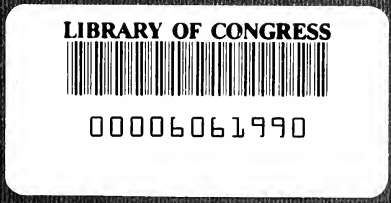

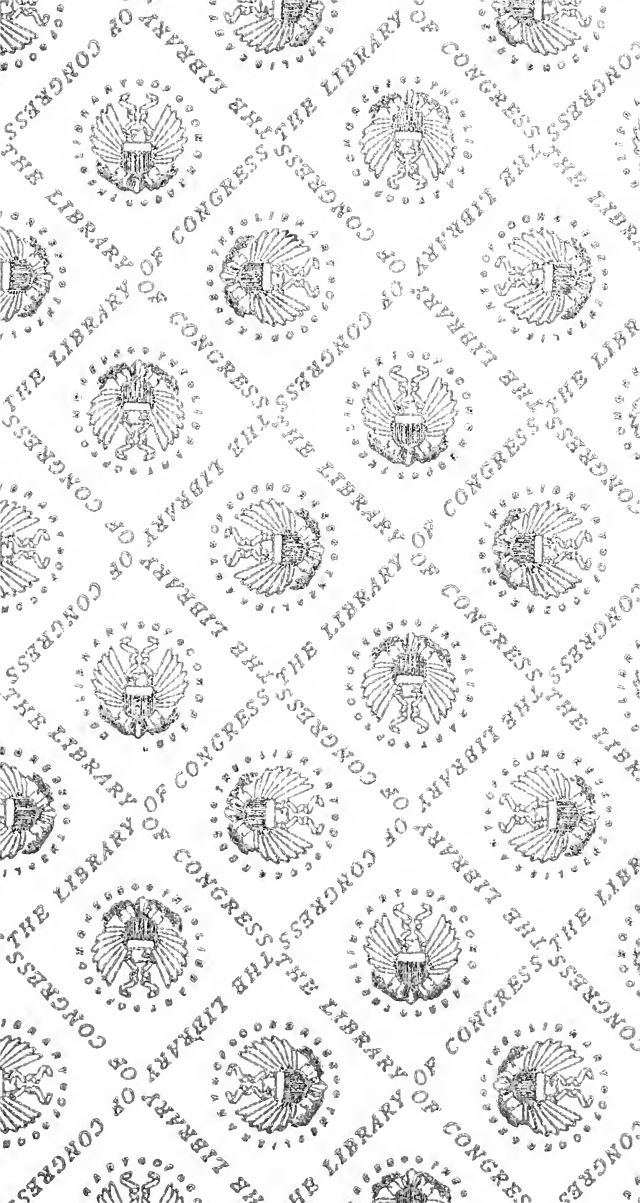
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NOTES

OF A

SHORT AMERICAN TOUR,

BY

WM. SMITH,

BANKER, MONIAIVE.

DUMFRIES:

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The following notes are re-printed from the DUMFRIES AND GALLOWAY COURIER, *to which they were contributed at the request of the editor. They pretend to nothing beyond being a simple record of what the writer saw and noted during a short Transatlantic trip, and nothing would be more gratifying to him than to know that the information which on some points of American and Canadian life he has been able to bring together in these pages may prove useful to any under whose notice they may come, and who are thinking of trying their fortunes in the Far West.*

Union Bank, Moniaive,
10*th June,* 1873.

NOTES OF A SHORT AMERICAN TOUR.

Chapter I.

THE VOYAGE OUT—NEW YORK—UP THE HUDSON.

Having long cherished a desire to visit the other side of the Atlantic, we were fortunately enabled in the autumn of 1872 to gratify that wish, and left Liverpool, per the Cunard royal mail screw steamer *Cuba*, on the 31st August. We arrived in Liverpool the day previous to sailing, and took an early opportunity of visiting the good ship lying at anchor in the river. After inspecting our berths, we happened to see how it is that the high state of discipline for which the Cunard liners are famous, is kept up. The crew were in the act of being drilled. We saw them lowering the boats by numbers—such as No. 1, 2, &c.; then an imaginary alarm of fire was raised, when the crew were all instantly at their posts, carrying buckets and wet blankets to subdue the supposed flames. A variety of other manœuvres were gone through with extraordinary steadiness and precision. The steamship *Cuba* is a splendid vessel of over 3000 tons burthen. As you are aware, the Cunard Coy. have a magnificent fleet of steamships plying between Liverpool, New York, and Boston; these have long been noted for their safety, speed, and good management, and since the line was established some 30 years ago they have not lost a single vessel. This of itself speaks volumes in their favour, and is a sufficient reason why they merit the confidence of the public. On Saturday, 31st August, at 3 P.M., we left the Prince's landing stage per tender, and getting on board the *Cuba* found all in bustle and confusion—an enormous quantity of luggage being in process of being stowed away. Then there was the leave-taking of friends who had come out in the tender, and who, as the latter left us, waved a kindly farewell. At last the gun was fired, the anchor weighed, and we were fairly afloat.

The *Cuba* is commanded by Captain Moodie, who is the genuine type of a true, hardy sailor. He is a Scotchman, a native of Montrose, has been 33 years at sea, has crossed the Atlantic 319 times, and many a terrible gale and heavy sea has he encountered. His very look imparts confidence, it has such a frank and pleasing expression, and his kindly and considerate demeanour rendered him a universal favourite. In addition to a crew of 120, there were 240 cabin passengers on board (no steerage passengers were taken.) Amongst the voyagers were several notables—Pauline Lucca, the famous prima donna; Miss Kellog, the celebrated American songstress; Rubenstein, the great pianist; Winiesky, the Polish violinist, called by some wags "Wine and Whiskey;" and last, but not the least distinguished, Edmund Yates, the popular novelist, who was on his way to America to lecture on English manners and customs. There were a great many Americans returning home after making the tour of Europe. The remainder were English, German, and a sprinkling of Scotchmen. We had very comfortable sleeping cabins, about 6 feet by 8 square. Suspended from the roof of our cabin were two life-preservers; fortunately their capacities never required to be tested. The principal saloon of the *Cuba* is beautifully fitted up, and is capable of dining 200 or so; of course there are always a few passengers either below or on deck when the weather is fine. Our first dinner was rather a stiff affair as we were all strangers to each other. However, that feeling soon wears off, and it is not long before those seated near each other get acquainted, and friendships spring up which continue during the voyage, and in many instances prove lasting. The seats at table are all allotted beforehand by the chief steward. Breakfast is at half-past 8, lunch at 12, dinner at 4, tea at half-past 7, supper at 9, lights put out at 12. This amount of eating, in our opinion, was rather too much, as it more resembled a fattening for a Christmas show than anything else; but the keen sea breeze imparted an excellent appetite to the generality of the passengers. Of course the greater part of our time during good weather was spent on deck. Here the game of quoits was a favourite amusement, and patronised by both ladies and

