly fellow, for they are the kindest and most loving women I have ever seen, and it required neither ceremony, dress, nor etiquette, to enter the ball, no scissor tail coats, long shank pants, patent leather boots, lavender coloured gloves, and frizzled hair as at the swell balls in the Old Countries, where some of the dandies that attend pay as little as possible to their creditors, and often indeed hire their rig at an old clothes

shop kept by some Israelite who is always ready to make money out of an unbelieving gentile. Your Old Country ball is a little world of expensive and silly affectation, with nothing natural, only the desire to excel in pomposity. The Red River Ball was too natural, each person acting according to the inclination of the mind; in the Old Country things are too artificial, everyone trying to wear as much gloss as possible. So much for a half-breed fandango, or Red River Ball.

The question is often asked,

WHO AND WHAT ARE THE INDIANS ?

Are they the descendants of a more civilised race? has America been always their country, or did they originally come from some other? do they bear any relationship to more civilised races in the east, or are they a distinct race? do their warlike, social, or religious customs, correspond with those of any other people? were the different tribes now in North America, who make fierce war on each other, formerly one great family, or does each tribe represent a distinct nation of the same people? All these questions and many more have been raised, but never satisfactorily answered. The ruins of palaces, and towns, as well as the sepulchral mounds found in different parts of North and South America, would be an answer in the affirmative to the first question; on the other hand, there is the instinctive desire for a wandering life, and the great objection to settled or industrial pursuits pointing to their unfitness to dwell in cities, or submit to a general law as people of town life must do. The hieroglyphics on their pipes, beadwork, and canoes, indicate an eastern origin, and their form of government, the people appointing the chief, polygamy, and general traits of character would tend to show there was some connection with more civilised races; for instance, with

THE JAPANESE, OR OTHER MONGOLIANS.

Their universal belief in Manitou, or the spirit of Destiny, subject to the great spirit of the world; their extraordinary freemasonry or spiritualism, a something that the white-man does not understand but which he puts down under

the general name of superstition, show the same power of moral resistance, and the firmness of belief in their own principles, that characterise other Pagan peoples, and causes them to reject the doctrines of Christianity. This applies to the Mongolian race, whether Chinese, Burmese, Japanese, Siamese, or any other "Ese," and of which, some writers say, the Indians are a branch. Their contempt for luxury, their love of liberty, and their roving disposition, would identify them with the Romaney or Gipsy race. They all have the same physical appearance only altered by local circumstances, such for instance as living in the forest and on the plains. Those of the forest being milder and less warlike than those of the plains, because they live more on fruit, and less on flesh; the lank black hair, the beardless face, the oblique eyes, the high cheek bones, and the ponderous jaw point to a common origin; but their diversity of language, each tribe having one not understood by the others. The holding of women in higher estimation by one tribe than by others; their inveterate hatred and continual wars show that it must have been a long time ago when they were one family, and to sum up the whole of these and other theories advanced by writers and travellers; the Indians are a singular and mysterious race. Probably the study of ancient history in the old monuments of American civilisation, a civilisation that might have flourished before the flood, or perhaps was in the height of its splendour when Alexander led his conquering Greeks to the banks of the Indus, or further travel and research in eastern countries might throw a light or clear up the mystery that surrounds them; of late years there have been so many learned and energetic men sent to different quarters of the world to collect and analyse the early history of the human race, and how well they have succeeded is known to the merest school boy: I think the investigation of the antiquities of America would be as interesting a work as any that have been carried out either by Government, the learned societies, or private individuals.

THE EVERYDAY LIFE OF THE INDIANS

is at best only a prolongation of misery; their habits are

dirty, their morality low, and scrofulous diseases are making dreadful havoc among them. Although the Indians of British America are all friendly, those of the Western States are often on the war-path, and it is not safe for white men to be among them without being well armed. An Indian is not brave in the same sense that civilised people understand the term, yet they will meet death with an indifference that the white man would not; but a number of them would feel it their duty to assist to kill one man, and then hold a jubilee over the deed; and they would track their victim until they found an opportunity to despatch him without danger to themselves. They inflict the most terrible torture on their prisoners, whether of their own race, or the white man, but fortunately it is very seldom that the latter falls into their hands, as the American Government have small bodies of troops in every part of the Indian country to protect the whites, and punish the savages, if they transgress, and the Canadian authorities have light cavalry, called mounted police, to afford protection to all parties, and also to prevent the sale of whiskey in the North-West,

A PROCLAMATION OF THE GOVERNOR-GENERAL

being in full force against it. This proclamation bears date the 30th of May, 1874, and the first paragraph reads as follows:—"Whereas the importation or manufacture in the North - West Territories of spirits, spirituous liquors, wines, fermented or compound liquors, and intoxicating drink of every kind, is by law, absolutely prohibited, and whereas it has been represented to us that in breach of the law, and to the great detriment of our subjects in said territories, and more especially our Indian subjects, and to the injury of trade; spirits, spirituous liquors, wines, fermented or compound liquors, and intoxicating drink, have been, and are introduced into the said territories; we have thought it expedient to call the attention of our said subjects, and of such people as may come into the said territories, to the provisions of the law in that behalf. Know ye that by the advice of the Privy Council of Canada, we do proclaim and publish by this our proclamation, for the benefit and information of all

parties concerned, the following extracts from the laws of the Parliament of Canada, now in force in the North-West—namely, an Act to amend, an Act to further restrain the importation or manufacture of intoxicating liquors, into, or in the North-West Territories, and be it enacted, that spirits, strong waters, wines, and intoxicating liquors of any kinds be prevented from being manufactured or imported in any part of the North-West Territories." Thus, the proclamation runs on, specifying the penalties incurred under the different clauses, the substance of which is, that the drink when found should be destroyed, and that the vendors, or manufacturers, be subject to a fine of 200 dols., or six months' imprisonment. My opinion is that

THIS LAW IS AN EXCEEDINGLY GOOD ONE,

it prevents rowdyism, trouble with Indians, and benefits the people in many ways. With that, I may add, my experience of a couple of months, during which I led a very active life in the open air, travelling over the prairies on foot, &c. I slept a great many nights under the broad canopy of heaven, with only a blanket for covering, yet I never was in more robust health in my life, and as far as intoxicating drink is concerned this is direct evidence that it is not required, for I had none of it; nay, I believe that it is positively injurious as I saw several instances of its ill effects, and it would be awful work if the Indians could get it freely.

THE CLIMATE OF THE NORTH-WEST

is very healthy, some of the diseases of the Old Countries are almost unknown, particularly consumption and other chest complaints, the air being so very light and dry. A dull leaden sky is never seen in summer, and there is a bright sunshine in winter, an intense frost at night, with clear shining days, the air of both summer and winter being very bracing. The heat of summer is not so much felt as the same heat would be in the United Kingdom, as the atmosphere is not sultry nor dense, and therefore not so oppressive; neither is the intense cold of winter felt as much as in a country where the air is humid. Manitoba forms the north central basin of the American Continent,

and for that reason is sheltered from storms to which places on a higher altitude are subject; from the beginning of September to the latter end of November, is what is called

THE INDIAN WINTER,

the finest season of the year; when the weather is really beautiful, the heat being moderated by a nice bracing wind. Winter sets in very suddenly, about the 20th of November, when the Red River navigation is closed, from thence to the first week in April; the frost keeps everything locked in its cold embrace for over four months, then it relaxes its hold, ploughing and other work go on, and as vegetation is wonderfully rapid fine crops are produced in two or three months. Wild fruit is abundant, especially grapes and cranberries.

WAGES FOR SIX MONTHS OF THE YEAR

are very high, particularly for builders, bricklayers and masons, they being in great demand. The mechanics of the United Kingdom, are under the impression that there is better brick and stonework in America than at home; but that certainly is not the case as most of

THE BRICKWORK IS OF A VERY INFERIOR DESCRIPTION.

I have seen new brick buildings in every town and city that I have visited both in Canada and the States, that a London clerk of the works would no more pass than he would fly; but then in London the bricklayer will stand on a scaffold in front of his work, in America he must do it from the inside, and however expert he may be, the work cannot be so good. For the present

I WOULD NOT ADVISE A WORKINGMAN

to go to Manitoba, to live by labour alone, but a man with a little capital, who would take up a land grant, and gradually improve it, and for a year or two work for wages whenever he could, such a man would be sure to get on. For the next few years there will be a deal of public works, as the Government is alive to the necessity of consolidating the Dominion by improving the North-West. Land can be had by settling on it in homestead

lots of 160 acres, each of those lots is a quarter section, and each section is one square mile, and thirty-six square miles is one township; the whole of Manitoba is surveyed into these different measurements.

THE HUDSON'S BAY COMPANY

has two lots out of every thirty-six, and a like quantity is set by for educational purposes, but the Government lands being free are of course taken up first, this will make the other lands valuable, because roads must be made, mills built, schools and places of worship erected, shops opened, and a general improvement effected, and then the company will sell to the best bidder. A large number of

RUSSIAN MENNONITES

arrived during my stay in Winnipeg, in religion they are the followers of a Swiss named Meno, who had I believe originally been a Catholic priest. They do not differ much from some of the sects of Protestant Dissenters, only they will not become soldiers, and a former King of Prussia wanting them to join the army, they declined and emigrated *en-masse* to the shores of the sea of Azof, in southern Russia. The present Emperor of that country, a few years ago, issued an edict to make the whole male population subject to the conscription; but the Mennonites, to their honour refused to conform, and prepared to give up their homes and emigrate to America, rather than violate their principles, or forward the ambitious designs of an autocrat. It was impossible for them to sell their goods or houses as there were so many leaving the country, yet they did not hesitate, but boldly sacrificed the labour of years for the rights of conscience. They sent to America representatives to make arrangements with the authorities, and as agreed upon between the delegates and those that they negotiated with, over 3,000 arrived last summer of men, women, and children. They are

SIMPLY GERMAN PEASANTS,

both in language and appearance, having undergone very little change during their stay of one hundred years in in Russia. Modern fashions have not made progress

among them, as the little girl of a dozen years was dressed like the old woman of sixty, in the style which was in vogue in Germany when their ancestors left it. As soon as they arrived in America they divided into two parties, one going to Manitoba, the other to Dacotah, in the United States, where there are already a great many Germans settled, and from what I saw of them, in good circumstances. In Manitoba, land was reserved for them, on which they immediately settled and being a frugal and industrious people, are likely to do well, under an enlightened government that does not force them to violate their religious belief; the land was given gratis and facilities were also afforded them to reach the locations, their co-religionists in America contributing many thousand dollars for that purpose, and the authorities likewise giving small loans repayable by easy instalments extending over a number of years. They were

DELIGHTED WITH THE COUNTRY,

and forthwith began ploughing and getting ready for the spring, and also at once commenced putting up (in most cases) temporary houses that were to be rebuilt at the first opportunity. They laid out a considerable sum of money in Winnipeg, on cattle and agricultural implements, and on the whole they seemed determined by their energy to make their new home prosperous and comfortable. We are told that religion is the great civiliser of the human race, if so, Winnipeg ought to be the most civilised place on the surface of the Globe. In a population of between four and five thousand there are

TWO CATHEDRALS,

both of them large, one Catholic, and one Protestant another Catholic church, and five or six Dissenting places of worship; besides several clergymen, and not less than three bishops,

THE MOST REVEREND DR. TACHE,

the Catholic Archbishop, of St. Boniface, is the Metropolitan of the North-West, and is considered to be one of the ablest and most enlightened men in the Territory.

THE MOST REVEREND DR. MCCRAY,

is the Protestant Bishop of Rupert's Land, and everyone that I conversed with, spoke highly of his activity, philanthropy, and intelligence.

THE MOST REVEREND DR. MCCLEAN,

is the Protestant Bishop of the Saskatchewan, and certainly his flock, at all events for some years, will not trouble him much, as he has scarcely any to govern. I believe there is not a clergyman in his Diocese, excepting perhaps two or three missionaries, who are knocking about among the Indians, and to a great extent they are forced to look after themselves, as his lordship spends more of his time in Winnipeg, than he does on the Saskatchewan, for which I cannot blame him, for nearly every person in the world, observes the eleventh commandment, more or less, or in other words,

LET EACH MAN TAKE CARE OF HIMSELF FIRST.

Two or three years ago Dr. McClean visited England, and collected a great many thousand pounds for the new Diocese, in itself no doubt a very laudable work, but with due deference to all concerned, I think the money could be more charitably and humanely applied at home, because for every Indian converted to any denomination of Christianity, the disgraceful home of a farm labourer in

ENGLAND, IRELAND, OR SCOTLAND,

could be improved, or a little charity might be extended to the inmates of the Bastiles, called workhouses. The only missionaries that ever had much influence with the Indians are the Jesuits, and even they failed to convert them, as

NEARLY EVERY TRIBE IN AMERICA IS STILL PAGAN.

I know there are little communities here and there that are at least professed Christians, but there is no stability in them, and it is a mere matter of chance whether they are Catholic or Protestant, as they are neither one nor the other from conviction, it is simply a question of missionary energy and money spending. Although me may not agree as to the benefit derived from any pa

ticular work, yet we are bound to give to everyone the respect due to sincerity and honesty of purpose, and

MISSIONARIES

are entitled to it more than any other body of men. Putting aside their reports of hair breadth escapes, hard work, numerous converts, and the extraordinary fervour of some holy savage, they make heavy sacrifices for the principles they teach and the religion they believe in. At all events Winnipeg has no right to complain as clergymen and prelates are, indeed, in a plentiful proportion to the inhabitants, there being only 14,000 in the whole province. On the 16th of November, I left Winnipeg, or Fort Garry (the latter being the Old Hudson's Bay Company's post the city is sometimes called by the same name), for Moorehead in Dacotah, on the Red River, 250 miles south of Winnipeg, the journey was by a lumbering vehicle called

A STAGE WAGGON,

drawn by four horses changed every 14 miles; and as there were eleven passengers I had to take a seat along with the driver on the dickey, a position that was anything but comfortable, particularly at night as it froze pretty hard. There are several posts of the Hudson's Bay Company along the route all doing a very large business.

PEMBINA

was the first station of importance, about 75 miles from Winnipeg, it is a place of about 1,000 inhabitants, with United States and Canadian Custom-houses, and as it is on the boundary line, there is also a body of American troops lying there for the protection of the frontiers. After supper and a change of horses we resumed our journey through

DACOTAH,

the soil was like that of Manitoba, rolling prairies with belts of timber at intervals, mostly oak, poplar, maple, and cotton wood; this region is very thinly populated, although there is some very fine land. At the last census the population of Dacotah was 14,181, and its area 150,937

square miles, or about five times the size of Ireland. The United States tables of statistics divide the inhabitants as follows:—248 English, 888 Irish, 57 French, 563 Germans, 1179 Norwegians, 115 Danes, and 380 Swedes, and the remainder made up of half-breeds, native born Americans, Canadians, &c. It might, indeed, be said that emigration to those fertile western wilds is an extension of the empire of civilisation; I am astonished that

THE UNITED STATES GOVERNMENT

do not encourage it by giving to the multitudes who arrive daily from European countries at New York, Boston, and Philadelphia, facilities to go West instead of leaving them to loaf about the great cities where they can never rise above poverty. I do not know anything about the internal statesmanship of the United States, but I believe it is

A VERY SHORTSIGHTED POLICY

not to assist the poor, but strong and willing, European emigrant, to settle on the land. Our journey was entirely in the Red River valley, and the soil was still of the same general character, as that of Manitoba. Having stopped for refreshment and change of horses at different stations none of them worthy of special notice except

GRAND FORKS

where the Red Lake River, that drains the north-western portion of Minnesota, joins the Red River, at this place the Hudson's Bay Company has an immense saw mill and boat building yard; during my visit two large steamers were on the stocks, intended for the trade on Lake Winnipeg and the Saskatchewan; at another station called

GOOSE RIVER

the company have an extensive flour mill, and at Georgetown they have a stupendous dairy and cattle farm, having five or six hundred head of cattle, to which the surrounding prairies give excellent feed. Beyond Georgetown, night set in, and shortly after the guard told us we were

FOLLOWED BY WOLVES,

the pack being close behind, rifles, pistols, knives, and every conceivable weapon was got ready in case of emergency, the guard supplying those who had none of their own. The horses were kept at as brisk a trot as the broken nature of the ground would admit, and every three or four minutes a couple of barrels were discharged at random into the pack as it was too dark to take aim, but we were certain that some of the brutes were struck, for at each shot they hung back, and when they got bolder and closer than usual, they received a regular volley which checked their ardour and made them howl frightfully. Fortunately we had plenty of ammunition and several of our men being accustomed to wage war with all sorts of animals on the plains were crack shots with the rifle. To me the incident was exciting as I sat on the outside of the vehicle banging away, fancying myself a lion slayer, or some other mighty hunter. A few miles from

MOOREHEAD

they gave up the pursuit and I think they were wise for they must have suffered terribly. We arrived at Moorehead at eleven o'clock, where we found the train on the Northern Pacific Railway waiting for us. Most of my fellow travellers left for St. Paul by the train, and others by stage for Minneapolis and Brickenridge. Having been two nights without sleep and sitting in one position on the outside of the vehicle the whole time, I was fairly exhausted, and to recruit a little I remained in Moorehead for the night. On the Northern Pacific there are only two passenger trains a day, so that I had to stay till the following evening; the town is on the right bank of the Red River, and on the opposite side is another little place called Fargo, the population of both making about 2,000. The only brick building was the school-house, all the others being frame; even the stupendous bridge of the Northern Pacific crossing the Red River, is made of timber, and the railway company were building a very large hotel, also of wood; where they expected the customers to come from to fill it, I could not understand; but I suppose they knew best and would not speculate if they did not see their way clear to realise a profit. Although I had not had much

experience of the States, I was struck with the restlessness of the people, the little desire there seemed to be for work and their fondness for speculation and commerce. Steamboats, four in number, trade on the Red River, between Moorehead and Winnipeg, and on the 20th of November navigation was still open, but it was expected to close immediately. In this faraway little town the shops were full of goods and admirably arranged, so different from what one would see in the villages of the Old Countries, where everything looks so dingy. There is

A TELEGRAPH LINE FROM MOOREHEAD.

to Fort Garry, which is an extraordinary piece of work considering the distance and the wild country it traverses. After a good night's rest and a refreshing and instructive walk about the neighbourhood, the next evening I started by Northern Pacific Railway, for the junction at Thompson, 25 miles from Duluth, on the west end of Lake Superior, distant 230 miles from Moorehead, the carriages and appointments being like those on the Grand Trunk, and other lines that I had travelled over. About 20 miles from Moorehead, we passed through

A PRAIRIE FIRE,

raging on both sides of the line and travelling with the velocity of a racehorse. This was the second of those awful phenomena that I had seen, and the impression will for ever remain imprinted on my mind; for, indeed, they are truly terrible. The grant of land by Congress, to this railway is between fifty and sixty million acres; three millions and half of it being in the State of Minnesota. For some distance after leaving Moorehead, the line is through prairie, then through a burned scrubby forest, and the last 100 miles may be called a portion of the great swamp where the St. Lawrence and the Mississippi take their rise: and certainly I would not select any of the land contiguous to the line for agricultural settlements; for I think it is very poor as far as I could judge by inspection from a railway carriage. We crossed the Mississippi, on an immense wooden bridge to

BRAINERD,

where we stopped for an hour to breakfast. This place

may be called a town in a forest, and is really very picturesque, it appears to be entirely dependent on the railway, as here are most of the company's workshops; also a large hospital for the employes, and a reception house for settlers purchasing railway lands. Starting again, the road being still through a swampy forest, we reached the junction where we changed to the St. Paul and Pacific, the through fare from Moorehead to Chicago, being 29 dols., or nearly £6 of English money. As a speculation the Northern Pacific Railway is at present a failure, for it must have cost millions of dollars to construct the line, and there have not yet been any adequate returns; and tens of millions more would be required to continue the line to Puget Sound on the Pacific Coast. The entire length when completed will be 1,800 miles; such a line must be a great benefit to the American Government, as it opens up a vast region, and gives a value to the land, timber, and coal deposits, within an area which is computed at 1,800 miles long and 500 wide, which they would never possess but for the railway. It is, however, an unfortunate affair for the shareholders, as they are not likely to get many dividends, at all events for some years. The length of the section finished and now working from Duluth, on Lake Superior, to Bismarek, in Missouri is 450 miles, leaving 1,150 miles to build. We left Thompson by the St. Paul and Pacific for St. Paul, travelling for some miles through forest swamp; but gradually the face of the country changed for the better, and to swamp succeeded magnificent park-like land, natural meadows, small rolling hills; with lakes here and there, giving a pleasant effect to the scene; the outlets of these lakes forming small rivers and streams, and draining the surface of the country into the Mississippi. A few miles from St. Paul, the forest was on fire for some distance along the line; it was a novel sight, one moment the blaze would be in the brushwood, and the next instant it would be winding to the top of a tree a 100 feet high. The scenery was lovely, and as we approached the city nice farm houses and villas might be seen on every side. At length the train dashed into the station, and here we are in St. Paul.

CHAPTER X.

ST. PAUL TO CHICAGO IN WINTER.

ST. PAUL is the capital of Minnesota, one of the northern states of the Union, and is the watershed on which three great rivers take their rise, the Mississippi, the St. Lawrence, and the Red River. These three principle streams drain the greater portion of the North American Continent; the St. Lawrence, running east, forming the great lakes in its course, and emptying into the Atlantic at Quebec, the Mississippi going south and discharging into the Gulf of Mexico, at New Orleans, and the Red River flowing north into Lake Winnipeg, and by the Nelson, thence to Hudson's Bay. The area of Minnesota, is 84,000 square miles, or about 54,000,000 acres, embracing every class of soil and surface conformation: immense plains, such as we have described in Manitoba and Dacotah, consisting of

A BLACK VEGETABLE DEPOSIT,

exceedingly fertile; rolling country, the hills covered with scrubby timber; lakes here and there, some of them draining into the Mississippi others with no outlets at all; forests of timber that on a future day must be a great source of wealth to the State. The wood region has an area of several thousand square miles; the timber consisting of oak, ash, maple, elm, pine, &c., by means of the different streams this timber is floated into the Mississippi, and sent down that river in rafts, or manufactured into furniture, by machinery at the different towns on its banks, such as St. Cloud, where there are large saw mills and furniture factories, and Minneapolis, where there are some of the largest flour mills in the Union. A great quantity of land is in the possession of railway companies; the Northern Pacific alone received from the Congress of the United States, 23,000 acres to every finished mile of railroad, which in Minnesota would represent three and a half million acres, the whole amount covered by the company's

charter being fifty millions. In the United Kingdom, the motive for giving

LAND GRANTS TO RAILWAY COMPANIES

is not thoroughly understood, because, in Europe the companies have to pay for every foot they use, and often have to appeal to the law under their charter to compel a man to give up possession. The American and Canadian Governments know that railways must precede population, and they grant those lands as subsidies, because it will be years before the trade on some of these roads can pay, and if these liberal charters were refused, capitalists would not invest. Again, the railway companies do that which the United States Government ought to do, they encourage the emigrant to settle on the soil, the country thus gets populated and trade is brought to the line. These grants are generally given in alternate plots or square miles, that is to say, the company has one square mile, and the Government keeps the next, and so on, &c. The Government sections or plots, as a rule, are first settled upon, because they are cheaper, on an average not costing more than a dollar and a half an acre, these lands are called

THE PUBLIC DOMAIN,

and the principle conditions for obtaining them are, that the settler must be a citizen of the United States, or one who intends so to be. A man can have land for nothing under what is called the homestead law, to the extent of 160 acres, by settling on it for five years, and not remaining away, more than six months together, and paying certain office dues, something like 25 dols.; at the end of the five years the settler is the sole proprietor. This is also the plan for settlement in Manitoba, only that the years of settlement are three, instead of five as in the States. The Canadian Government further assists settlers or emigrants to reach their locations, whereas the American Government leaves them to rot and die in the great seaboard cities. The consequence of this stupid and heartless policy is a plentiful crop of criminals and social pests; for fully two-thirds of the criminal population of the United States may be traced to the ranks of neglected emigrants in the present or past generation. Americans talk about the ignorance of emigrants, and are never tired

of sneering at their supposed national peculiarities, especially at those of my countrymen; they then fold their hands in complacent superiority, and let their helpless and inexperienced fellow-creatures glide to the groggery, the convict cell, or the early and neglected grave. It is right that

THE GOVERNING CLASSES OF AMERICA

should be taught, that every ruined emigrant is a loss to the State, and a shame to each of them, individually; and that if God has given to them better opportunities of culture, and consequent higher intelligence, than to the helpless beings cast upon their shores, He has done so for an exalted and noble purpose, that they should use their superior intelligence in raising His poor weaker children to their higher level, and that a neglect of this duty, even in this world, brings down, in decreased prosperity of the State and in increased danger to life, property, health, and morals, a certain punishment. Let me hope that the time is not far distant when the citizens of the United States may awake to a knowledge of these facts and that boasting as they do so many millions of professing Christians whose missionaries may be met with in most savage countries, those Christian citizens may look at home, and by wiping away for ever, this spot upon the national escutcheon, prove themselves worthy followers of Him, who has handed down to all time, His solemn condemnation of those, — who trampling upon, spurning, and neglecting "The Stranger," trample upon, spurn and neglect Him. (Matt. c. xxv., v. 43). The Government need not go far to find a light to lighten its darkness in this matter, for in

THE CANADIAN SYSTEM

the path that it should tread is laid out clearly before it, and as to the success of that system, let the thousands, of now prosperous and happy Canadian citizens, who in their time of need, when strangers in the country, experienced the kindness and care of the Canadian emigration officers, testify. The lands belonging to the government along the railways, are, as I have said, settled upon first, but when these are occupied the railway sections become more valuable, because the settler is bound to make improvements.

THE RAILWAY LANDS

usually sell at about an average of 6 dols. per acre, those close to the road being the dearest. When we consider that land is almost a drug in America, and that hundreds of millions of acres have not yet been explored, and that every new railroad opens up vast and fertile regions, it is not to be wondered at that Congress gives extensive grants to those capitalists who invest their money in lines that cannot pay for years. The companies advertise these lands, and open offices for their sale, in the different centres of population, and in the pamphlets issued for advertising, or rather puffing them, there is an evidence of Yankee genius, for the description is so flowery and high flown, that it might fairly be called poetry in prose. Let me give an example of one of these grand pieces of composition :—" Away we went over the long undulations of soil, past the glimmer of virgin lakes, through the unshorn gardens of the wilderness, prairie grass, and western winds, blue sky and bluer waters, vast horizons and flying clouds, and wanton interchange of belted light and shade, they all filled us, if not with new delight, yet with one which never grows stale from experience. Looking from the rise of the grassy waves far and wide over the land, we constantly saw the white speck of a tent or hasty board cabin on the timbered knolls or beside the half-hidden lake. Like Kansas and Nebraska, ten years of settlement will give to North-Western Minnesota the aspect of an old country." However I may appreciate this writer's patriotism, I must say he has painted the picture in glowing colours. The sum and substance of the subject is, that

THE AGRICULTURIST OR FARM LABOURER

from the Old Countries had better settle on the land than in a town, and that for some time he will have to work very hard, but in the end he is almost sure of a competence. In comparison to what early pioneers had to submit to, his life is one of comparative comfort; yet he must put up with what may seem loneliness and isolation when compared with life in the Old Country. But even to bear a little hardship and loneliness, is better for him in the end than loafing about the large cities on the seaboard. There is not much difference between the climate

of Manitoba, Dacotah, or Minnesota, except, perhaps, that Minnesota catches the winds more than Manitoba, because of its high altitude, being one of the great watersheds. All authorities allow that it is very healthy, and certainly that was my own impression, judging from the appearance of the people who were strong and robust; but I was told that in summer time sunstroke is often fatal. The present population of Minnesota is about half a million, of which the statistical returns show 152,159 of foreign birth, divided as follows: 41,364 Germans and Dutch who are generally, in America, classed as one people, 35,940 Norwegians, 21,746 Irish, 20,987 Swedes, 5,670 English, 1,743 French, and 1,910 Danes, the remainder are native born, but to a large extent of German or Irish extraction. After a refreshing night's rest, which I very much wanted, I went for a walk through St. Paul, and as it was Sunday I had an opportunity of seeing the people at their best; certainly, their appearance was very respectable; strange, that both in America and Canada there are scarcely any mended clothes or boots worn; indeed, it is a rarity to see a working man, not even a whiskey bummer, with patched garments. Considering the high price of clothes in the States, I was somewhat astonished at this seeming carelessness or pride, but assuredly it is the case. During the day

THE SECRETARY OF THE IRISH EMIGRANT AID SOCIETY called on me and kindly offered to show me through the city, and in the evening to accompany me to the Father Matthew Temperance Society, where I would have an opportunity of seeing a large number of my countrymen. During the Sunday the greatest order prevailed in every street that I went through, and as I wanted to make some little purchases I had great difficulty to find a shop open. At last I found one kept by a Jew where I got what I wanted. The population of St. Paul is about 33,000, and like all other American places, it consists of all nationalities, the Irish being the most numerous of the foreign born in the city, and the Germans the most numerous as farmers on the land, although there are a large number of Germans in St. Paul as well. This town is at the head of the

NAVIGATION ON THE MISSISSIPPI

as a few miles above it the river is blocked by the Falls of

St. Anthony. The river here is about half a mile wide and deep enough for the largest class of river steamers, two of which were moored at the jetty. The length of navigation on this famous water highway is over 2,000 miles. Goods shipped at New Orleans can go direct to St. Paul. No wonder it is called the Father of Waters, as the length of its course, the country it drains, the immensity of its trade, and its climatic influence, makes it the most important river in the world.

THE RAPID GROWTH OF AMERICAN CITIES

is a puzzle to the stay-at-home people of the Old Countries; but in the New World the problem is easily solved, as hundreds of thousands of emigrants are annually landed and are bound to make homes. These new and rising cities are merely the depôts or marts of exchange placed at convenient points for the commerce developed by this large influx of industrious people.

THE POPULATION OF IRELAND

is rapidly decreasing, and in the large towns an air of decay seems to pervade everything; buildings are fast becoming dilapidated, not much attention being paid to their restoration. Canals that ought to be arteries carrying the commerce of the country to and fro, are unused and some of them are getting blocked up with water weeds and rubbish. Trade and enterprise is stagnant, and absentee landlords are taking away, in the shape of rent, the national capital, thus leaving the country poor, by draining it of its very life blood. The caste system in society is carried to such a pitch, that it is absolutely painful to an intelligent working man, to be compelled to pay almost fetish worship, to a person no better than himself, except in having a longer purse, a finer coat, and, in too many cases, a worse conscience. The discontent and misery of Ireland, the despotism of Germany, and the grinding oppression practised for many ages on the English farm labourers, (but to which they are now boldly objecting,) have made America what she is, in the short space of 100 years—

A NATION OF 40,000,000 PEOPLE.