gentlemen. Miss Kellog was conspicuous as being one of the best players. Card-playing in the evening, or during a rough day, was very general in the saloon.

On leaving Liverpool we saw part of the Welsh coast, and next day (Sunday) reached Queenstown, which is 240 miles from Liverpool. We anchored in the Cove of Cork, as we had to wait for four hours the arrival of the mail from London. All the American steamers call here, and we took about 200 sacks of letters and papers on board. This was the first time we had seen the Emerald Isle, and on that account used all our eyes in the passing glimpse we got of it. The crops along the coast were in process of cutting; some of them appeared very poor. The crofters' huts seemed wretched. Queenstown is beautifully situated and appeared to great advantage, glittering in the sunlight. Saw the famous Spike Island ; it is small, has been brought to a high point of cultivation by the labour of the convicts, and appears well guarded and protected. A number of the convicts were observed taking exercise. Shortly after leaving Queenstown, and while we were seated at dinner, an alarm was raised that a seaman had fallen overboard. This of course caused great excitement, everyone rushing hastily upon deck. A life preserver was immediately thrown to the man, which he seized, and being a good swimmer he struck out manfully and was soon picked up by a boat, the *Cuba's* engines having been backed at once. The poor fellow was soon on board ; he looked pale, but appeared not much the worse of his involuntary bath. The Irish coast is generally considered a dangerous and stormy one, and on nearing Cape Clear the sea began to run high, and to break over the vessel. Some of the uninitiated passengers got rather disagreeable interviews with Neptune in the shape of a watery embrace, a repetition of which during the rest of the voyage they did not covet. Next morning the wind rather abated, but towards evening there were indications that a rough night awaited us, and many of the passengers were compelled to surrender at discretion to sea sickness. On Tuesday the gale increased, and heavy seas broke over the ship. We had remarked to one of the stewards the day before that there were but few of our party up to dinner

then. "Yes, Sir," he replied, "but there will be fewer to-morrow;" his words proved true, many being conspicuous by their absence. The captain, in his anxiety for the comfort of his lady passengers, paid a visit to their berths, and cheered them up, saying it was just the tail-end of a storm they had got into, and that the weather would soon be fine. This kind attention on his part did more to allay the fears of his fair friends than words can express. The captain's hopes were realised. Next morning the sea was not nearly so heavy, and during the remainder of our voyage we had beautiful weather. During the storm two little birds took refuge in the rigging of the ship, and were soon great favourites with all on board.

Observations are taken every day at 12 o'clock noon, as to the latitude, longitude, and distance run, and these are regularly posted up, a scource of great interest to all on board, and one which helped to vary the monotony and beguile the time. It is wonderful how very few vessels are seen on the Atlantic, sometimes three or four only in a day, and occasionally none at all. We were often amused, with the gambols of the porpoises, and saw plenty of "Mother Carey's chickens," and on the coast of Newfoundland we noticed a considerable number of whales spouting. It is generally foggy off that coast, but we were fortunate in that respect, the weather being clear. We did, however, hear now and again the shrill scream of the fog whistle, which grated disagreeably on the ear. We had some glorious sunsets, and upon remarking to the captain that such evenings reminded me of old Scotland, he replied, "You have not above one of these in a year;" and a recollection of our changeable northern climate compelled me to agree with him. We kept a good distance to the south of Newfoundland, and noticed the darkened colour of the water on the banks, which it takes about 24 hours' steaming to clear. By this time we are beginning to calculate when we should arrive at New York, now still 1000 miles distant, and bets are beginning to be taken as to the No. of the pilot boat that may meet us, the complexion of the pilot, whether dark or fair, what foot he will first place on board the *Cuba*, right or left, and so on. We steam on, the wind being in our favour, and in the calm evenings, seated at

the stern of the vessel, I admired the phosphorescent glow in our wake. On the last Sunday of our voyage a religious service was conducted in the saloon by the Rector of the Episcopal Church, New York, who was a passenger. When within about 100 miles of New York, a small boat was descried in the distance ; this was soon known to be the pilot boat, having No. 14 legibly printed on her sail ; then the excitement rose to a height when it was understood who the fortunate bettors had been. The pilot, a robust sailor-looking person, comes on board, shakes hands cordially with the captain, takes his place on the bridge, and assumes command of the vessel, the captain going below and not reappearing until our arrival at New York.

The pilot had brought with him files of the New York papers, which were greedily bought up by the passengers, especially the Yankees, who were anxious to learn how election matters were progressing in the United States, and others, ourselves amongst the number, were eager to hear the latest telegrams from the old country, as for the last ten days we had been fairly at sea with regard to news from home, or any quarter of the globe. We steamed on with a fair wind, all anxious to catch the first glimpse of Columbia, and we thought of the days (upwards of four centuries ago) when the great navigator first sighted land on the shores of South America, and of the great changes that have taken place since then in the speed and certainty and safety with which the mighty ocean is crossed. Fire Island was the first land visible. We steamed past Sandy Hook (about 20 miles from New York) and anchored at Quarantine Station, as we were too late at night to land at Jersey City. The medical officer having to examine into the health of the ship's passengers and crew this was duly done early next morning, after which we steamed up past Staten Island and Long Island. The day was beautiful, and both these islands looked superb, studded as they are by gentlemen's seats, surrounded by fine orchards, and owned by the merchant princes of New York. On coming to anchor we bade farewell almost with regret to the officers and crew of the dear "Old *Cuba*," to whose kind courtesy and attention we had been so much indebted during the voyage.