The same influences, combined with the high statesmanship of the Government, are now enriching the

Canadian Dominion, increasing its population, as well as giving it vigour and capacity by the infusion of new blood. These are the causes why American cities spring into existence with an energy and speed that surpasses anything we read of in the wonderful stories of the Arabian Nights. The population of Ireland decreased nearly 4,000,000 in thirty years, a matter not to be wondered at, for between the years 1840 and 1870 nearly 2,500,000 went to America alone. It is computed that every healthy emigrant is worth £200 pounds to the States. From this it is obvious why the Colonies are competing for them, for the countries they go to grow rich and prosperous, and those they leave decay. In the report of

THE COMMISSIONERS OF EMIGRATION

of the State New of York for 1870, the following passage occurs: "German emigrants alone, have for three years, as estimated by the best German authorities, brought into the country annually, on an average about eleven millions of dollars. A large amount of money in proportion to numbers is estimated to have been brought from Holland, Ireland, and other countries, the amount of money thus introduced into the country is incalculable. The money, however, is not the only property which they bring with them, in addition they have a certain amount of wearing apparel, tools, watches, jewellery, and books. Assuming their cash to be 100 dols. per head, I do not think I exaggerate in estimating their other property at 50 dols., thus making 150 dols., the total property of each emigrant. The total arrivals in New York for the year 1869 were 258,986, and the amount added to the national wealth, through this port alone, by emigrants in one year, will not fall far short of thirty-eight millions of dollars; large as this is, it is insignificant in comparison to the hundreds of millions which have and will be produced yearly by the labour of emigrants. We are perfectly familiar with the value of negroes during the existence of slavery; a good field hand was considered worth 1,200 dols., and of course the labour of the emigrant to such a country as America must be of greater value than that of the slave to his master." Thus the report runs on, showing the benefit of emigration to the United States. As to what the Government of that

country has done and is doing to assist the inexperienced emigrant, I have already made some allusion, and shall have something more to say when dealing with the eastern cities. My purpose now is to point out

THE CAUSE OF THE SUDDEN GROWTH OF THE WESTERN TOWNS.

Through the facilities of direct communication and the increased knowledge emigrants have, of the resources of the North and Western States, the number settling in them is increasing every year; thus, for instance, in 1870, four thousand five hundred and eighty-two went to Minnesota; in 1871, four thousand six hundred and seventy-four; in 1872, six thousand and sixty-two; in 1873 six thousand three hundred and sixty-seven. With such an increasing flow of people into any state or district, it is evident the sudden growth of towns, must be attributed to more than the Yankee enterprise that is so much talked and written about. The American Government simply gives the emigrant permission to land, and under certain conditions to become a citizen. The emigrant brings new blood, strong arms, a thinking brain, and a stout heart, besides (according to the report) 150 dols. or £30 in money. Land is the raw material of American industry, and the commodity she has in greatest abundance, and where the emigrant settles on it and makes the prairie smile like a rose garden, the trader from the crowded cities of the East, will be attracted to set up a store, or a mill at eligible points; and behold the nucleus of an American city. Let the emigrant be there to develop the wealth from the natural resources of the country,

THE NATIVE AMERICAN

is sure to attend to the buying, selling, and scheming; for he will not work with his hands if he can help it. Overtrading is one of the principle causes of American money panics; immense sums are sunk in new enterprises that do not pay, and in some cases are not, at least for some years, expected to do so. Railways into wild regions are made, in anticipation of trade, to be created for them by settlers from Europe; banks are established to promote those enterprises, and then, when one does not pay, the other fails to meet its demands; a thing that never ought to occur in a

country like America, if everything was carried on in an honest and consistent way. But "rings" for this, that, and the other, lead to

RECKLESS TRADING, DISHONEST SPECULATIONS, AND
POLITICAL JOBBERY.

As however the institutions of the country are founded on justice and equity, and as there are no drones, or a privileged class, those abuses which from time to time creep into every system must give way to a healthier and better state of things, both in trade and politics. Hear what Americans themselves have to say on this matter. A writer in the *New York International Review* says:—"Let us honestly admit the truth and manfully apply the remedy; the peril in our American life is dishonesty, this produces the lack of confidence which is at the foot of panics. Slavery involved us in flames of civil war, better it should have burned us to ashes than that we should survive to perish hereafter in corruption, the urn is less offensive than the putrescence of the grave. Our very existence is at stake, American life presents an anomalous spectacle. We are

SOCIALLY PURE, BUT COMMERCIALY DEPRAVED.

Men who are upright in their neighbourhood, and admirable in their home, will habitually, knowingly, and systematically do wrong in their business. Nay, even churches to draw crowds, and rent pews, and raise revenues, will not only resort to sensationalism in choir and pulpit, but make earth blush, and heaven weep over tricks that are degrading, demoralising, and insulting to all manliness and religion. Nor is the malady confined only to men in distinguished positions, it affects all classes in our republic, the tainted streams on the summit percolate the whole mountain. Of all the sins of humanity, bribery is perhaps the meanest, most other crimes are possible to a single transgressor, here there must be two parties to the guilt, the man who gives and the man who takes, both are debased, there may be daring in robbery, and courage in murder, the peculiarity of bribery is its cowardice, it sneaks, it cringes, it hides, it winds, it twists, it wriggles, it skulks, it is not a lion roaring, but a serpent lurking in the grass, to infuse its poison before crushing with its coils. A man when he abuses his office,

warps his judgment and twists his conscience, and for money sells his soul by the act, and ever expects greater hire for himself, and he becomes like nitro-glycerine dangerous to his purchaser. Now, it is

A MORTIFYING FACT

that nearly everything in our country has in some way, directly, or indirectly, been controlled by bribes: mechanics, overseers, builders, contractors, architects, have been bribed; clerks, merchants, bankers, have been bribed; constables, policemen, collectors, inspectors, weighers, measurers, gangers, postmasters, have been bribed; lawyers, doctors, chemists, analysts, surgeons, witnesses, have been bribed; judges, juries, legislators, governors, have been bribed. We have sometimes feared that it would be difficult to place a stone, or a timber, or a lock, or a screw, or a nail, in our house, that has not somewhere on its passage felt the stain of a bribe; it is a question whether the food that supports our lives, or the coffins which will convey us to the grave can wholly escape contamination. The consequence is, disturbed faith in each other, and sometimes, a distrust of our country, and of our humanity, with a fear like a shadow, that on all modern European and American societies, is but the old doom of ancient Babylon and Rome. One faith alone saves from despair, that is sufficient, but not here to be discussed. Certain it is that panics are but eruptions of a disease on the body politic; our nation from the civil war has been preparing for our recent commercial disasters, the timbers of the edifice of our public credit had been secretly decaying long before the weakened structure was threatened with its crash. Many underlying sands must be washed away to make the mountain fall." Without going as far as this American writer I think that

OVER SPECULATION AND A NERVOUS DESIRE TO MAKE MONEY

is one of the evils of American life, and none feels this more than the workingman. The *Irish World*, an American journal of wide circulation, which is conducted with marked ability—on January 30th, 1875, in a leading article on a threatened reduction of wages among the Pennsylvania miners, published the following

appeal from the men to the employers:—"Why ask a reduction in the wages of poor labourers to increase your wealth; gentlemen be just, consider the poor families of your workmen, consider that you are rich and we are poor, consider the future, consider eternity, and we are not afraid you will speak any more about reducing the wages of your labourers." The same paper has the following comment upon the appeal. "It is a matter dwelt upon with peculiar satisfaction by the agents of the capitalists, and frequently expressed by them, that the men are too poor to strike, this is true, for men with hungry children looking to them for bread must work for whatever they can get, too poor to strike, expresses the situation in four words; this, however, does not justify the cutting down of wages, as a reduction of wages is only justifiable in cases where the diminished profits, or embarrassed financial condition of the employer makes such a course imperative." I make these quotations to show, that everything is not milk and honey in America, and as I said of Canada, I say of the States,

THE MORE EMIGRANTS SETTLE ON THE LAND, THE BETTER
FOR THEMSELVES AND THE COUNTRY.

Untravelled and inexperienced young people in the United Kingdom fancy that New York is America, and that they have only to arrive there, and then they will get work and wages in abundance; but never was there a greater or a more fatal mistake, for New York and other eastern cities, are crowded with people who are too poor to leave them, 70 per cent., at least, of whom, are natives of foreign countries, and more particularly of Ireland. This is a sad state of things but true, and the sooner it is recognised the better. Let it not be thought that I am against the stalwart young fellow in England, or Ireland, trying his luck by emigration; at home he is bound down by trammels like a child at his mother's apron strings, and cannot rise above the position into which he was born, abroad the road to independence is open to him; for certainly there are no barriers placed in his way, although there may be keen competition and hard running, and if he does not possess energy, sobriety, and adaptability to circumstances, he will be handicapped in the race.

THE POPULATION OF ST. PAUL,

is about 33,000, made up of every class and creed, the Catholic, the Protestant, the Jew, and the Gentile, are here side by side, the law giving each, equal rights and equal duties. The Irish portion of the inhabitants are very comfortable, which may be attributed to three causes—namely, the comparatively small numbers of working men emigrants that arrive, as the distance is so far, and consequently there is less competition in the labour market. The rapidly growing wealth of the city and surrounding country, and the beneficial effects of the

TEMPERANCE MOVEMENT,

which I am glad to say is strong among the Irish of St. Paul. On the Sunday night, I attended one of their meetings and was delighted to see so many of my working countrymen assembled in furtherance of the great cause of sobriety. They were all well dressed, and everyone seemed to be much interested in the proceedings.

FATHER IRELAND,

the President, now Bishop of Nebraska, delivered an address on the evils of drink, and requested his flock to keep from it. I thought if other clergymen of every denomination did like him, a great amount of good would be done in the world. It may not be right to put any public movement entirely under the control of the clergy, or hierarchy of any church, because it would be creating a little despotism that might be difficult to escape from, except by keeping altogether outside of it. But as the temperance movement is a broad question, affecting communities and individuals alike, the more broad and general, the platform is, the better for all. If the clergy and laity co-operate each in their own sphere, to put down intemperance, without the one exercising too much control or thwarting the efforts of the other; thousands of people who are naturally good, but socially depraved, would be benefitted. Drunkenness makes a man a beast, sobriety makes him a human being. The following story illustrative of this fact, and of loafer life in America, copied from the *Detroit Free Press*, will be read with interest:

“WHAT AILED ‘UGLY SAM?’

for he had been missing from the Peomac for several days, and ‘Cleveland Tom,’ ‘Port Iron Bill,’ ‘Tall

'Chicago,' and the rest of the lads who were wont to get drunk with him, couldn't make out what had happened. They hadn't heard that there was a warrant out for him, and never of his being sick for a day; so his absence from the old haunts puzzled them. There were in 'The Hole In The Wall' saloon yesterday morning, nearly a dozen of the boys, drinking, smoking, and playing cards, when in walked Ugly Sam. There was a deep silence for a moment, as they looked at him; Sam had on a new hat, a clean collar, and a white shirt, and had been shaved clean, and they didn't know him. When they saw it was 'Ugly Sam,' 'Cave in that hat,' cried one. 'Yank that collar off,' shouted another. 'Let's roll him on the floor,' screamed a third. There was something in his look and bearing which made them hesitate. The whiskey red had almost faded from his face and he looked sober and dignified, his features expressed disgust and contempt as he looked round the room, and then revealed pity, as his eyes fell upon the red noses and bloated faces of the crowd before him. 'Why what ails you Sam?' said 'Tall Chicago,' as they all stood there. 'I've come down to bid you good-bye boys,' he replied, removing his hat and drawing a clean pocket handkerchief from his pocket. 'What! have you turned preacher?' they shouted in chorus. 'Boys—you know I can lick any two of you, but I ain't on the fight any more. I've drank the last drop of whiskey which shall ever enter my mouth. I've switched off. I've signed the pledge. I am going to be decent. 'Sam be you crazy,' said Port Huron Bill, coming nearer to him. 'I've come down here to tell you all about it,' answered Sam. 'Move the chair back a little and give me room. Ye all know I've been a rough, and more too. I've been a drinker, a fighter, a gambler, a loafer. I can't look back and remember when I've earned an honest dollar; the police have chased me around like a wolf. I've been in jail, and the poorhouse, and the papers said, 'Ugly Sam was the terror of the Potomac.' Ye all know this boys, but ye did not know that I had an old mother.' (The faces of the crowd expressed amazement.) 'I never mentioned it to any of you, for I was neglecting her, he went on,' she was a poor old body, living up there in the alley, and if the neighbours hadn't helped her to food and

fuel she would have been dead long ago. I never helped her to a cent, I wanted all for myself; I didn't see her for weeks and weeks, and I used to feel mean about it; when a fellow goes back on his old mother, he's a getting purty low I guess, and I knew it. Well, she is dead, and was buried yesterday, but she sent for me by Pete, and when I got in I saw it was all up with her.' 'Did she say anything?' asked one of the boys, as Sam hesitated. 'That's what ails me now' he went on; 'when I went in she reached out her hand to me,' and says she, 'Sam, I am going to die, and I know you want to see me before I pass away.' I sat down feeling queer like; she did not go on saying as how I was a loafer, and a fighter, and neglected her, but says she, 'Sam, you'll be all alone when I am gone; I've tried to be a good mother to you; I've prayed for you hundreds of nights, and cried about you till my old heart was sore.' Some of the neighbours had dropped in, and the women were crying, and you know boys I felt tarnation weak; he paused for a moment and then continued, "and the old woman said she "would like to kiss me before death came," and that broke me right down. She kept hold of my hand and by-and-bye she whispered 'Sam you are throwing your life away, you've got it in you to be a man if you'll make up your mind. I hate to die and feel that my only son may go to the gallows; if I had your promise that you would turn over a new leaf and try and be good, it seems as if I could die easier; won't you promise me my son,' and I promised her boys, and that's what ails me. She died holding my hand, and I promised to quit this low business and go to work; I've come down to tell ye, and now you won't see me on the Potomac again; I've bought an axe and I am up in Canada to winter.' There was dead silence for a moment, then he said 'Well boys, I'll shake hands all round, afore I go; good bye "Pete," good bye "Jack," good bye "Jim;" I hope ye won't fling any bricks at me, and I shan't fling any at ye; it's a dying promise ye see, and I'll keep it, if my right arm drop off.' The men looked reflectively at each other after he had passed out, and it was a long time before any one spoke, then 'Tall Chicago' flung his clay pipe into a corner and spoke 'I'll lick the man who says Ugly Sam's head isn't level;' 'so'll I' repeated the others." How

many thousands are there that this simple story comes home to;

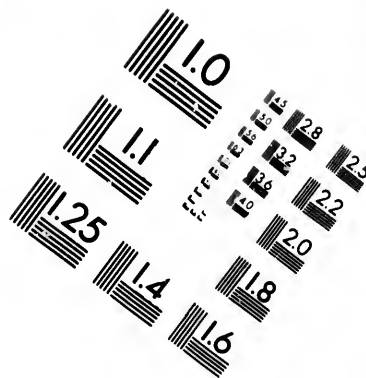
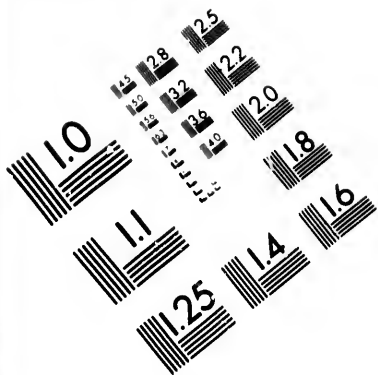
GOOD MEN RUINED BY DRINK,

is the moral it points. The Secretary and President of the Society at St. Paul, requested me to remain till the Tuesday night, for another meeting of the young men, and if I was pleased with the first I was doubly so with the second. The large hall was crowded to excess, and Father Ireland delivered a stirring address; several other speeches were made on matters of interest to the meeting, the intelligence, the energy, and the appearance of those young men, indicated good training and augered well for the future of St. Paul. The Secretary told me that very few of the working classes paid any rent, as nearly every man owned his own house and lot; generally a frame house on a lot 35 by 100 feet, which in a few years will be valuable, because

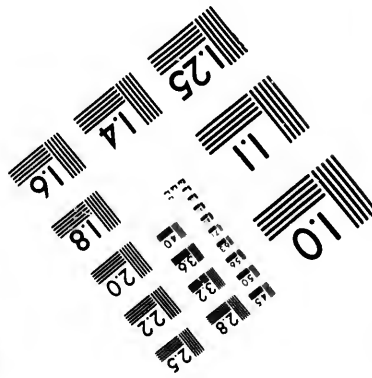
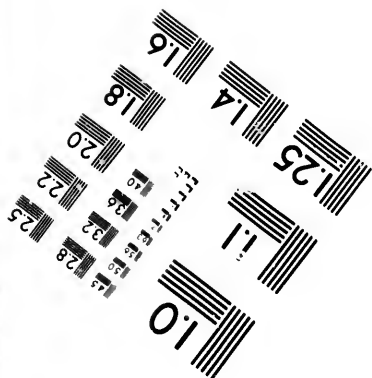
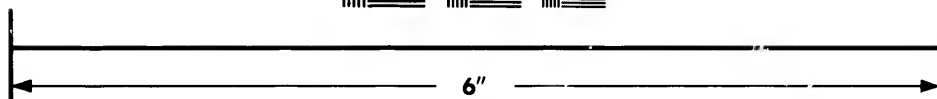
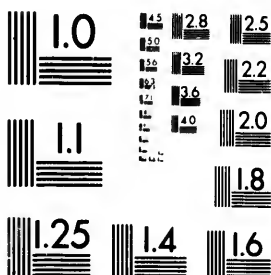
ST. PAUL

is likely to grow to a very large city as the back country becomes settled. The position and site is good, with three railway systems concentrating upon it, and with direct navigation to the ocean by the Mississippi. When walking through the city I was struck with the incongruity of the architecture: here the log hut of the early settler; next to it, perhaps, the villa of the shopkeeper; then the frame house of the mechanic or labourer; the mansion of the wealthy man; the stupendous hotels, the magnificent churches, particularly Catholic; the immense warehouses in the business quarter; and the different public buildings, presented to the eye a variety of architecture that would be hard to describe. The building materials are, a hard blue scaly limestone, and red brick, and unlike most American cities, the streets are not at right angles, owing no doubt to the broken nature of the ground on which the city is built. During my visit the weather was not cold, although it was the latter end of November; the mornings were sharp, but the day and evening were beautiful. The climate is like that of Manitoba, dry, clear, and cold in the winter, and from every information I could collect, very healthy.





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THE WAGES FOR A LABOURING MAN

were from 1 dol. 25 cents in greenbacks, or about four shillings and sevenpence English, to 1 dol. 75 cents in greenbacks, or about six shillings and sixpence English. A greenback is a paper dollar, nominally of the same value as a gold dollar, but in reality about fourpence half-penny, or fivepence less; if a man took a number of greenback dollars, say twenty, to a bank, he would only get about eighteen in gold. In Canada the paper dollar and the gold dollar are of the same value, just as a five pound note, and five sovereigns are in England, and the man in the States working for 2 dols. per day, nominally eight shillings, does not receive more than seven shillings and threepence. This depreciation of paper currency is owing to the great expense incurred during the civil war which caused an enormous national debt, and which the United States Government, much to its honour, is rapidly paying off. Panics and big swindles have also had something to do with it, because they created a mistrust and prevented the investment of capital in healthy enterprises. The rent for a working-man's house is from six to nine dollars per month; board and lodging for single men about four dollars per week; beef was seven cents per pound; pork, mutton, and venison about five cents; clothes about thirty per cent. dearer than in London, or Dublin, and about fifteen per cent. dearer than in Montreal; the working hours were sixty per week, and work was brisk. I asked

MR. DALEY, SECRETARY OF THE CATHOLIC TEMPERANCE SOCIETY,

who accompanied me through the city and suburbs, whether there was any destitution, among those able to work, and he said none. Any one sick, and widows, orphans, or old people, received assistance from the city council; besides the St. Vincent De Paul Society, the St. Patrick Society, the Protestant Benevolent Society, the German Aid Society, and other bodies, gave donations to those entitled to them by the rules of the organisations. The impression left on my mind was, that the working classes in this north-western town had to toil hard, but that

they were well off in comparison to those in some of the other big cities, or in the United Kingdom. By industry, and talents, judiciously directed, a man in a few years might leave labour behind, because the wealth, the enterprise, and the population will grow, and there is no elbowing of one another out of the way, as there is ample room for all. I left St. Paul, by the West Wisconsin Railway, being accompanied to the stations by a number of friends; amongst others, by the brother of an old acquaintance, Mr. Fitzgerald, of Brighton, England, the Secretaries of the Irish Emigrant Aid Society and of the Father Matthew Temperance Society; after several shake hands I started for Chicago, the capital of Illinois, and Metropolis of the Western States, and one of the finest cities on the Continent. The scenery along the line was very fine, as we dashed on through a capitally farmed country, very much resembling Berkshire, in England, plain open land, well fenced and cultivated, farm houses here and there with teams at work in the fields. The railway curved and detoured to avoid a lake or a hill; the wooded bluffs of the Mississippi, on our right, and numerous streams meandering through marshes and meadows bringing their tribute to that mighty river; stacks of Indian corn stalks were in the fields waiting for cartage. We crossed on a trestle bridge, over the River La Croix, one of the feeders of the Mississippi, and about half a mile wide; on the opposite bank is Hudson City, a very picturesque place of about 6,000 inhabitants. The bridge was of singular construction, something in the shape of a reaping hook, the reason being that the valley along which the train came is not directly opposite the town, so, to run into it, they made this curious bridge. I thought it looked dangerous, particularly as it seemed a very temporary affair, both in build and materials. Leaving Hudson City, the route is still through a beautiful country, the land rolling, with good drainage, to the Mississippi; we passed through a forest swamp of excellent pine, but fire had swept over a large portion of it. After emerging from this forest swamp we crossed the River Menamee, another tributary of the Mississippi, about as wide as the Thames at Greenwich. A few miles further on we crossed the

Chippewa, to the town of Eau-Claire, romantically situated on its banks; this river also discharges into the Mississippi. On again we went to Madison, the capital of

WISCONSIN,

where there is a bridge (on the lake formed by the Madison River) at least a mile and half long, and entirely made of timber. The population of the State of Wisconsin, is 1,054,670, and the area in square miles is 53,670; in the year 1873, 14,122 emigrants made Wisconsin their home, principally Irish and Germans. The foreign born population in the State according to returns in 1872, was as follows:—English, 28,194; Irish, 48,479; French, 2,704; German, 162,314; Norwegians, 40,046; Danes, 5,212; Swedes, 2,799. Thus, it will be seen that the Germans outnumber by nearly three to one any other nationality, the Irish being the next, so that the English race is fast losing ground in those Western States and Territories. Wisconsin, is a grain producing state, the soil being very rich and fertile. After leaving Madison, dusk began to set in, and travelling all night I had no opportunity of seeing the country. The distance between St. Paul and Chicago, is 460 miles, we took 24 hours on the trip, making nearly an average speed of 20 miles an hour; as we approached

CHICAGO,

the country becomes flat, evidently cultivated prairie; on every side there are rows of houses, mansions, villas, institutions, factories, and churches, interspersed with lawns, paddocks, and fields, showing that the Metropolis of the West is extending, and that at its present rate of progress it will soon surpass New York itself in opulence and splendour. Passing over one or two drawbridges, the train gently glided to the platform, and here we were in one of the most famous cities in the world, the greatness of which, the English statesman, Richard Cobden, predicted in one of his bursts of eloquence on the Corn Laws, when he said, "Our young men know all about Greece, Rome, and Babylon, but they do not know anything of Chicago, a city that is destined to give food to half the world;" but since his time it has grown into prominence on account of its great fire and rapid re-construction.

CHAPTER XI.

FROM CHICAGO TO NEW YORK VIA MONTREAL,
IN WINTER.

CHICAGO is the capital of the State of Illinois. It is situate in a rather swampy plain on the north-west shore of Lake Michigan, its population in about forty-five years has risen from a couple of hundred to nearly half a million, an increase not equalled by that of any other city on the surface of the globe. Here the elements that go to build up the United States can be studied to great advantage, from the Heathen Chinee to the New Englander going West to trade and make money. Here the great race is going on for wealth, everyone seeming anxious to come in a winner. The first thing that strikes a visitor is the bustle of the people in the streets; everybody in a hurry as though the world depended on the rapidity of the motion of each individual. In the United Kingdom when an order is given to have anything done quickly, it is by a "now look sharp." In America it is "now then hurry up," and certainly those words express the nervous activity of the citizens of this extraordinary town, considering it is

THE LARGEST INLAND PORT IN AMERICA, AND THE GREAT
DEPÔT OF THE NORTH-WEST.

There were not many men hanging about the corners of the streets, everybody seemed to be employed in some way or another, although perhaps not all in the most useful or respectable occupations, many being "sportsmen," *i.e.*, professional gamblers. I was told there was a great deal of destitution and want of employment among the working classes, arising from three main causes. First, the great influx of men after the fire. Second, the depression in the money market. And third, drink. Everybody has heard of

THE GREAT FIRE

of Chicago, the most destructive in modern times, causing a loss, estimated at 200,000,000 dols., destroying the homes of tens of thousands of people, extending over an area of 4 or 5 miles, and sacrificing nearly 200 lives. There are two or three stories about

THE ORIGIN

of this conflagration; one is that whilst a man was milking a cow by the light of an oil lamp, the cow upset the lamp which ignited some straw, thence the fire spread to the wooden pavement of the city. A second report is that a party of drunken men set on fire a stable, where they had taken refuge after being turned out of a low drinking saloon; a large number of which, found still in existence notwithstanding so many were destroyed in the fire. A third report is that it was the work of an organised gang of incendiaries who hoped in the general confusion to be able to plunder at pleasure. The Commissioners report on the subject does not attribute it to any cause, it merely says that the fire began in a stable in the north-east quarter of the city at nine o'clock on Sunday, October 8th, 1871. The fire destroyed 2,170 lamps, and travelled over 65 acres an hour, consuming property to the amount of 125,000 dols. per minute, the whole area over which the fire swept was about 1,690 acres, and it burned up 120 miles of wooden footways. When the telegraph flashed the account of this great calamity to Europe, the public mind was stirred to its utmost depth, subscriptions were set on foot for the sufferers and a large sum was collected, which effected much good at the time, and indeed saved many lives. The utmost consternation prevailed, and men asked each other in a melancholy way, if Chicago would again arise from its ashes; this was only four years ago, and now Chicago is

ONE OF THE FINEST CITIES IN THE WORLD,

the fire was merely a renovator, a renewer, a scavenger, and a beautifier, for the new portion of the city is something superb. The warehouses, the hotels, and public buildings, are stupendous; the Grand Pacific House has

nearly a thousand windows, and a half that number of rooms; the Potter House, the Tremont House, and other establishments are equally large. These magnificent buildings are nearly all made of stone, which I was told was brought from some celebrated quarries in Ohio; but wherever it came from it is a very fine building material; the new footways are made of the same stone which is also laid down in huge landings, some that I measured being 14 feet long, 10 feet wide, and a foot thick. I was surprised to see large buildings carried up without any scaffold, trestles being used off the floors, and the heavy material hoisted by derricks from the inside, and placed in position by travellers and small steam cranes, which is the plan followed in all parts of America that I have been to; I cannot say whether it is better than having a scaffold to the front as in the Old Countries. Most of the streets are paved with wood, simply deal, cut into square blocks, and grouted in with small gravel and lime, like ordinary stone paving.

THE HARBOUR

is large and commodious, docks and wharves being made just like a port on the sea coast. Doubtless some of my readers may smile at the words harbour, port, docks, and wharves, being used in reference to a town 1,261 miles by water from Montreal, the nearest seaport at the head of ocean navigation, which itself is over 200 miles from the Atlantic; but they will not be surprised when they read that

LAKE MICHIGAN

is 345 miles long, with an average breadth of 80 miles, and a coast line of nearly 700 miles, and a general depth of 1,000 feet, that this lake has an area of 22,400 square miles, and that its elevation is 578 feet above the level of the sea and that it is joined to the other great lakes by navigable channels and canals. The united area of the five largest lakes—namely, Huron, Michigan, Superior, Erie, and Ontario, being 84,100 square miles, all being connected with the Atlantic by the St. Lawrence. At present only

OCEAN GOING VESSELS

drawing not more than 12 feet of water, can come up to

Chicago; but when the St. Lawrence Locks above Montreal, and the Welland Canal are improved, ships of almost any size and tonnage will be able to sail from the Atlantic to Chicago.

THE ST. LAWRENCE AND OTHER CANALS

give Canada the entire control of Lake Navigation, which must be a great source of wealth to the Dominion, but they are used by the citizens of the United States, under the stipulations of various treaties. Some of the lake vessels which I saw in Chicago, were as large as ocean going ships, and larger than coasters trading between port and port in the United Kingdom, the only difference was in their rigging, which was a little lighter, but standing on one of the bridges and looking down the line of shipping lying in the river, a stranger could scarcely see any difference between Chicago, and an ocean port. The river is not a large one, but as the bottom is clay there is no difficulty in increasing its depth by the use of steam dredgers. Those who imagine that the Thames Tunnel, is the only one of the kind in the world, are much mistaken, as

THE CHICAGO RIVER IS TUNNELLED

for streets to go underneath, so that there is no breakage in thoroughfares running east and west. Some of these streets are of an immense width and perfectly straight, being at right angles to each other, making the houses into square blocks as in most American towns. Clark Street, Madison Street, Lake Street, Wabash Avenue, and other streets are large, spacious, and well laid out, and certainly the Town Council and architects are keeping uniformity of design in their arrangements and plans; a good deal of the south and west suburbs, are frame houses where most of the working and middle classes live. These dwellings are neat and ornamental, and are like gilded cages very pretty to look at; there can however be little doubt but that fire will make a clear sweep of them some day, and then they will be succeeded by such magnificent structures as are now erected on the site of those destroyed in the last fire. The Chicago Fire Brigade is very strong and efficient. In Chicago there are a great many

societies of one sort or another, and more particularly Irish, such as the Clan-na-Gael, the Irish Benevolent Friends, the Hibernian Society, the Irish Emigrant Aid Society, the Knights of St. Patrick, the Catholic Young Men's Association, the Catholic Temperance Union, the Father Matthew Society, the Irish Protestant Benevolent Society,

THE IRISH LITERARY SOCIETY,

and several others. I was present at a meeting of the latter society, there were about 300 members in attendance, the business of the evening was a discussion on the relative merits of the poets and soldiers of Ireland, with special reference to their influence in supporting the cause of Irish nationality, after a long and interesting debate in which much erudition and knowledge of Irish History were shown, a vote was taken, the audience declaring for the poets. To show

THE POSITION OF THE IRISH

in this distant city, I may mention that I counted in the Directory, 504 Murphys, 413 O'Briens, 494 Ryans, 224 O'Connors, and so on, with all other Irish names. Of course this is the result of the iniquitous Irish land system, and the consequent great exodus from Ireland, during the last thirty years, of the bone and sinew of its population; leaving their own country in ship loads to escape famine and oppression. Irishmen, by their intelligence, fortitude, and hard toil have materially assisted in founding and enlarging this extraordinary city in another hemisphere. A characteristic feature of the Irish race is its individuality, which it has maintained in every part of the world where any of its members have settled, as can be seen in Chicago, Montreal, New York, or London, where Irish societies bear names indicative of the nationality of their members, and attention is more directed to Ireland and to her public men than even to the country where those expatriated people are resident. In the coal pits of Staffordshire, in the woollen mills of Yorkshire, in the iron furnaces of Durham or South Wales,

IRISHMEN

are doing the most labourious work ; in London, Cardiff, Bristol, Liverpool, in fact all over England, they are following every occupation from which a living can be got ; they suit themselves to the customs, the habits, and the usages of the people, among whom they settle, although those customs are in many cases very different from what they may have been used to in their own country. Even in England there is a marked difference in the social habits of the working classes of the north and south, yet Irish peasants crossing the channel to any part of Great Britain, will adapt themselves to the circumstance that surround them without losing their national individuality ; so also in America, whether as comfortable farmers in Canada, or merchants, traders, or labourers in its cities, there is the same instinctive love of Ireland and interest in its welfare. Cross the St. Lawrence into the United States, it is there again to be seen, only in a more demonstrative form, whether in the coal fields of Pennsylvania, on the western prairies, or in the great cities, it is all the same ; there is an indestructible individuality in the Irish race at home and abroad.