The ferry steamboats betwixt New York and Jersey City are

huge, ugly looking crafts, something like two-storey houses, with any quantity of paint to give them a showy and fantastic appearance to the eye of a stranger. They convey passengers, horses, carriages, waggons, &c., all huddled together in strange confusion. When we landed at Jersey City there was a great bustle in getting our baggage examined by the Custom House officers, who, to do them justice, were very civil, and not over officious in the discharge of their duties. We had to cross the ferry for New York, and drove to the Fifth Avenue Hotel, of world-wide reputation. This is one of the most extensive establishments of the kind in the Empire city. It is situated in a fine airy part of the Fifth Avenue, and commands a good view of New York. In the front is a park tastefully laid out with trees, and this is a place of great resort for the enjoyment of a cool morning or evening walk during the prevalence of the hot weather. On entering the hotel, you are ushered into a large hall, where you subscribe your name in a book; then the clerk gives the number of your room to a waiter who is in attendance, and if it should happen to be in an upper part of the hotel, as generally is the case, you ascend in "the vertical railway." There are nearly 400 bedrooms. The drawing rooms are magnificent, and the principal dining room has accommodation for 500 guests; these apartments are on the second floor. Connected also with this establishment are telegraph and post offices, also a variety of shops which furnish you with any article you may require. The charge for board, &c., is 5 dollars each per day. The American dollar is worth 3s 9d of our money. This hotel was, while we were staying there, the head quarters of the committee for promoting President Grant's election, and in the evening the passages and corridors were literally crowded with people discussing electioneering matters. There are a number of more private hotels in the city and probably more aristocratic—such as the Breevoort House, Hoffman House, &c., but none is conducted in a better style than the Fifth Avenue Hotel. Near it we noticed a splendid display of flags and banners hung across the street with the inscriptions "For President Ulysses Grant;" "For Vice-President Henry Wilson;" &c., &c., adorned by characteristic

full-length likenesses of the above named gentlemen. Not far off in the same street was a similar display in the interests of Horace Greeley.

Having refreshed the inner man after the fatigues of a ten days' voyage, we took a stroll through a part of the City. New York presents to the eye of a stranger innumerable scenes of novelty and interest. There is a great deal of show, but at the same time much substantiality about everything; the monster shops, or stores, as they are called; the crowded streets and thoroughfares, such as Broadway, which is three or four miles long; the hotel dinners on a scale of extraordinary vastness—all are apt to make a strong impression on one who sees them for the first time. Our first dinner at the table d'hôte of the hotel was a scene in itself. The time extends from half-past five to half-past seven. The American ladies are showily dressed but not particularly lady-like in their appearance. You can easily tell them by their talk and superabundance of "dress-improver." Both ladies and gentlemen are in general very loquacious.

A great point of attraction in New York is the Central Park. This is the Hyde Park of New York, and it is amazing to see the immense number of vehicles of every description, from the handsome carriage and pair down to the donkey or mule turnout. Negroes appear to be much in request as coachmen. Most of the equipages have thus a motley appearance, and they certainly form a striking contrast to the splendid displays of the English aristocracy in Hyde Park. The Central Park is large and tastefully laid out with trees, plants, and artificial ponds, and is really worthy of the City. It has cost an enormous amount of money, as it literally has been made out of rock and very bad land. In the park is a zoological collection. Amongst the wild animals is an ugly brute of a sea lion, brought there by Barnum, the famous American showman. The park is still being enlarged, and commands a fine view of the city, and is a favourite resort of the citizens. We paid a visit also to Greenwood Cemetery, situated a few miles from Brooklyn, on the opposite side of the river, and which is well worth seeing. The grounds are tastefully laid out, and the monuments and tomb-

stones are very chaste in their design—many of them being of pure marble. The cemetery is intersected by beautiful drives. While there we saw several funerals. The hearse is covered with glass on the sides and the coffin is thus exposed to view. The drivers of the hearse and mourning coaches do not seem very particular as to their dress—few being attired in black. Broadway and Wall Street appear to be the business part of New York, the latter being the Lombard Street of the City. The streets here are so crowded with vehicles of every description that pedestrians, and especially females, have the utmost difficulty in crossing, and often require the aid of a policeman.

We were told by an eminent banker, that when his grandfather came over to America (by-the-by he belonged to Dumfries) he intended to settle in New York, but at that time it was such a paltry place that he would not remain in it, and settled at Pittsburg in Pennsylvania. Now, the Empire city has a population of nearly a million, and if Brooklyn and Jersey City are included, will amount to 1,400,000 souls. New York and Jersey City have extensive docks, being, next to Liverpool and London, the greatest shipping port in the world. Conspicuous amongst the wharfs are those belonging to the "Cunard," "Inman," "National," "White Star," and "Guion" Steam Packet Companies. New York can boast of large establishments of every kind. The store of Mr Stewart in Broadway is of immense extent, the second largest of the kind we believe in the world—an establishment in Paris being the first. Every article one can think of is sold here. The building consists of many storeys, and of course "elevators" are required to enable customers to reach all the different departments. The number of hands employed is very large. A very fine new post office is in the course of erection in Broadway, which, when finished, will prove a great ornament to the City. The Fifth Avenue is a magnificent street running parallel to Broadway, but is quieter and more aristocratic, as it contains many private residences of the merchants, &c., of New York, as well as handsome hotels. During our stay we had an opportunity of seeing a monster mass meeting at night in the interest of Horace Greeley. There was an immense number of people present, all very good