THE RATE OF WAGES

for town labourers in Chicago was from 1 dol. 25 cents to 2 dols. per day, or from about five to seven shillings English. Food and fuel being cheap, but clothes and house room dear ; I was told that there was some destitution among the working class through improvident habits and slackness of employment. There is

NO WORKHOUSE

or general poor-rate, but the Town Council is a Board of Relief, to assist those in want. Chicago is the flour, grain, and pork depôt of the West, being well situated for the lake trade and export to Europe, by its water connection with the St. Lawrence, and having from fifteen to twenty different railways, placing it in communication with every quarter of the continent. On an average there are about 3,000,000 pigs per annum dead and alive sold in the Chicago Market, which is as many as there are in the

United Kingdom altogether, for by a return to the House of Commons in 1873, there were only 2,500,259 pigs in the United Kingdom, and the number has not increased much since. The estimated value of the Chicago

HOG TRADE

is about 34,000,000 dols., or between £6,000,000 and £7,000,000, and the estimated value of its cattle trade is about 42,000,000 of dols. over £8,000,000; Cincinnati and St. Louis have nearly as extensive a trade as Chicago in pork. American bacon is largely consumed in England, under the name of mild Wiltshire, or excellent Hampshire. There are thousands in England who sit down to a nice breakfast of eggs and bacon, who would be incredulous, if they were told that the bacon they were eating came not from Yorkshire, Wiltshire, or Westphalia, but from America; for most English people suppose that America produces nothing in this line but salt pork. However, more hams come from America than from Westphalia and Yorkshire twice over.

THE CORN TRADE

of Chicago is also very large; the annual export being nearly ninety millions of bushels. This enormous quantity of grain is brought by railway and canal from the Western, the Northern, and Central States, either for export to Europe, or distribution to the manufacturing districts of New England. The storage room in the warehouses of Chicago, is about 13,000,000 bushels; the machinery for loading or unloading the grain is also remarkable; attached to each of the large warehouses is an apparatus called an "elevator," which carries the corn to the top of a high tower, where the grain is emptied on screens that winnow it of dust and mould in its passage to the shoot which discharges it into the ship. An elevator is an endless strap, of gigantic size, worked by steam power with buckets attached like a dredger, or thrashing machine. It is not at all an unusual thing to see a barge on one side of the elevator, and the vessel on the other, with a continuous stream of corn between the two crafts, while the grain is aired, winnowed, and measured in the transit, and it is

surprising with what ease a cargo of several thousand bushels is shipped by this process. Chicago is strongly infected with the modern mania for

PUBLIC PARKS

as it has seven or eight of those lungs, the whole making between 23,000 and 24,000 acres—no mean playground for the citizens to recreate in. Illinois, of which Chicago is the capital, is one of the finest States in the Union, having an area of 55,410 square miles and a population of 2,750,000. Farming is carried on to a great extent,

THE SOIL

being very fertile and generally yielding excellent crops. It is the same class of dark deep loam that I had seen in Dacotah and Minnesota; not so deep or black as that of Manitoba, but more friable through the greater quantity of sand mixed in it. The forests are extensive, comprising oak, ash, maple, elm, and satinwood, but a very little of Illinois now belongs to the public domain, although land can be had in most parts of it cheap, even in the neighbourhood of Chicago. There are large

COAL FIELDS

in this state, and mining operations are actively carried on, lead, copper, and iron, being found in great quantities; and as soon as the American financial difficulties get rectified, and capitalists resume their usual enterprise, those mines will be worked on a large scale. The foreign born population of Illinois is nearly 500,000, and may be divided as follows:—Germans, 203,758; Irish, 120,169; English, 53,871; Swedes, 29,979; Norwegians, 11,880; French, 10,911; Danes, 3,711. By these figures it will be seen that nearly all the nations of Europe, are represented in the population, the Germans and Irish taking leading places. The natives of all the countries of Germany, as well as of Holland and Belgium, go under the general name of "Germans" in some states, and "Dutchmen" in others; why, I cannot tell, but suppose it is because they are so much alike. When we consider 500,000 of foreign born people in a population of less than 3,000,000, it is not difficult to see the cause of the rise and growth

of Western states and cities. On the 28th of November, I left Chicago by the Michigan Central Railway for Detroit, *en route* for Toronto. From Chicago to Detroit, the distance is 284 miles, and from Detroit to Toronto 231, making a total between Toronto and Chicago of 515 miles, for which I paid 14½ dols. first-class fare, sleeping berths being 2 dols. a night extra. The road is through the centre of the State of Michigan, a part of Indiana and Illinois, and running for a long distance on the shore of Lake Michigan, which appears only very little below the level of the surrounding country. There are numerous towns and villages along the line, and farm houses are plentiful and comfortable looking, the land being well cultivated; although within three weeks of Christmas teams were in the fields ploughing and getting the ground ready for the spring crop. Indian corn is extensively grown in this section, and much of the stalk was still in stooks awaiting cartage to the stack or farm yard, to be used for fuel for which it is very good. On the Indian corn stubble fields there were immense pumpkins lying about, the largest I ever saw, an evidence of the fertility of the soil.

THE STATE OF MICHIGAN

has an area of 56,451 square miles, and a population of nearly 1,250,000 which the census returns of the United States divided as follows:—Germans, 64,043; Irish, 40,347; English, 35,051; French, 3,121; Swedes, 2,406; Norwegians, 1,516; Danes, 1,354; making 145,038 foreign born. Here again we find the Germans take the lead in point of numbers, and the Irish next, the English also being comparatively strong. The avowed destination of 14,138 out of the 266,818 emigrants landed at Castle Gardens in 1873, was Michigan. In the northern part of the state, there are very large forests from which a good deal of the timber for the rapidly rising towns and manufacturing districts is drawn, the supply being almost exhaustless. Should the United States be engaged in war with a foreign power, and such a power should succeed in blockading the seaboard ports, it would not inconvenience her much, because she has within her borders everything required to sustain her population and carry on a war for years

she has 170,000 miles of railways connecting all the large towns and centres of population. She has an unlimited supply of iron, salt, and timber, her lakes, rivers, and canals, are immeasurable and in the event of a war would be invaluable in carrying surplus produce wherever it might be required, her food producing capacity, is the greatest in the world, in the West wheat, in the centre Indian corn, in the South rice and sugar. Her soil is fertile, yielding in abundance all requisite food supplies, and above all she has a hardy, enterprising, courageous, and educated population, and has room for fifty times a larger one; she has no distant colonies to protect, and on that account could concentrate all her strength upon any threatened point of her frontier, so that in my humble opinion, she is

THE STRONGEST POWER IN THE WORLD.

Although the standing army is small, there are militia and volunteer organisations in every town and district, giving the citizens a military training. But let us hope the day is far distant, when she will have to draw the sword, either to protect her shores from a foreign foe, or to perpetuate and keep intact, that Union, which has done so much for the human race. Some say there will be a breach sooner or later between the East and West, as one is the Custom-house of the other, and charges too high a tariff. But I think this is a narrow view of the subject, because it is only recently that the great railway systems have been completed, which in the course of a short time, must cheapen the carriage of goods; and as the mines get opened up and manufacturing industries established in the interior, the country will be less dependent on foreign merchandise; thus the western "Grangers" will have home markets for their produce, and the eastern manufacturer for his goods, this must lead to a mutual good understanding because it will make the interest of every section of the country identical. The great danger of the West is from China, rather than from the manufacturers, for

CHINESE EMIGRATION

on a large scale, is calculated seriously to weaken the United States, by discouraging the immigration of

European labourers to its territories. Chinese emigration is not of a character calculated to enrich or enoble a country. The Chinaman never intends to become a citizen, he in his heart despises the citizens of the United States as Outer Barbarians, and will not bring his wife and children with him to be contaminated by their (to his thoughts) uncivilised and savage ways; he will not even leave his corpse to enrich the American soil; the bodies of Chinamen are therefore carefully shipped back to their celestial land. He does not however hesitate to bring to this land of Outer Barbarians, the filthiest vices of the filthiest people in the world. With his "Choice Souchong"—muck that a Chinese scavenger would not condescend to swill; he brings cargoes of the most degraded women, who pollute the social atmosphere of the Pacific seaboard cities, with their hateful presence. Wherever he goes throughout the States, he reduces the rate of wages to starvation level. How indeed can European labourers contend on equal terms in the labour market, with men who are accustomed to regard rat soup as one of the highest delicacies? I do not wish to give vent to any illiberal sentiments, or to prevent these members of the great human family, from emigrating to any country they please, but I do think, that if any regard is to be had, to the position of the United States, as a great military power, Chinese emigration to America requires regulation. Capitalists may make a few millions out of the cheap labour of the Heathen Chinee; but when the time comes for the sword to decide, who shall have the future control of that wealth, and of the Government of the United States, the contest will be decided, not by the country possessing most capitalists, and "Chinamen," but by the country possessing the largest number of properly trained men of European extraction. "Fortified towns, well-stored arsenals and armouries," said Lord Chancellor Bacon, "Goodly races of horse, chariots of war, elephants, ordnance, artillery, and the like, are nothing more than a sheep in a lion's skin, unless the nation itself be from its origin and temper, stout and warlike. The sinews of war are not money, if the sinews of men's arms be wanting as they are in a soft and effeminate nation; for Solon said well to

Cræsus (when in ostentation he showed him his gold). 'Sir, if any other come that hath better iron than you, he will be master of all this gold.' " At half-past nine o'clock p.m. we arrived at

DETROIT,

and immediately crossed the Detroit River about a mile wide, on a huge ferry boat, like a small Great Eastern, to Windsor, Ontario. The town of Detroit, is one of the oldest in the United States, having been settled by French colonists from Lower Canada, in the year 1701; some of the most sanguinary battles of the war between the English and French, were fought in its neighbourhood. The present population is about 93,000, a large portion being Germans and Irish. There are nine banks and a great many fine public buildings, eight Catholic Churches, seven Episcopalian Protestant Churches, six Baptist Chapels, eight German Lutheran Churches, five Methodist Chapels, and two Jewish Synagogues, besides a number of other places of worship. There are also six daily papers, and a large number of weeklies.

WINDSOR,

on the opposite side of the river, is in the province of Ontario, Canadian Territory, on the extreme end of the Ontarian Peninsula. The town is well built and in a flourishing condition, the population being about 4,000, a large proportion of whom are engaged in the lumber trade. In replying to an address presented to the Governor General by the people of Windsor last summer, when

LORD DUFFERIN,

in the course of a tour of inspection visited that town. The Governor General said "You tell me that you inhabit a portion of the Dominion, which is in some respects isolated, shut off from the remainder of our territories; I should imagine, that if it is in any way distinguished from the rest of Canada, it is by the peculiar beauty of its situation, by the advantages of its climate, and by the enviable facilities it enjoys, from its proximity to so magnificent a river, be that as it may, whatever be the isolation of your geographical position, it is quite evident

from what you have said, and from what I see around me that you are united with the rest of your fellow subjects in your love of freedom ; in your devotion to the interests of your country ; in the pride which you so justly feel, in the institutions under which you live, and in the satisfaction which you express with regard to that magnificent destiny which is common to you all." I laid on the floor of the station at Windsor, till four o'clock in the morning wrapped up in my blanket, for I carried that useful covering with me in all my travelling, as it often served the twofold purpose of bed and bedclothes, and on this night, instead of going to an hotel for a few hours, I made use of my portmanteau for a pillow, folded my blanket around me and laid on the floor soon to fall into a sound sleep ; from which I was awakened at four o'clock by the clatter of a bell, and the guard shouting "All aboard !" instead of "Take your seats !" as in England ; a quantity of snow had fallen during the night which prevented my seeing anything of the country ; but this Peninsula or skirt of the province of Ontario, through which I travelled and which divides Lake Erie from Lake Huron, is considered

THE GARDEN OF CANADA,

it is traversed by the two great Canadian railway systems the Grand Trunk and the Great Western, both of which have termini at Windsor. Arriving in Toronto, at one o'clock I went to my old quarters at the Mansion House Hotel, where I met numerous friends who were glad to see me. Among them

MR. CHRISTOPHER SHIEL,

just arrived from Dublin, where he was Ontario emigration agent. After a day or two's rest I went in company with Mr. Shiel to visit some of the towns in the western portion of the province, the first we stopped at was Guelph, where I had been before in the middle of the summer ; we called on

MR. FAHEY,

the editor of one of the two daily papers published there and this gentleman answered every question and gave us all the information in his power. There was no destitution

whatever in the town or neighbourhood, as none of the societies or Town Council had been applied to for relief. The people were all well clad in warm clothing, which was necessary as the weather was cold. From Guelph we went to London, where we had the honour of an interview with

DR. WALSH, THE CATHOLIC BISHOP,

who is a native of Kilkenny, Ireland; his Lordship received us courteously and gave us much valuable information; he said that there was no destitution, although there was a slackness in the manufacturing industries, through the financial depression in the States; that in the early part of the summer; he would have no objection to take charge of a number of agricultural labourers, and assist them in getting employment, and that at any season of the year he could place out young women in situations, as female servants were always wanted. Around

LONDON

the country is excellently cultivated and the farms well laid out, on this head I will again refer to a speech of Lord Dufferin's in reply to an address from the citizens during his progress on the tour alluded to. He said "Of course we are all aware, that agriculture is the mainstay of Canada's prosperity, experience has taught us, that agriculture is best supplemented by the existence of manufactures, which on the one hand supply the farmer with those materials, necessary for the transaction of his business, while on the other hand they constitute a market for his surplus products. During the course of the last few days, I have passed through tracts of the most beautiful country, possessing soil as fertile as any that it has ever been my good fortune to observe, the magnificent regularity and vast area of the fields have made a great impression upon my mind, accustomed as I am to the small, and I regret to say, more or less imperfectly cultivated districts of the Old Countries, and I feel that I am paying you no unmeaning or unjustifiable compliment, when I say that there are many English and Irish farmers who might take a lesson from your system of agriculture." The population of London is about 19,000, of which 1,000 are blacks; there is a

railway waggon factory employing nearly 100 men, several oil refineries giving work to a large number of hands, a cooperage, and a rather extensive tannery, five banks, and a good many societies established for different purposes. We called on

THE LOCAL IMMIGRATION AGENT,

and he said there was no difficulty in finding employment for all the emigrants that came to his agency during the summer, and those who had arrived in the past season were all comfortably settled. We went from London to Hamilton, a town situated on the far end of Lake Ontario. The scenery around it in summer must be very fine, a chain of disconnected and wood-covered hills behind, and the sparkling lake in front, with the town nestling along the curving end of the bay.

HAMILTON

is the seat of some large manufactures, among them the works of the Great Western Railway of Canada, a sewing machine manufactory, a stove factory, a woollen mill for making tweeds, an agricultural implement manufactory, besides several other industries. The population is about 28,000, and of all European nationalities, about six or seven hundred being coloured people, mostly waiters or barbers, for throughout Canada and the States, barbering is generally done by negroes, the whiteman thinking it below his dignity to follow that business. There are three daily papers, four Episcopal Protestant Churches, three Catholic, four Presbyterian, six Methodist, one Lutheran (German), and one Jewish Synagogue; some of those edifices being large and commodious, particularly the Catholic Cathedral, dedicated to St. Mary. I was told that town employment was slack, and that there was some stagnation in manufactures, entirely on account of the financial crisis in the neighbouring republic, but that there was no actual destitution, although the Town Council and philanthropic societies had taken steps to assist the working classes during the winter in case of need. There was a good deal of snow on the ground and the atmosphere was cold, but very dry, which prevented the cold being felt as much as if it had been

damp ; and it is extraordinary how soon a little active exercise will create a warm glow, even when the glass is very low, because the heat produced is not attracted from the body by humidity, the atmosphere being very light. After spending a day in Hamilton we went to

ST. CATHERINE'S,

on the Welland Canal, situated on a plateau, 120 feet higher than Lake Ontario. It is a kind of a Canadian, Killarney and Tunbridge Wells combined, as there are woods, lakes, and sulphur springs, and enthusiastic admirers have called it the Saratago of Canada. The population is about 17,000 with two daily Papers, five Banks, two Protestant Churches, two Baptist Chapels, two Presbyterian Chapels, and one Roman Catholic Church (very large); several schools, and branches of the four great organisations, the St. George's, St. Patrick's, St. Andrew's, and Irish Protestant Benevolent Society, and also a branch of the Brotherhood of St. Vincent De Paul, is established there.