humoured, listening to addresses by various speakers in different parts of the square in which the gathering was held. The Yankees are very demonstrative on these occasions, and the speakers are generally gifted with powerful and stentorian lungs. After the harangues, rockets were sent up in great profusion, the whole sky being illuminated, and the effect was magnificent in the extreme. One thing we particularly noticed in the streets of New York—the absence of military, forming a striking contrast to what we had seen last year in Paris after the reign of the Commune. One evening we went to hear a party of minstrels and were much pleased. They were, however, only imitation negroes, but a fund of humour rarely to be met with ran through the whole entertainment, and they were much applauded by an intelligent audience. Amongst some tunes on the violin, played by them with much feeling, was "The Banks and Braes o' Bonnie Doon," which, at such a distance from home, we listened to with heartfelt interest and emotion. Although New York has splendid edifices of various kinds, none of them can boast of any antiquity. They cannot point to a Saint Paul's or a Westminister Abbey, but they talk with pride of their immense commercial untertakings, their enterprise, and their "go-a-head" character in every thing they give their attention to, forgetting, or seeming to forget, that the transactions in the Stock Exchange and Wall Street are occasionally of a questionable nature.

The City is supplied with water from the Croton Aqueduct, the reservoir of which is on York Hill, about 5 miles from the City. The supply is abundant and comes from Croton Lake, 40 miles distant from New York. The original cost of this magnificent work is said to be over 13 millions of dollars. The handsome offices of the *Herald*, the *Tribune*, the *Times*, &c., and the extensive book establishment of Appleton's, &c., will possess much interest for the stranger. The high bridge constructed for the passage of the Croton Aqueduct over the Haarlem River from Winchester county to the Island of New York, is a noble work. Staten Island is a place much resorted to by the New Yorkers, and nothing is more enjoyable than a sail down the bay to the villages and landings on that Island,

or the superb views over land and sea which its high ground commands.

After a few days' stay in New York we started in company with some friends per the Hudson River Railway for Albany. We had intended to have gone up the Hudson by steamboat, but it takes a much longer time, and as the railway skirts the river all the way, we saw nearly quite as well as by water the fine scenery which the Hudson commands. We were much struck by the difference in the construction of the American railway carriages, or cars, as they are termed in the West. They are of immense proportions. The cars are generally about 60 or 70 feet in length, with a passage down the centre of each; they are attached to each other so that a passenger can walk from end to end the whole length of the train. This appears a great convenience. The cars are in general comfortably seated, but the class of passengers is a very mixed one. Here and there you see the negro seated alongside the white. Of course there are any quantity of spittoons in the carriages. There is only (nominally speaking) one class of carriage, as our Yankee friends like equality. Still this is really only in name, for if you wish a finer car you can get one of Pulman's drawing room and sleeping cars by paying a little extra. These are provided by a different company, the railway having nothing to do with them. They are elegantly fitted up, are high in the roof, airy and pleasant, and beautifully and tastefully painted. They contain every convenience, lavatories, &c. The average expense of travelling in America will be about the same as our first-class—viz., 2d per mile; but this varies according to distance. The baggage department is well conducted, and is an improvement on our system. Before entering the train, you get checks for all your different packages, and on your arrival at your destination on presenting these to the officials you find your impedimenta all right, and this without any trouble or anxiety on your part.

We leave New York on a lovely, clear autumnal morning, but it is some time before we clear the outskirts of the vast city, in part of which there are very poor miserable-looking wooden houses or huts—inhabited we suppose by Irish Americans, as

numbers of pigs are snorting about before the doors. At length the Hudson river appears in all its glory—truly a refreshing sight after the heat and dust of the crowded city. We may here mention that the steamers plying on the river are like floating palaces, being beautifully fitted up. We would prefer for safety, however, a "Cunard Atlantic steamer," as occasionally you hear of a blow-up or something of the sort in the American river boats. Only the day after we railed up the Hudson one of the magnificent boats took fire, and the passengers with difficulty escaped. The scenery of the Hudson river has been so often described, not only for its beauty, but because on its banks were fought many of the battles in the American War of Independence, that we will merely give a passing sketch. For the first 12 miles or so we skirt along the Island of Manhattan on which New York is built. One of the objects of interest we pass is the New York Orphan Asylum, where nearly 200 children of both sexes are clothed, fed, and taught. Above Manhattanville, a small village, Audubon, the celebrated naturalist, lies buried in the Trinity Cemetery. We see in the distance Tarrytown, where the unfortunate Major André was hanged as a spy, after having been made acquainted with the plan by which West Point could be seized by the British troops. His body, after being interred near the scene of his sad fate for forty years, was given over to his countrymen, and now reposes amongst the brave departed in Westminster Abbey. Near Tarrytown and Irvington lies the charming and romantic cottage called Sunnyside, the home of the renowned Washington Irving. We next come to Sing Sing, where the State Prison of New York is. It is built near the river. The prison can accommodate above a thousand persons. Opposite Sing Sing is the Rockland Lake Ice Company depot, where a large number of hands are employed every winter to cut and store ice for the summer's consumption in New York. The Croton Lake, which supplies the city with water, is also near this. The Lake is estimated to contain six hundred million gallons of water, and (daily) fifty to sixty million gallons are taken from it to supply New York with this necessary of life. We now reach West Point, one of the most lovely spots on the river. There is a great military academy

situated here, which occupies a noble plateau, about a mile in circuit, and 180 feet above the river. Beautiful hills, covered with wood, and romantic ruins embellish the landscape. This was the great key of the river in the time of the revolution, which General Arnold, then in command of the post, would have betrayed into the possession of the British, but was prevented by Major Andre's arrest at Tarrytown. General Arnold escaped to a British vessel, the *Vulture*, lying close at hand in the river. Farther on we pass Pough-Keepsie, 75 miles from New York, and half way to Albany ; it is the largest place betwixt the two cities, and contains 15,000 inhabitants. Here the train stops to allow passengers to dine. It is in a rich agricultural district, and has a variety of manufactures. We now come to the city of Hudson, a large business place, and the head of ship navigation in the river. From Prospect Hill, near the town, a fine view of the Catskill mountains and of the winding river is obtained. After 146 miles by rail we arrive at Albany, the capital of New York State, with a population of about 60,000. In 1623 it was founded by the Dutch. There is nothing particular to be seen ; it lies upon the Hudson, which you cross by a metal suspension bridge. We stayed here a few hours longer than we intended, owing to the blundering of one of the railway officials at the station, who did not appear to know anything about the train for Saratoga, where we were going that evening. Sometimes he had it that we would find the train on this side the rails, sometimes on the other, until we were fairly thrown into confusion worse confounded ; so we missed the first train. The official, with a real Yankee air, could give no explanation but that he guesed the train was gone ! This was our first misadventure ; but we took better care in the future, and depended more upon ourselves. On our way to Saratoga, we spent a few hours at Troy. This is rather an important place, with about 45,000 inhabitants. It stands upon both banks of the Hudson, and there is a fine view of the country from the surrounding heights. It was late at night before we reached Saratoga, the famous watering place—the Leamington or Harrowgate of America. We went to the Congress Hall Hotel—a large and commodious building. On being ushered into the dining or supper hall—a