THE WELLAND CANAL,

on which the town is built, is the most important of the Canadian Canal systems as it connects the navigation of Lake Erie with Lake Ontario, which in the Erie River (the natural channel) is entirely prevented by Niagara Falls. The canal is 27 miles long, with a lock on every mile and constructed for vessels of five hundred tons, but some vessels that go through are a great deal in excess of that figure. The Canadian Government is now building a ship canal of much larger capacity, and on more improved engineering principles, as the present one is totally inadequate for the rapidly increasing trade on the lakes. During my visit to St. Catherine's, there were a thousand men on the works, the greater portion of them excavators, receiving wages of one dollar and a quarter per day, and in a few instances a dollar and a half, masons from two to three dollars per day, but there were not many mechanics on the job as a good deal of the cutting was through rock, and brickwork or masonry was not required except at the locks. I heard there was no difficulty in getting men

as any number could be had from Buffalo, Albany, New York, and other towns in the States, where the money panic had caused the suspension of public works, and thrown thousands of hands out of employment. Before leaving St. Catherine's I had the honour, in company with Mr. Shiel, to visit

THE VERY REVEREND ARCHDEACON MULLIGAN,

the Catholic clergyman of the town; I was very well pleased with my visit, for I found in the Archdeacon a man of great practical intelligence, with a thorough knowledge of the working classes, both in America and Europe. He said that both himself and the Protestant clergymen were endeavouring to keep the men on the public works from drink, and that in a great measure their combined efforts had been successful, as there were over 300 of the Catholic workmen in one society, and that before the temperance movement was introduced among them, the scenes in the town on pay days were frightful; but that now a large number of the men were putting money in bank, and had erected a hall on the works for meetings and concerts to be held in. The Archdeacon informed us that there were only three people receiving assistance from the Town Council, and that they were helpless old women, St. Catherine's and its vicinity being otherwise free from pauperism. After taking leave of the good Archdeacon, we went for a walk, although the day was intensely cold, and the snow was deep; it was not, however, damp, but dry, something like flour; every person we met was well clad and fully prepared to stand the most severe winter, great woollen gloves on their hands, comforters round their necks, and overshoes outside their boots; I wore just the same winter clothing that I would in England or Ireland, and did not feel the least inconvenience from the cold. Next day we returned to Toronto, by the Great Western Railway, having been just a week on the trip. The face of the country was covered with snow to about a depth of six inches, entirely preventing us seeing the quality of the land, but judging from the appearance of the houses and villages along the line, the district must be in a prosperous state. Navigation on the

great lakes and rivers was just closing, and ships were being laid up for the winter; many of the men employed going to the timber forests or lumber mills, and others who had saved plenty of money during the summer to live in comfort until navigation opened in April. In Toronto there was some poverty, mostly among the very improvident, and considering it is the largest emigration depôt in the Dominion, I was surprised there was not more destitution, as many arrive late in the season. The plan generally adopted by the working classes, is to purchase a barrel or two of flour, and a quantity of beef and pork in the autumn, which can be done much cheaper than when winter sets in, the meat being preserved fresh by freezing it. This is the general practice all through the country as there is very little outdoor feed for stock in winter, and farmers get their animals in condition before the entire severity of the weather begins, when they either kill and take the meat to market themselves, or sell to a butcher. Frost will preserve meat for any length of time, the last piece being just as good as the first, but it must not be refrozen, that is thawed and frozen again because it makes it flabby and flavourless. Nearly all working and middle class people get in a store of provisions for winter while things are cheap; doing away with that dependence on casual employment and parish relief so frequent with a large portion of the working classes of the Old Countries. During my stay in Toronto,

THE LOCAL PARLIAMENT

was sitting and I could not help admiring the straightforward and business-like way in which the work of Legislation was carried on, every member attending to his duty and giving as much attention to his work as he would to any private speculation or trade he might be engaged in.

THE WINTER WAGES FOR LABOURERS

in Toronto was from four to five shillings per day, and although the weather was cold there was a good deal of work going on. On the 5th and 6th of December, a thaw set in and cleared the ground entirely of snow, at which the people grumbled a good deal because they said as

soon as the snow got fairly settled they could go on with their regular winter arrangements, but thaws made everything damp and unpleasant.

THE CLIMATE OF ONTARIO,

and particularly on the shores of the lake is the most genial in Canada, milder in winter and not so warm in summer as other portions of the Dominion; fruit and vegetables of every kind growing in the greatest profusion and perfection, the Canadian apples being considered among the finest produced in any country. From Toronto I went to Montreal by the Grand Trunk Railway, the country being covered with snow, the lakes and rivers frozen over, and the cattle all housed, great heaps of timber sawn into junks, about two feet long, were laying round the stations along the line, at private houses, and in convenient places for sale, that at the stations, was for the locomotives and offices, and that at the houses, for private use. As yet wood constitutes

THE PRINCIPAL FUEL OF CANADA,

and sells at from four and a half to seven dollars per cord. Those great heaps of fuel wood reminded me of the vast quantity of coal often seen around an English railway station in the mining districts, or the big turf stacks on an Irish bog or around well-to-do Irish farm houses. A good deal of this timber is cut by

HORSE POWER MILLS,

and if the Society for the Prevention of Cruelty to Animals has any power in Canada, it ought to put the law in motion against this class of horsework, for this horse-power wood cutting mill, is a horse torturer, and the sooner it is abolished or improved, the better it will be for the poor brutes that have to work it. At the different stations where the train stopped I was much struck with

THE GOOD WARM CLOTHING OF THE PEOPLE,

the light summer articles were laid aside, and thick woollen material worn instead, of course well to do people were better off in this respect than the working class, however, they were well fitted up to follow their employment,

rough warm clothes, long boots outside their trousers, hairy caps with earlets to cover the ears, woollen or leather gloves, stout jacket or overcoat, and a woollen comforter round the neck, as a rule constituting the dress of a Canadian workingman. Arriving in Montreal at ten o'clock, I put my luggage on my back and trudged my way to the Express Hotel, where I had stopped during my previous visit to the city.

CHAPTER XII.

FROM MONTREAL TO PHILADELPHIA IN
WINTER.

HAVING in previous chapters given an account of my travels in Canada during the summer months, I have now to recount my winter experiences. A Canadian winter differs so much from a Canadian summer that it is difficult to realise the fact that one is still in the same country; of course the mode of life of the people changes with the seasons, and it is most important, that the emigrant should acquaint himself with the customary precautions adopted by the experienced inhabitants, to make life comfortable and pleasant during the winter months. If, therefore, at times I seem to travel over the same track twice the above must be my excuse. From Montreal I went to Ottawa, where I remained for a few days, during which time there was

AN ELECTION

for the Provincial Parliament of Ontario. The contest ran pretty close, and there was considerable excitement and manifestation of party and other influences, but all carried on with the greatest good humour, the various candidates speaking from one platform and at the same meeting, although of totally opposite political views.

EMPLOYMENT WAS PLENTIFUL

in the town, as there was a good deal of public works going on. There did not seem to be much destitution, but the little there was, convinced me of the necessity of Government dealing with it by an Act for that purpose, instead of leaving it to be met by private societies that are not responsible to the public. I went through several streets in the working class quarters and the general appearance

of the people and of their homes was good. I also made inquiries of clergymen, heads of temperance societies, and of others who were likely to know, and was told that real poverty was reduced to a minimum, orphans, widows, or destitute old people being taken care of by the different societies, but it does not matter how prosperous a place may be, there always will be some poor people who must be taken care of, either by the Government or private charity, or, what is still better, a combination of both. Many of the emigrants that go to Canada and the States are totally unfit to leave home and do not make rapid headway in the new country; some of them are often very intelligent and capable of writing letters to a newspaper condemning everything Canadian or American; some of these people might have left comfortable homes behind, and either through a quarrel with friends or a desire to see the world have crossed the Atlantic, and fancy they are going to make a fortune, without exerting themselves; but they make a great mistake, as in nine cases out of ten

WORK ALONE IS THE STEPPING STONE TO PROSPERITY.

Another class are those who go out in the early spring, get work in a town at good wages, spend most of it on whiskey, do not make any preparation for winter, either by purchasing stores in the autumn when things are cheap, or the warm clothing that is necessary for protection against cold weather; the result is that when the least difficulty comes on this class is pauperised; then there are those who, through accident, illness, or late arrival in the country, are also badly off during the winter, but I am glad to say they form a very small percentage of the population, and, on the whole, the destitution in Canadian towns, bears no comparison to that in the towns of the United Kingdom during the severe season of the year. Having made a circular tour of about 40 miles around Ottawa and finding the same general state of things, I returned to Montreal to make preparation for a run through the Province of Quebec, and while in Montreal I went to several places of public resort to see the people and note their winter appearance; among the places that I went to were one or two election meetings in the open air, a Home Rule for

Ireland meeting, Catholic and Protestant temperance meetings, Catholic and Protestant churches, to see the congregations, and to a large Irish concert held in the Town Hall, and, without exaggeration, the people present at those gatherings were orderly, healthy looking, and well dressed. I also visited

THE COURT HOUSE AND GAOL.

The greatest portion of the charges were for crimes directly or indirectly arising out of drink; one of the officials said to me "If there was no drink there would be but very little for us to do." The gaol, I thought, was not sufficiently ventilated, and the accommodation for debtors and prisoners waiting for trial was bad. I was glad to find that the dreadful and barbarous silent system was not resorted to. Leaving Montreal, I went to the City of Quebec, and the same general state of things prevailed there. Of course

THE NAVIGATION OF THE ST. LAWRENCE

was closed, although the river was kept clear of ice between Point Levis and the town. The ferry boats being very powerful and able to keep the floating cakes of ice from uniting, or new ice from forming, and although it was the latter end of January they were still crossing and recrossing several times a day.

THE SNOW

was about a foot thick on the ground and exceedingly light and dry, never falling in thick flabby flakes as it does in the United Kingdom, and that which comes down in the beginning of winter scarcely ever thaws before spring. This snow is of the greatest benefit to the land in a climate like that of Canada, as it protects it from frost and supplies it with the natural salts, as rain does in the United Kingdom. In winter there are very few birds either in Canada or the Northern States, as most of them migrate south for that season of the year, just as our own swallows, cuckoos, nightingales, and other members of the feathered tribe go to warmer climates.

THE HEALTH OF THE PEOPLE

everywhere seemed to be good, and I did not hear of epi-

demies or prevalent diseases of any sort, and, considering that I had travelled some thousands of miles; both in summer and winter, in Canada and the States, this immunity from disease is an evidence of the healthiness of the country. After spending a few days in the city of Quebec I went for

A TRIP THROUGH THE EASTERN TOWNSHIPS OF THE
PROVINCE OF QUEBEC,

where I was well pleased with the general condition of the people in the villages and towns through which I passed; I was told that there was no destitution anywhere in the section, not even among those who had been in the country only a short time. There are a great many

COMFORTABLE FARM HOUSES,

in this locality, which nature has so richly endowed with good land, fine timber, and magnificent scenery. House burning in winter is one of the dangers that Canadians and citizens of the States have to guard against, because a large number of dwellings are made of timber and are almost as easily ignited as a tinder box; besides, they are heated by a stove or stoves according to the size of the building. This stove stands in the middle of the floor or floors of the rooms. There are generally speaking no fire places as in the Old Countries, the box stove being used for both heating and domestic purposes, the smoke is carried off by an iron pipe flue, and should this become overheated it would set on fire any wood that might be near it, and, everything being so dry, in a few minutes the whole fabric would be destroyed.

THE AMERICAN STOVE

is far more economical for domestic use than a grate, as one fire will serve for several purposes at once. There are round openings in the top into which pots or kettles will fit, perhaps one with water in, a second with meat, a third with puddings, and a fourth with something else, and in the sides there may be baking or frying going on, and not more fuel consumed than there would be in an ordinary grate to boil one pot or kettle of water; this is a consideration in this age of dear coals and expensive fuel. On the other hand, the stove standing on the floor of the room or kitchen, as the case may be, without any outlet from it

excepting the iron flue, which only takes away the smoke, has a tendency to make the air of the room dry and hot, and to a certain extent impure, as the oxygen of the air, is consumed by contact with the hot iron mass of the stove, and fumes of sulphur are also generated by the heated iron, and there is no outlet for impure air to escape as there would be in an ordinary chimney. This hot air is beneficial to some people, and especially to those subject to pulmonary diseases, but to a healthy person it causes headache and lassitude. To remedy this defect there is usually a can of water boiling on a corner of the stove, the evaporation giving the necessary humidity to the air. Charles Dickens, in his American notes, entirely condemned the stove and everything connected with it, but with due deference to that great writer's opinion I think, with all its faults, it is a decided improvement on the Old Country fireplaces, particularly for poor people, or those who wish to economise fuel. The stove is the property of the tenant and constitutes a part of his furniture just as much as a clock or a chair, not as in the Old Countries, where the grate belongs to the landlord and is absolutely part and parcel of the house in which it stands. There are a great many varieties of these stoves and of different values, like any other piece of household goods, some being very ornamental and costly. A large quantity of

MAPLE SUGAR

is made in the eastern townships, and is an article of considerable value to the manufacturers or proprietors of a maple grove. The sugar made from the sap of the maple tree, is extracted by tapping in early spring, a tree yielding about a pailful of juice without injuring it. The process of manufacture is a very simple one, merely hanging a large pot over a slow fire and putting the sap into it to boil down to the necessary consistency to make cakes of brown sugar, in appearance like ginger bread, or a kind of treacle called syrup, which is extensively used at table; some Canadians and Americans would consider a meal incomplete without this article, although, for my part, I did not like it. The maple tree is indigenous to Canada, growing almost anywhere, and as nearly all

countries are typified by an animal, bird, or plant, as for instance, England with its lion and rose, Scotland with its three lions and thistle, Ireland with its wolf dog and shamrock, Wales with its goat and leek, France with its eagle and lillies, the United States with its eagle and stars, each star signifying a state of the Union, Canada has adopted the industrious beaver, and the leaf of the maple tree, a quartering that is likely to occupy a place in the world as lofty and useful as some of the others, for although Canada is united to Great Britain she has an independent banner, but, of course, with the Union Jack quartered in it as being a part of the empire. From the eastern townships I went by the Grand Trunk, Vermont Central, and Hudson Valley railways to New York from Montreal, 450 miles. A great portion of the journey was through

THE STATE OF VERMONT,

one of the smallest States in the Union, being only 10,212 square miles, as against Texas, the largest, which is 274,356. The population of Vermont at the last census was 330,551, of which the foreign born was 16,627, divided as follows:—Irish, 14,080; English, 1,946; Germans, 370; French, 93; Danes, 21; Norwegians, 34; and Swedes 84. Here it will be seen that the Irish are far in excess of all the other nationalities, showing that they settle more in the east than

THE GERMANS,

whereas the latter are more for settling in communities and in the western states, and as a rule the Germans are better off, although of not so much political weight as the Irish, because the latter locate more in the cities, and towns, and consequently take a more active part in public questions. As the snow was thick on the ground I had no opportunity of seeing the face of the country, but there appeared to be a good deal of manufactures carried on in the towns along the line for I noticed several factories and mills for different purposes. I made frequent enquiries about the state of the labour market, and everyone told me it was in a very depressed state on account of the money panic. In

ALBANY

we had a stay of four or five hours, waiting for the train on the Hudson Valley Railway, to take us on to the Empire City. Albany is a place of about 100,000 inhabitants, beautifully situated on the banks of the Hudson River, with remarkably wide streets, terraces, and avenues. Even the dwellings of the working classes are situated in nice open spaces, most of them with little gardens before or behind. It is the capital of the state of New York, and is the seat of the State Legislature, which consists of two Chambers—namely, the House of Representatives, and the Senate, with

THE GOVERNOR

as principal executive officer or head magistrate within the boundaries of the state, he is also Commander in Chief of all State armaments, naval and military, and has the power to use those forces to carry out the law within his jurisdiction, but he must not of his own accord order state forces to duty outside the state, as that is a matter entirely resting with the people's representatives and the Congress of the United States. His Council which is also elective has certain powers, but subject to his veto; as for instance the pardoning of criminals guilty of violating state law, and in the event of the death of the Governor during his term of office the Deputy or Lieutenant Governor takes his place, as Andrew Johnson did that of President of the Republic, after the death of Abraham Lincoln.