splendid apartment—we were rather astonished at the sight of so many negro waiters, all tastefully dressed in white jackets, the weather being warm. Some of these blacks have very expressive and intelligent countenances, and they are generally very civil and obliging. Although they are now free, one could not help recalling the beautiful lines of Cowper, happily no longer applicable—

> "Men from England bought and sold me,
> Paid my price in paltry gold;
> But though their's they have enthralled me,
> Minds are never to be sold."

The resident population of Saratoga is about 5000, but during the summer and autumn months it is vastly increased by the influx of strangers, who come for the benefit of the springs and to enjoy the pure and invigorating air. The springs or spas are too numerous to mention, and they have all different properties. Hosts of Americans visit this—some for the sake of their health, some for amusement, young ladies and gentlemen to find matches, widows to entrap and captivate gentlemen past the meridian of life but with well-filled purses, as money has its attractions in the West as well as at home. The best season for Saratoga is the months of June, July, and August; by the end of September visitors begin to leave, and in October the principal hotels are shut up. Amongst the hotels, the Grand Union is conspicuous from its immense size and proportions, and we give it as a sample. It is a splendid brick structure with a street frontage of about 1300 feet. The offices, parlours, dining-room, and ball-room, are unequalled for size, graceful architecture, and beauty of design and finish. The former has a lavish display of white and coloured marbles, while a series of colonades rise from the centre to the dome. Within the capacious grounds—which extend to seven acres—are several elegant and unique cottages, which are much sought after by fashionables. A vertical railway renders the six stories easy of access. Some idea of the monster size of this establishment may be formed from the following statistics:—Length of piazzas, one mile; halls, two miles; carpeting in hotel, twelve acres; marble tiling, one acre; number of rooms,

eight hundred and twenty-four; doors, one thousand four hundred and seventy-four; windows, one thousand eight hundred and ninety-one. The dining-room is two hundred and fifty feet by fifty-three feet, and twenty feet high, and will accommodate at one time 1200 guests. There is music on the lawn at 9 in the morning and half-past 3 in the afternoon, and balls every week, the climate of Saratoga being pleasant and salubrious, protected by high lands from storm and wind. Every arrival is duly reported in the newspapers. It is no uncommon thing for the latter to notice in the usual style of "American slang," what young lady was the *belle*, her dress, whose daughter she is, and so on.

The American ladies here dress very showily and seem to consider that their outward appearance indicates the lady in the true sense of the term, but strangers will reserve their opinion upon that point and leave it an open question. There are elegant shops in the town. These are in the principal street, which is a handsome one, with a fine row of trees before the doors, which adds greatly to its beauty. In the cool of the evening numbers are seated enjoying themselves smoking, talking, &c., before the numerous hotels, and the whole scene presents a unique appearance; but this only lasts a few months. In winter the aspect will be entirely changed. There is an Indian Camp near the town, an object of interest to the visitor. The Indians are, however, a mixed breed, being partly a Canadian gipsy band, part low French and low Indian blood. They come here with an eye to business during the season, when they vend their trinkets. Not very far from Saratoga is the battle field where the British General Burgoyne was forced to surrender to General Gates of the revolutionary army in 1777. Saratoga Lake, a few miles from the village, is a place also of much resort. It is nine miles long by two and a half broad. It is romantically situated. A small steamer plies upon it for the benefit of the tourist. There is a tradition connected with this lake which we will quote from N. P. Willis:—"There is," he says, "an Indian superstition attached to the lake, which probably has its source in its remarkable loneliness and tranquillity. The Mohawks believed that its stillness was sacred to the Great

Spirit, and that if a human voice uttered a sound upon its waters, the canoe of the offender would instantly sink. A story is told of an English woman in the early days of the first settlers, who had occasion to cross the lake with a party of Indians, who, before embarking, warned her most impressively of the spell. It was a silent, breathless day, and the canoe shot over the smooth surface of the lake like an arrow. About a mile from the shore, near the centre of the lake, the woman, willing to convince the savages of the weakness of their superstition, uttered a loud cry. The countenances of the Indians fell instantly to the deepest gloom. After a moment's pause, however, they redoubled their exertions, and in frowning silence impelled the light bark like an arrow over the waters. They reached the shore in safety and drew up the canoe, and the woman rallied the chief on his credulity. 'The Great Spirit is merciful,' answered the Mohawk, 'He knows that a white woman cannot hold her tongue.'" There are beautiful and lovely walks around Saratoga. We stayed here over a Sunday and took the opportunity of hearing a Presbyterian minister preach. The clergy in America are not clerical in their dress, the one alluded to appearing in the pulpit with a black tie. However, he gave a good practical discourse, and the congregation seemed most respectable, well dressed, and devout looking. There are a good many churches of various denominations here as in Yankee land. The number of particular sects is legion. We may here mention that the negroes of a Sunday come out in gay attire, particularly the negresses, who appear in all manner of hues, and who show no small amount of conceit and vanity as to their personal appearance. While standing at the hotel door on the Sunday we observed an elegant carriage and pair containing two swell looking negroes, with showy "kids," reclining with much ease and *sang froid*, driven by a white coachman, with attendants. Thinking that the occupants of the carriage were gentlemen of the first water, we inquired of an official connected with the hotel who these black gentlemen were, as we naturally supposed they were of note. "Oh," he replied, "these are two *negro waiters* from an hotel, taking their usual Sunday drive." What would we think of such style in this country? We were just

too late for seeing American life to perfection, as the visitors were rapidly leaving. However we were much pleased with what we saw of this favourite watering place and the romantic scenery all around. Saratoga is of easy access by railway ; it is 186 miles from New York, a journey of only five hours and a half, and is distant from Boston 230, Washington 412, and Chicago 841 miles.

Chapter II.

LAKES GEORGE AND CHAMPLAIN—MONTREAL.

We left this beautiful watering place with regret, *en route* for Montreal by Lake George and Lake Champlain. The morning was wet and unpleasant. On our way, per railway, to Glen Falls, we passed along the Hudson river for a considerable distance, where we saw an immense quantity of timber rafts, on which were huts for the woodmen, floating down the river for shipment to various parts of the globe. On reaching Glen Falls several coaches or diligences, with four horses each, were waiting to take the passengers on to Lake George, about nine miles distant. These conveyances are huge lumbering vehicles, covered on the top and open at the sides. They carry any quantity of passengers and luggage, and one is literally squeezed into them, as the Yankees do not allow any spare room, if possible. The roads were dreadfully bad, just resembling a quagmire the whole way, and many parts were laid with wooden planks. The jolting was something awful, as every now and then one was in the greatest danger of being either thrown bodily out into the road (which fortunately was soft) or getting one's cranium dashed against the roof of the coach, and one might thank his stars if he escaped with whole bones. We daresay our readers will think us rather Yankeefying when we tell them that the pleasant and agreeable sensation of a drive like this, in the shape of sore bones and muscles, is not soon or easily effaced. The springs of these machines are made of the best material, and the woodwork of hiccory, otherwise they could not stand such roads. During the journey, however, we admired much the picturesque scenery,

and observed many fields of maize or Indian corn. This grain was not equal in strength to what we afterwards saw further west. Within a few miles of Lake George we pass a dark, dreary-looking glen, in which is a pool called the Bloody Pond. Near to this Col. Williams was killed in an engagement with the French and Indians in 1755, and it takes its name from the fact that the slain were thrown into it. The view on approaching the Fort William Henry Hotel is superb; below you lies the lovely lake, and on a fine clear day the effect must be striking. Unfortunately it still rained, so we did not see it to the best advantage. After a tedious ride of two and a half hours we reached the hotel—a commodious and elegant building commanding a glorious view of the lake. The day, fortunately, cleared up, and we embraced the opportunity of taking a sail in the little steamer which plies round the lake. This we enjoyed very much. Lake George may be termed the Loch Lomond of America, and is one of the most admired and romantic in the United States. It is surrounded by softly undulating hills covered with woods, the different tints of whose autumnal foliage had a fine effect. There are numerous fairy-like islands on the lake, studded here and there with tastefully laid out villas belonging chiefly to the merchant princes of New York who resort there during the summer months. The value of these small islands has vastly increased from this cause: as an example, the captain of the steamer told us that one of them had been sold fifteen years ago for 70 dollars; now the proprietor has refused the fabulous sum of 10,000 dollars for it. The woods abound with game, and the deadly rattlesnake may be mentioned among the reptiles, but it seldom does much harm, as it gives timeous warning of its approach. There are a number of settlers round the lake, who have small farms, with neat wooden tenements. This district is peopled chiefly by German and Scotch settlers.

Lake George is 36 miles long, and has been the scene of many stirring events in connection with the wars between the French and British upwards of a century ago. We returned to the hotel in the evening, and early next morning left by the steamer *Minnehaha*, which was a much larger boat than the one we had been in the day before: it was beautifully fitted up, and very

comfortable. This steamer plies between the Fort William Henry Hotel and the village of Ticonderago, near to Lake Champlain.

It was a beautiful day, and during our passage we had the pleasure of seeing an immense eagle sailing through "the azure deeps of air." A gentleman on board stated from its appearance that it would measure seven feet from tip to tip ; we saw another a short time afterwards ; also a specimen of that ravenous bird the vulture. In many places precipitous rocks of large proportions rise from the lake, the reflection of which on the smooth placid waters of the lake has a magnificent effect. On our landing there were, as usual, the familiar lumbering coaches in waiting. We had four miles to drive to a point on Lake Champlain, near the old historic fort of Ticonderago. If the roads were bad before, this one was even worse, and we suffered in a still greater degree the shakings of the previous day, but no limbs were broken. We pitied the poor horses which had to draw us up the steep ascents with about a foot depth of mud. Some of the passengers walked at these places, but when they came to take their seats again they were in a deplorable plight with dirt and mud. We took upwards of an hour and a half to accomplish this tedious journey, and were glad to get refreshed at a small but comfortable hostelrie near the old fort of Ticonderago. This is now in ruins, but if walls could speak they could recount many deeds of war in times gone by. The fort was erected by the French in 1756. It has been originally a place of great strength, with many natural advantages, having water on three sides. It was taken from the French by General Burgoyne. This fort was one of the first strongholds captured by the Revolutionary army in 1775 at the commencement of the war.

We started from this by the steamer *United States*, which plies on Lake Champlain, for Rouses Point. This lake is about 100 miles long, with a width varying from 2 to 10 miles. It is noted for being the scene of important military operations during the War of Independence, as also of a naval engagement between the Americans and British in 1814. Lake Champlain is very narrow at the lower part, but grows much wider at Ticonderago. Mount Independence in the State of Vermont lies oppo-

site the old fort. Mount Hope is a mile north of Ticonderago, and was occupied by General Burgoyne previous to the recapture of that stronghold in 1777, when St. Clair the American commander was compelled to evacuate it. It again fell into the hands of the British, and was held by them during the war.