THE UNITED STATES OF AMERICA

consists of thirty-seven States and twelve Territories, having a united area of 3,591,849 miles. The territories will be gradually admitted to the dignity of states, but at present their affairs are administered by the Federal authorities as they have not sufficient population for self-government. The Congress of the United States, that is the House of Representatives, and the Senate together, is the highest power in the Republic, and

THE PRESIDENT

is the Executive Officer and Commander in Chief of the United States forces by land and sea, he has the power to compel the observance of the law and preservation of the

peace by force, but he cannot declare war or peace without the authority of Congress. Each State elects two members to

THE SENATE

for a term of six years, their election always occurring in the second year of the President's term of office, the object of this arrangement is to have an experienced President to direct or advise the New Senate, and an experienced Senate to advise a new President, the Vice-President being Chairman of the Senate, succeeds the President in case of death, but only for the unexpired term of the Presidency, the representatives or members of

THE LOWER HOUSE

are elected every two years by ballot and manhood suffrage, in proportion of about one for every 35,000 people.

THE PRESIDENT'S CABINET

consists of persons nominated by himself, each nomination being subject to the approval of Congress, ministers to foreign countries are also appointed by him as well as the Chief Justice of the United States, but these appointments must receive the sanction of the President's Council and the approval of Congress.

A MEMBER OF THE HOUSE OF REPRESENTATIVES

must be twenty-five years of age, and have been seven in the country, and a resident of the state from which he is elected. Every Senator must be thirty years of age, a resident of his constituency, and not less than nine years in the Republic, the Constitution giving to foreign born citizens the right to any office except President and Chief Justice, but the President and Vice-President must be inhabitants of different States, so as to prevent any collusion, preponderance, or influence of the executive over the legislative branch of the Federal power. While waiting for the train at Albany, I made enquiries about the condition of the working classes and found that it was not good, on account of the suspension of works, both private and public, through the scarcity of money brought about by the financial crisis, and that a large number of people had

left, either for other parts of America or for Europe. The distance between Albany and New York, is about 170 miles, the journey lying entirely in

THE VALLEY OF THE HUDSON,

and embracing some of the finest scenery in the world. The construction of the line must have been a stupendous work, for in some places it is carried for miles in the bed of the river, either on solid masonry, or rocks brought from the adjoining cliffs, and deposited in the water to make a firm foundation; again it crosses the mouths of tributary streams on long wooden bridges, some of them opening for vessels to pass through. Those estuaries or lagoons are very extensive, and should a train meet with any mishap while crossing them, the passengers would have but little chance of escape from a watery grave. To a European accustomed to the substantial work of an English or an Irish railway these

AMERICAN RAILWAYS

look very temporary affairs, in fact scarcely safe, and I am certain that if some of the iron or stone laden waggons from the North of England, such as those that run on the Midland, went over some of the railway timber bridges that I have seen in America, there would be great danger, and probably a great smash. After passing by Troy, Sing Sing, and Pough-Keepsie we reached the Grand Central Depôt,

NEW YORK,

from which, for five cents, I went in a tramway car to Sweeney's Hotel. This city is the largest on the American Continent, and about the fifth largest on the globe; the others being, London, Paris, Pekin, and Yeddo, the population of the city proper being about one million, but with the population of the suburbs that surround it, which are also called cities, such as Brooklyn, Jersey City, &c., it would number nearly two millions. Like all other American towns, its greatness has been made during the last century, as it only had a population of about 100,000, when surrendered to the Americans by General Clinton in the War of Independence. The State of New York is the

most populous in the Union, the number of inhabitants at the last census being, 4,382,759, of course including the city of New York; the State area is 47,000 square miles. The statistical tables give the foreign born inhabitants as follows:—Irish, 528,823; Germans, 316,902; English, including Scotch and Welsh, 110,071; French, 22,302; Danes, 1,701; Swedes, 5,520; Norwegians, 975. Here again we may notice that the Irish exceed all the other foreign born settlers put together; 95,953 of the 266,818 emigrants that landed at Castle Gardens, in the year 1873 settled in the State of New York, of the 266,818, 104,214 were Germans, and 68,612 Irish; showing that a greater number of Germans landed, but did not remain in the state, the majority going to the north-west to settle on land; whereas most of the Irish and English, remain in the east, generally to live by wages, either as labourers, or mechanics, or as assistants, in different branches of trade. I attribute the choice of settlement by English speaking emigrants in the eastern states to three main causes—namely, want of education, poverty, and speaking the English language; for instance, among the 11,703 English, Irish, and Scotch emigrants engaged at the labour office at Castle Gardens in 1869, there were 3,058 totally illiterate, and of 10,120 Germans, who passed through the same year, only 321 were unable to read and write, and when a man is entirely illiterate he is more or less dependent, and is almost bound to be the servant or workman of somebody else, and is glad to take the first employment that offers, generally remaining in one place as long as he can. The emigrant who lands without money is exceedingly glad to get any work, and almost any wages, because his need is urgent and he can neither go further or wait for select employment. On this subject I quote from the

REPORT OF THE COMMISSIONERS OF EMIGRATION

for the State of New York for 1873 :—“ Offices of the Commissioners of Emigration, Castle Gardens, New York, November 1873.—Circular addressed to various companies.—The Commissioners of Emigration direct me to inform you that there are now several hundred able-bodied men and women applying for employment at the Labour Bureau of this department, most of whom would be willing to go

to work at very low wages. There are also a number at the refuge at Ward's Island, who are at present supported by this commission, because they are unable to find work, if you desire to employ any of these persons, information will be furnished, and assistance rendered by applying at this office.—I am your obedient servant, E. D. Webster, General Superintendent." The above note is sufficient evidence that there is nearly

ALWAYS A NUMBER OF DESTITUTE EMIGRANTS

ready to take employment almost at any wages, in and around New York. Knowledge of the English language makes the emigrant of greater value to the Yankee employer, who is as ready to invest his capital to advantage, as the poor labourer is to get employment; so that to a certain extent the Germans, and other non-English-speaking people, are forced to "communise" and colonise, which in the end is very much to their benefit. I saw as much destitution in the streets of New York as I have seen in London, Liverpool, Cork, or Dublin, and no wonder for thousands arrive at New York and are unable to leave; and this is where the Federal Government is neglecting its duty to the emigrant, for it has not made

A GENERAL EMIGRATION LAW,

whereby the labour would be distributed to points where it is most in request; Congress has passed some Acts to protect emigrants at sea, but as soon as they are landed the control and assistance of the Federal Government ceases and State law comes into operation. Castle Gardens is entirely a State affair, and a fine institution it is as far as it goes, but its power is not sufficiently extensive for such a vast country as the United States, or for properly directing so large a business as immigration. Besides to a certain degree it has had a tendency to keep emigrants in New York and its neighbourhood, instead of dispersing them, as would be the case under a general law, when Boston, Philadelphia, and other places would become ports of debarkation, as well as New York.

MR. KAPP

one of the Commissioners of Emigration, writing in opposition to a Federal law, says, "In the first instance, the institutions for the protection of the emigrant,

would have to be largely extended, and instead of one place like Castle Gardens, a dozen would be required besides the eastern, the southern, and western ports, the large inland cities like Cincinnati, Chicago, St. Louis, Milwaukee, and St. Paul, would have to be provided with the same proportionate facilities as New York; thus, the General Government would be obliged to sustain, ten establishments, while the income from the commutation tax would remain the same. At a low estimate the Government would have to pay at least one million of dollars per year out of its coffers for this purpose." And again this writer says "There is another weighty objection to the transfer of the control of immigration to the General Government, the proper care of the emigrant requires a staff of efficient officers, having well trained employes acting under them. Experience has shown that even the best organised minds require months and years to master this task."

THE FIRST OF THESE ARGUMENTS

is devoid of any broad statesmanlike views; for in the first place the commutation tax, according to himself (page 153 of his book), reaches nearly three quarters of a million annually, and again, on page 144, he says, "each emigrant possesses property to the value of 150 dols., thus adding to the wealth of the nation 38,848,350 dols. annually," and on page 146 he says, "a healthy emigrant is of the capital value of 1,125 dols. to the United States." Putting these figures together, surely the immigrant is justly entitled to some consideration at the hands of the Government of the Republic, instead being left as at present to be made a political shuttlecock of by "rings" or cliques.

THE SECOND OF MR. KAPP'S ARGUMENTS.

is hardly worthy of notice, for he might as well say that men are not found fit to manage a railway train, a post-office, a gaol, a police system, or that the staff at Castle Gardens, is the only one that could be found in America; but then he goes further, on page 157, where he says, "It is a well-known fact that the mode in which the Federal Government appoints officials is very far from giving security for the proper discharge of their duties; we have seen about

ten or twelve different collectors of the New York Custom House since 1847, and in all probability each new Administration would have paid off a part of its political liabilities by appointments to offices in connection with immigration." According to this mode of reasoning it is

ONLY A FEW STATE OFFICIALS THAT CAN BE HONEST, but then he proves his point by saying that it costs 1,000,000 dols. in bribes, theft, and embezzlement, to collect 3,000,000 dols. of revenue; surely this is a sad state of affairs, when one of the Emigration Commissioners in a book, issued in 1870 under the sanction of the Board of which he is a member, makes an accusation like this against the officials of the Republic; but whether he is right or wrong in the assertion, his object is to prevent the United States Government taking the immigrant under its own charge. Let those who have any misgiving as to the efficiency of a general law, or the benefit to the nation, as well as to the poor immigrant himself, by such legislation look at the

ACTION OF THE CANADIAN GOVERNMENT

in giving a free railway ticket to the immigrant to nearly any part of the Dominion, and certainly that government loses nothing by so doing, for labour is diffused, and the resources of the country are more rapidly developed. On Monday, February 17th, I visited Castle Gardens, and was received by Colonel Coonan (the chief clerk), with courtesy and attention. The place is admirably adapted for its purpose, situated at the south-east corner of the city close to the water side, having its own wharf for landing immigrants and their luggage. The main building is circular like the Rotunda, Dublin, or the Albert Hall, London, larger than one and not so large as the other. Every emigrant coming to the port of New York must land at this depôt; the shipowners paying 1½ dol. for each, which, of course, the passenger must pay in his fare. This head tax makes

CASTLE GARDENS

and all the institutions dependent on it self-supporting; and this, to New York, must be a considerable source of wealth; particularly as those emigrants spend a large amount of money before leaving the city. The name, age, occupation, nationality, and avowed destination

of each emigrant is inserted in a book register, which is preserved; all who are sick are sent to the Emigrant Hospital on Ward's Island, and the destitute to the House of Refuge; and there are always a great number at both places; in 1872 there were 7,852 patients treated, of whom 356 died. The whole number cared for by the Emigration Commissioners, both in their hospital and refuge, in 1873, was 12,942, of whom 335 were insane and sent to the asylum, when certified by the proper authorities. Emigrants landing at Castle Gardens late in the evening, are permitted to remain there for that night, but as there are no beds, or accommodation for sleeping; the people have to squat on the floor or sit on the stools. Letters are taken charge of, and clerks are in attendance to send telegrams or letters for those that don't understand doing it themselves. All monies are changed at par—and here, let me observe, that it would be better for emigrants to transact their financial business in the depôt than to go to money changers in the city. The luggage is taken charge of and an acknowledgment given for each parcel, which makes the authorities responsible for its safety. Two or three

BOARDING-HOUSE KEEPERS

are allowed by the Commissioners to look out for custom among the emigrants, but they must not charge above a certain tariff, about one dollar per day, at which rate a little money soon melts away. The importance of this emigrant boarding-house business, is to be seen in the streets around Castle Gardens, as they are to be met with at every turning, with flaring sign boards over their doors in all European languages, except Irish, but that omission is made up by such names as, the Shamrock Boarding-House, The Harp of Erin Boarding-House, The Daniel O'Connell Boarding-House, and many others that are equally patriotic. These high-sounding names however, afford no criterion of the honesty of the proprietors, although there are men as respectable in this business as in any other; perhaps the stringent laws of the Commissioners have had a tendency to make them so. There is

A LABOUR OFFICE

at Castle Gardens where employers can obtain workmen,

servants, &c., which is of great service to emigrants, especially females, but it tends to keep down wages, for employers can nearly always make sure of getting hands in the event of a dispute with their employés, as there are generally a large number of names on the books; and this perhaps is one of the reasons why some influential men are opposed to a general emigration law which would distribute the emigrants into the interior of the country, as well as land them at other Ports than New York. If the immigration is to be managed by a state law and eight-tenths of the emigrants are to come to New York, as at present, the Commissioners ought to establish an immigrant's home where there would be cheapness, cleanliness, respectability, and protection to young females from the contamination of the low boarding-houses. From Castle Gardens I went to

THE IRISH EMIGRANT SOCIETY'S OFFICES

in Chambers Street, where I introduced myself to Mr. Byrne, the treasurer, to whom I presented letters and credentials from Ireland; to show the *bonâ fide* character of my mission. I asked him certain questions about the objects of the society, the number relieved or benefited by its operations, the total sum received by the society from all sources, and the amount spent on Irish immigrants. He replied that the society was a private corporation established by an Act of the Legislature, in fact, that it was a banking house doing business on a large scale in selling bills of exchange on Irish banks, receiving monies from settlers at a distance to give to their friends on arrival, and other such transactions. He declined to answer any more questions, telling me that if I wanted further information I was to put the questions on paper, and that he would then submit them to the President. This marked reserve in a principal officer of a society that professes to be established for the well-being of the most numerous, and, perhaps, poorest class of immigrants landing in America somewhat astonished me, and led me to think that the sooner cliques that will not let the light of publicity shine on their labours are done away with the better for the emigrant, as it appeared to me there are

TOO MANY IRRESPONSIBLE PEOPLE

now ready to take care of him if he has dollars, but if he has none he may go to the wall. I sent six questions in writing and waited three days for an answer, but did not get it; at the end of that time I called again and left an address in England and another in Ireland to which the answer might have been forwarded. The Secretary did me the honour to forward the Act of Incorporation, but no balance-sheet or answers to my questions; from which omission I drew my conclusions. The President, of the Society, by virtue of his office, is a Commissioner of Immigration, so also is the President of the German Society. During my stay in New York I called on several friends and they all told me there was

GREAT DESTITUTION IN THE CITY,

and from the appearance of the waterside labourers, or as they are called, longshore men and other bodies of the working classes whom I saw, I felt sure my informants were right. There were a great many soup kitchens opened for the relief of the destitute, and at a couple of them that I visited, I saw not only women and children, but hearty young men who were glad of a basin of soup and a lump of bread. The average wages of a labouring man was from 1 dol. 50 cents to 2 dols. per day in greenbacks, about 5s. 6d. to 7s. 6d. English.

FOOD, CLOTHES, AND HOUSE RENT

were very dear; most of the working people living in tenement houses, which are anything but comfortable, very few of these houses having back yards, the dust and waste being put into tubs, and even in little heaps on the side of the street, which makes things look slovenly. Some of the public buildings are really magnificent, but the streets were badly paved; and in many of them the centre was lower than the sides. There were tramways in several streets, the laying down of which did not show superiority of workmanship or strict municipal control, for I noticed that round pebbles were used for "pitching," thus making good streets impossible. The Broadway is a fine thoroughfare running the whole length of the city, from Central Park to Castle Gardens, but the paving in it is not so good as that of some of the principal streets of London. There was

but very little snow, but the frost was pretty severe. From New York I went to

PHILADELPHIA

by the Pennsylvanian Central Railroad. On my arrival I made my way to Germantown, 6 miles from the city to call on an old friend. I learned from him that there was not much destitution in Philadelphia or its neighbourhood, and that for eight months of the year labour was abundant, and wages good, and that for the other months there was a little slackness; he also said that, in his opinion, it was a better place for emigrants to come to than New York, as there were not so many competitors for work as in New York. Philadelphia, is one of the oldest, best situated, largest, and finest cities in America, and was founded by William Penn in 1682; its present population being about 750,000. It is also the seat of very extensive manufactures, is the centre of a manufacturing country, and of an extensive railway system, with a fine harbour on the Delawar River, and is in a more direct line to the south and west, than any other of the eastern cities, the first-class railway fare from New York to Chicago being 15 dols., and from Philadelphia 14 dols. The public buildings are magnificent, many of them being built of white marble as are also a large number of private houses. The

CENTENNIAL EXHIBITION BUILDING

erected in Fairmont Park to commemorate the first century of the birth of American freedom, is nearly 1,900 feet long and 464 broad; its promoters have done everything to make it a success. Such a gigantic enterprise cannot fail to be of great advantage to Philadelphia, and particularly to the working class population, as it causes the circulation of a large amount of money. Most of the different nationalities that go to make up the United States have separate representations; for the Irish Catholic Total Abstinence Union of America have erected a fountain at a cost of 50,000 dollars; the centre figure, being 15 feet high, and representing Moses striking the rock; on the corners stand four statues, 9 feet high, of distinguished Irishmen—namely Father Matthew, Archbishop Carroll, famous in the Revolution,

and his brother, Charles Carroll, of Carrolltown, one of the signers of the Declaration of Independence, and John Barry, the father of the American Navy, historically known as "Saucy Jack Barry." The Negroes have an allegorical monument of Emancipation. The Scotch have a statue of the great Presbyterian preacher of the Revolution, the famous Dr. Witherspoon, the figure standing 12 feet high. The Germans commemorate their great Humboldt by a monument of the value of 14,000 dols.; and the Italians have erected a statue to their still greater man, Christopher Columbus; the Jews have erected a monument on which stands an heroic figure representing religious liberty; and the Quakers, not forgetful of their distinguished co-religionist and founder of the city, William Penn, have erected a monument to his memory. Of course there are other monuments and statues, but I mention these to show the friendly rivalry and enterprise that mark the character of the people. Having spent a couple of days walking through the city, I did not see any of that squalid poverty I saw in New York; even the labourers along the quays were better dressed, and, apparently, better fed. There is no place in Philadelphia like Castle Gardens for immigrants, but the American and Red Star Companies, which trade to Philadelphia have a home of their own, where passengers are protected, as far as possible from touts and runners, where money is changed, railway tickets sold, and other accommodation given. Both the Germans and the Irish have immigrant aid societies here, which I was told, were doing good work; unfortunately I did not see the officers of either of these organisations, as it was late when I called, but the Secretary of

THE AMERICAN STEAMSHIP COMPANY

told me that their boats brought out a great many emigrants from Ireland, on prepaid passages, through the society. I accompanied him by invitation on board of one of the boats that had just arrived from Liverpool and Queenstown, with several passengers although it was still the middle of winter. I questioned some of them, and they said that they had been well treated on the voyage, and

had not any fault to find either with the officers or company; and I believe this remark applies to all the steamship companies as they are closely looked after, both by an intelligent public, and the different Governments. I would advise people going to Pennsylvania, to go straight to Philadelphia rather than to New York, and thereby avoid the bother of ferry boats and railways, besides extra expense, and I am strongly under the impression that it is a better place, because there is more room. The boats of the Red Star Line carry pontoon life rafts capable of holding forty persons each, and no doubt this line will be extensively patronised during the Centennial Exhibition. My visit to Philadelphia convinced me of the necessity of the United States Government, itself, dealing with immigration, instead of leaving it to each individual state, as emigrants would then be properly distributed through the country. On the occasion of my visit to Philadelphia, which was in the middle of February, 1875, there was no snow but the frost was very severe, and I really believe colder than if there had been snow with it. Leaving Philadelphia I again visited Montreal, and bidding farewell to friends who had been very kind to me during my pilgrimage I started for Portland, in the State of Maine, by the Grand Trunk Railway, a distance of 270 miles, and arriving there, I embarked for home on board of the *Polynesian*, one of the fine boats of the Allan fleet. And now before we heave off from the wharf, let me say

A FEW PARTING WORDS ;

I would not advise a man to break up a comfortable home to go to America, unless he was sure of something better there than he already possessed at home, which is seldom the case; I would not advise a man on the wrong side of forty, to go out, unless he had a family to direct, the members of which as they would grow up might provide a home for him; for a man at that time of life has some difficulty in adapting himself to circumstances that may be entirely new to him. I would not, at all events for the present, advise a mechanic, or a man who may be earning thirty shillings a week in Europe to emigrate, unless he has

some other motive in view than getting his living by daily labour; I would not advise young fellows who perhaps are pretty comfortable with their parents to go out unless they are willing to begin with hardwork and then rise above it by industry or force of character, and above all I would say

[TO THE MAN WHO IS FOND OF HIS LIQUOR

stay at home, for you are not wanted in America. To farm labourers of England, Ireland, or Scotland, who are doomed to perpetual toil on a most miserable pittance with nothing to look forward to in old age, but the walls of the workhouse prison, I say, by all means emigrate, for your children are almost sure to occupy a better place abroad than they could at home; for in Canada and the United States, there are no all-powerful landlords dominating the Legislature and Government of the country, and clutching with greedy avidity, and without any right except that of a long supplanted military tenure, the results of the hard toil of the agriculturist. All that the cultivator produces is his own, and there is yet land enough, both in Canada and the United States, for tens of millions of the human race. I do not say, that therefore, the United States, is at present a land flowing with milk and honey, where "capons grow on trees, and roasted hares cry running out, 'pray eat me if you please,'" or that

THE GOVERNMENT OF THE UNITED STATES,

however theoretically perfect, is yet practically so, far otherwise. There are many flaws in the system, and one that came especially under my notice is the prevalence of bribery and party "bumming." The efficiency and honesty of public officials is less regarded than their political power; influence is everything in the United States. This is an evil of gradual growth, but none the less pernicious, particularly in large cities; for men in power are almost bound to screen their own party supporters, instead of dealing out evenhanded justice to all. This state of things has a very demoralising effect, for it has a tendency to relaxation of discipline in public bodies and officials; but I am glad to say there is a strong reaction against the

system, and that thinkers and statesmen are alive to

THE NECESSITY OF REFORMATION AND IMPROVEMENT ;

in fact, freedom in the great Republic might be compared to a stream, which, while it irrigates and fertilises the land through which it flows, yet still requires directing and regulating in its course ; otherwise it overflows the land and becomes an evil instead of a good ; so it is with liberty in America ; it requires watching, directing, regulating, and I may say purging of occasional abuses, which are sure to creep into any system of Government, however perfect, just as weeds crop up in every field, however well cultivated. There are also many other matters which require the serious attention of those intending to settle in the United States. Many possess only very limited means, and have either to take up with labour in the cities, or a farm in the Far West. In the towns, especially in the large seaboard towns the dwellings of this class are of a most miserable description, being often devoid of all sanitary arrangements, and therefore very hotbeds of disease ; what pen can describe the unutterable misery and degradation of the New York poor. And even in the Far West, although the frown or grasping hand of landlord need not be feared, yet the farmer finds in

THE GREAT RAILWAY CORPORATIONS

who stand between him and his markets ; enemies, if possible, even more grasping and unscrupulous. Often owing to the exorbitant charges of the railway "rings ;" corn has been burned by the farmer for fuel—a miserable use to put the hard earned harvest to. Nothing but a great government scheme of railway control and possibly appropriation by compulsory purchase, can provide a cure for this evil. Again, there are great dangers to morals and religious principles in America, which will not be found at home. Societies are tolerated in America, whose first principles are destructive of the family tie, and insulting to our manhood and to our Creator. In the great cities, the system of living in boarding-houses or hotels, destroys all home life ; and throughout the United States, complaints are to be heard, of unfaithful wives, profligate husbands,

and insolent and disobedient children. Wherever I went through the States I was confronted with the presence of

ENORMOUS CONVICT BASTILLES,

and I heard and read of the constant construction of new hells of this description ; this to my mind spoke forcibly, of something rotten in the state of Denmark. I always regard these edifices as unmistakable signs of bad and stupid Government. For I deem the whole system of caging up human beings, like wild beasts, as a most cruel, and inhuman one ; and moreover experience has proved it, to be utterly futile, for the purpose of repressing crime. I do not hesitate to declare here, that the cost of maintaining these earthly hells, for one year, if applied by either an American or European Government in a judicious manner, to the assistance of the helpless and unhappy beings, who, from whatever cause, stand upon the border land of crime ; either by settling them on farms, or instructing and setting them up in trades, would do more to stamp out crime, than ten years expenditure of the same capital, on the heartless and stupid torture, of our unfortunate fellow creatures, in Chatham, Dartmoor, Sing Sing, or any other European or American convict hell. While such

ABODES OF HUMAN MISERY

exist in the United States they are a standing reproach and accusation, against the perfection of its Government and institutions. Surely in this matter the citizens, of the great Republic, ought to rise superior, to the stupid savagery of the Old World, and should have better sense, than to copy the most cruel, abominable, and costly, of the mistakes of European Governments. It will be seen that I have no wish to paint all American institutions with the colour of roses, but in spite of many spots on the sun of the Republican system I have yet

FAITH IN THE FUTURE OF THE UNITED STATES

as a home for thousands of the toilers of Europe, but let those who go there, do so, with their eyes open to the real facts, and with no mist of glossing lies, and "spread-

eagleism" before their eyes. Let those who go, once and for all, dismiss from their minds, the idea, that in the United States they will receive any help, guidance, or assistance, from a paternal Government; let them be prepared to depend upon their own unaided intelligence and resources, for success; and to face for a few years, a life of hard'toil, and privation; let them avoid the drink shop, and the dancing saloon, as they would the jaws of death itself; let the labourers go to the land, let them avoid the great cities, and determining to lead upright, virtuous, and industrious lives; they need have little fear for the future. And now a few words as to other matters. During my travels in Canada and the States I was brought in contact with men of different nationalities and tongues; but they all seemed to be under a process of gradual unification. I seemed almost to see going on under my very eyes the process of welding these diverse elements into

ONE GRAND UNITED HOMOGENEOUS RACE;

my attention was especially attracted to this subject, because amongst many letters of encouragement from friends in England, and Ireland, who have interested themselves in the cause of the Irish agricultural labourers, I received some from Mr. Shackleton Hallett, of London; in one of which he declared that in his opinion it would be for the well-being of the world, that nations should be grouped into confederations, each maintaining its own integrity, independence, and self-government, but being united in one harmonious family, by means of an assembly of representatives, meeting as often as necessary, to consider matters of general interest. As yet, the nearest approach to this arrangement, is the Canadian Confederation, the United States of America, and, although not so important as either of the other two, the great Order of Foresters; and certainly those examples have worked admirably, each in its way. The United States has proclaimed the right of citizenship to all within its borders of whatever creed or country; Canada has done the same, and since confederation, her four millions of people, have taken larger strides, and made more progress, than any other four millions of people, on

the surface of the globe. And as to the Foresters, wherever they have established a court, workingmen have learned self-reliance and independence of character, and here is strong evidence in favour of the project. England has more colonies than any other nation, they are growing in wealth, their population is increasing, and their power in the Empire is becoming felt, more and more. Most of them have local self-Governments, and many of their leading men do not care about being trammelled by an inexperienced minister in the Mother Country. Their citizens all speak the same language, and their institutions are founded on the same general principles; therefore it cannot be disputed, but that some sort of a Confederation, would be to their mutual advantage. Indeed,

THE UNITED STATES MIGHT ENTER THE CONFEDERATION

as there are principles that are common to all the English speaking countries of the world, One thing is certain, that if ever this broad and statesmanlike idea is realised, Ireland must occupy a higher place than she does at present; for she must have a national individuality, and self-government, united to the central system by the bonds of Confederation. Whether the future Government of those realms be Monarchical or Republican, Ireland will not be content to remain a mere province of England, or what is ambiguously called, "an integral part of the Empire." By

MR. SHACKLETON HALLETT'S PLAN

there would be no Imperial Parliament, but an English Parliament, a Canadian Parliament, an Irish Parliament, an Australian Parliament, and possibly a Scotch Parliament, and then a congress of representatives from each of these countries, would meet at stated periods to regulate the general business of the Confederation and would be assisted by a supreme executive and judicial body appointed for life, or a term of years, by the voice of the people—as in the United States at present. The spread of education has made the working classes of England dissatisfied with centralisation, and the accumulation of wealth into the hands of a few. Class law, an effete land system, and English rule, in other words the "rule of the stranger," has

made the Irishman in Ireland, discontented, rebellious, and unenterprising; while in any other country he becomes a prominent man and an excellent citizen; the growing wealth and free institutions of the colonies are an evidence of

THE BENEFIT OF SELF-GOVERNMENT,

and of what the class that is disfranchised in the United Kingdom can do when they have a voice in making the laws that govern them. It is the labouring classes that have built up the colonies, nay, indeed, it was criminals that laid the foundation of some of them, and their institutions and laws, are better than those made, by greater criminals, on the battle field of Hastings, and from whom our nobility are so proud to trace their descent. The United States also have unlimited territories, great natural resources, and a population made up, in a great part, of the working classes of Europe or their immediate descendants, and

A CONFEDERATION FOUNDED ON EQUITY,

directed by common sense, and giving to each of the contracting parties, entire control over their own affairs and form of Government, would, as far as human foresight could do it, combine clashing elements and prevent sanguinary and, sometimes, useless strife. For all bodies and systems have in themselves the seeds of decay which only require developing to cause utter annihilation; so it is with the great British Empire unless the well-being of the whole is considered, before that of any part of it, and the Irish race are conciliated by giving to Ireland self-government, on a broad and liberal basis; the elements of destruction, or, at all events, of perpetual commotion, will be always at hand; for Ireland will not be satisfied to lose her nationhood; and the Irish race its individuality, or to be exploited for all eternity in the interests of a handful of English and Scotch landlords. While travelling through Maine I had not much time to see what benefit the people derived from their

PROHIBITORY LIQUOR LAW,

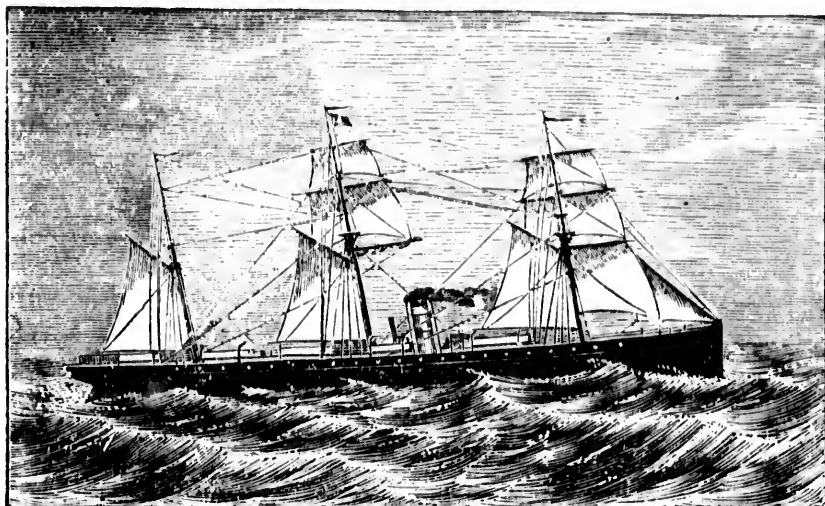
and, therefore, I will not say much about it; but I do know

that I walked about the city of Portland for several hours and did not see any one under the influence of intoxicating drink. At last, the captain standing on the bridge of the huge steamer, gave the order "Let go that rope." Slowly and majestically we glide out into the great Atlantic, the order is given again from the bridge, all speed; sail is set, and the engines working up to their full power; we cross, in ten days, from the New to the Old World. And, now, bidding farewell to my readers, I will conclude in the words of an old poet, who, addressing his first essay in literature, wrote

"Be bold my book, nor be abashed, nor fear
The learned critic, or the brow severe,
But to the scornful say, 'All here is good
'If but well read, or ill read, understood.'"

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