Burlington in the State of Vermont, on the eastern shore of the lake, containing about 8000 inhabitants, is a place of considerable commercial importance, and conspicuous among New England cities (they are all "cities" in America) for its beauty, elegant buildings, and general prosperity: it is also the seat of the University of Vermont, and is connected by railway with all parts of the country. The scene as we approach in the steamer is very lovely; the outline of the Green Mountains is seen beyond the city, and viewing it as a whole there is such a combination of the beauties of land and water as is seldom met with. The steamboat here enters upon the widest portion of the lake, and to the stranger a splendid and gorgeous view is at once unfolded: on the west Lion Mountain and the various groups of the Andirondacks are seen in bold relief, and have an imposing appearance. Lake Champlain, although much larger, is not equal in scenery or natural attractions to its lesser rival, Lake George; still it possesses much interest to the traveller, associated as it is with historic events. As the weather was beautiful we spent with much satisfaction and delight eight hours on its waters. Before we reached Rouses Point the shades of evening were closing round us; and in the lovely clear sky the full moon was rising in all its glory, and its reflection on the smooth blue surface of the lake was grand in the extreme. Although seen across the wide Atlantic one could not help recognising as it were the face of an old friend. We landed at Rouses Point on the confines of Canada. Our baggage was examined by the Custom House officers, but this did not occupy much time. We were thankful once more to set foot in the dominions of our good Queen Victoria. We may state that the steamer *United States* was elegantly and comfortably fitted up with sleeping berths, &c., and the refreshment department was all that could be desired, as passengers had every comfort on board this vessel.

We then took the cars on the Grand Trunk Railway of Canada

for Montreal, a distance of about 40 miles. As it was clear moonlight we saw the outlines of the country, but it did not appear to much advantage : the same everlasting lumber fences we had been accustomed to in the States still met our eye. The rattling din of the train was not very agreeable after the smooth waters of Lake Champlain, over which we had so lately glided. It was eleven o'clock P.M. before we reached Montreal, after a very long day's journey of 16 hours' duration. Before entering the station we crossed the elegant suspension bridge over the St. Lawrence —in length one mile and seven-eights. It being night we could not at that time get a proper view of this wonderful triumph of engineering skill. We went to the St. Lawrence Hall Hotel—an old-fashioned building situated near the centre of the city.

Montreal, the largest and most populous city and the commercial metropolis of British North America, is beautifully situated upon the south shore of an island, and at the base of Mount Royal, from which both the city and the island take their name. Its population is about 150,000. The island on which Montreal stands is nearly 30 miles long and 10 broad, and is formed by the river Ottawa running into St. Lawrence at its western and eastern extremities, the former near St. Ann's, the latter at Bout de l'Isles. This island is famed for its fertile soil. The city was founded in 1642 upon its present site, and for long bore the name of Ville Marie. Of its original history there is little to mention beyond this, that the early French settlers were constantly annoyed by the Iriquois Indians. It was first explored by Jacques Cartier in 1535. In 1758 it only contained 4000 souls, and even so late as 1809 we were told by a venerable citizen of Montreal, who came there at that date from Scotland, that the population was only 15,000 : taking those figures into account, the increase has been something astounding of late years. This gentleman also informed us that only two or three vessels came to Montreal for wood and grain twice a year from Scotland.

In former years no ship above 300 tons burthen could approach Montreal, and its foreign trade was carried on by small craft. The first steam vessel made a trip to Quebec (distant down the St. Lawrence 200 miles) in 1809. Now the

aspect of things is most wonderful. Ocean steamers of great power, 3000 tons burthen, may be seen in the docks ; these include the magnificent fleet of steamers plying across the Atlantic from Montreal and Quebec to Glasgow, owned by the world-renowned firm of Sir Hugh Allan & Co., who are the Cunards of the St. Lawrence. The Allans are notable examples of what industry, indomitable perseverance, and business habits can accomplish if properly applied. This firm is deservedly respected in Montreal both for its munificence and sterling worth. Sir Hugh, the head of the house, has a very handsome residence near the "Mountain," overlooking the city and river. Montreal has evidently been laid out on the old French plan of narrow streets, and was divided, as it still is, into an upper and lower town. According to an old chronicle, in the lower town the merchants and men of business chiefly resided, and here also were the place of arms, the royal magazines, and the nunnery hospital. The principal buildings were in the upper town, such as the palace of the governor, the houses of the chief officers, the convent of the Recollets, the Jesuits' church and seminary, the free school, and parish church. The houses were solidly constructed in that semi-monastic style peculiar to Rouen, Caen, and other towns in Normandy ; some of the buildings of that period are still standing. Montreal was for long the head-quarters of the French forces in Canada. In 1763 it was surrendered to the English, and at that time it was a city of oblong form, surrounded by a wall flanked with eleven redoubts, a ditch eight feet deep, and of a proportionate width, but dry, and a fort and citadel.

Through the kindness of a clerical friend we had various introductory letters to persons in Montreal,—amongst the number the Rev. Mr Black, of the Scottish Church, who showed us the utmost kindness and attention. Through his good offices we were privileged to see many objects of interest in and near the city. The Victoria Bridge (mentioned before in passing) is one of the most wonderful sights that can attract the eye of the stranger, and for the benefit of our engineering readers we copy a minute description of it. "The bridge proper rests upon 24 piers ; these are all at a distance of 242

feet, with the exception of the two centre piers, which are 330 feet apart; upon these rest the centre tube, which is 60 feet above the summer level of St. Lawrence. At the centre of the bridge one has a magnificent view of the noble river. The bridge is approached by two massive embankments—the one on the Montreal side being 1200 feet, and that on the south shore 800 feet in length, which, together, including abutments, make the total length of the bridge about a mile and three-quarters. The abutments, are each, at the base, 278 feet long, and are built hollow, having eight openings, or cells, 48 feet in length, and 24 feet in width, separated by cross walls 5 feet thick. The flank wall on the down stream side rises nearly perpendicular, and is 7 feet in thickness; that on the up stream has a slope from its foundation upwards; the thickness of the walls is 12 feet, and they present a smooth surface to facilitate the movement of the ice, on which account its form had thus been determined. To insure greater resistance to the pressure of the ice, the cells are filled up with earth, stones, and gravel, so that one solid mass was thus obtained. The embankments are solid, composed of stone 36 feet above the summer water level, and of the width of 30 feet on the upper surface, formed with a slope of 1 to 1 on the down side of the stream, and a hollow shelving slope of about $2\frac{1}{4}$ to 1 on the upper side. The slopes are faced with stones set on edge at an average angle of 45°. The piers are solid, and constructed, as well as the abutments, of the finest description of ashlar masonry, laid in horizontal courses measuring from 7 to 12 feet on the bed, and from 3 feet 10 inches to 2 feet 6 inches thick above the water level, and thence varying with a course of 18 inches under the plates. The stones were cut with the greatest exactness, seldom requiring to be re-dressed after being laid. They weigh from 7 to 17 tons; the average weight of each stone is $10\frac{1}{2}$ tons. All the beds and vertical joints are square; the external face rough, and without any pick or tool marks, but with the natural quarry face preserved. The stone used is a limestone of the Lower Silurian order. The average height of the piers above the summer water level is 48 feet, gradually rising from a height of 36 feet at the abutments to 60 feet at the centre pier, giving a grade of 1 to 132, or 40

feet to the mile. The centre span is level. Each pier is furnished with a solid cut-water, or ice breaker, which forms a portion of the pier itself. They are of a wedge form, and slope from their foundations upwards, terminating in an angle 30 feet above the summer level of the river. The foundations, of course, vary ; some are as low down as 20 feet below the water. The whole of the ashlar is laid in hydraulic cement, in the proportion of one part sand to one part cement. The backing from the level of the surface upwards is in common mortar. The piers are calculated to resist a pressure of seventy thousand tons." There is an immense traffic over the bridge from the West to the United States—Boston, Portland, &c. It is more than commensurate with the enormous cost of the bridge—nearly seven million dollars. It gives to Montreal an unbroken railway communication, the value of which cannot be over-estimated.

Amongst the churches the Episcopal English Cathedral stands pre-eminent, and, as I have been informed, is by far the most perfect specimen of Gothic architecture in America. There are many other churches—Roman Catholic, Presbyterian, Wesley and Methodist—vieing with each other in lofty spires. Conspicuous among them is St. Andrew's Scottish Presbyterian Church, a beautiful building, and of chaste design. The Rev. Andrew Paton of Penpont was for several years the respected pastor of this church, and much regret was felt by his attached congregation on losing his invaluable services. The new church of the Jesuits is an imposing edifice. Among the banking establishments in the city, the head office of the Bank of Montreal is one of the handsomest. The post office is an old building, and now too small for the large business carried on ; a new one, however, is talked of. None of the hotels are first-rate, being old-fashioned, but a large new one is spoken of as being requisite for such an important city. Fine carriage-drives abound in and around the town ; that round the "mountain," as it is termed, (in our own country it would be called a hill,) is a very fine one, commanding a splendid view of Montreal, the glorious river St. Lawrence, and a great extent of country. Montreal, being originally French, has still much the style of that gay country about it. In every street you will observe a

curious mixture of English and French names on the places of business. The lumber trade is largely carried on, and grain exported to every quarter of the globe ; consequently the docks present a very stirring and animated appearance. The trade in furs is also carried on to a considerable extent. There are a number of villas with tastefully laid out grounds near the city, and orchards blushing with the richest fruit. We had the pleasure of paying a visit to a lady's house and farm about six miles from the city, nearly opposite the Lachine rapids of the St. Lawrence, where we were much impressed by the magnificent appearance and extent of an orchard of fruit trees (mostly apples), in process of being gathered in, and which gave us a new idea of the wealth of Pomona.

The land is of a rich loamy character. Wheat is grown to a considerable extent. Dairies are also common, but the farming in Lower Canada is not equal to that in Upper Canada. Vegetation is very rapid ; the heat last summer was most oppresive, the season being one of the warmest experienced for long. Winter generally begins about St. Andrew's Day (30th Nov.), and the inhabitants can calculate to a few days when the frost and snow will set in. When winter fairly commences the time is very agreeably passed in sledging, skating, &c., and our own national game of curling is well patronised, especially by Scotsmen.

Every stranger who visits Montreal should descend the Lachine rapids of the St. Lawrence, nine miles above the city. We left at seven o'clock in the morning, took the cars to Lachine, and waited the arrival of the steamer that runs the rapids. The day, unfortunately, was wet and unpleasant. After sailing a few miles down the river you approach the rapids, which are visible at a considerable distance, owing to the disturbed and tumultuous appearance of the water. A feeling of awe comes over one when the tiny boat approaches the surging and heaving torrent ; she gallantly dashes through the foaming and roaring waters at inconceivable speed ; the angle being about 25 degrees, and is soon in smooth water, when each passenger breaths more freely on the accomplishment of this daring feat ; one false turn of the helm and our little steamer would have been dashed into a thousand

pieces against the rocks which encircle the narrow navigable channel of the river. Until of late years the only supposed competent pilot was an Indian, but now other qualified seamen also take the helm. We would strongly advise nervous persons not to attempt this voyage, as it requires one's courage to be screwed up to the foolhardy pitch.

After running the rapids we arrived at Montreal about 10 A.M. in time for breakfast, the early excursion having exercised a healthy influence on the appetite. The time occupied in this trip was only three hours or so. Of course the steamer does not return up the rapids: that is an impossibility, and she returns through a canal. During our stay, when accompanying our friends, Messrs C. of N., to the Wharf, on their way to Quebec, an opportunity was afforded us of inspecting one of the magnificent steam-boats that ply between Montreal and Quebec. They are superbly fitted up, and are well worth visiting, everything connected with them being of the best and most gorgeous description, surpassing anything of the kind we have yet seen in America. The sail down the St. Lawrence is said to be a glorious one. We were sorry that time did not permit us to visit the old Citadel and City of Quebec immortalized in history for the gallant deeds of the heroic Wolfe, who, in the hour of victory, fell gloriously on the plains of Abraham in 1759 when Quebec was taken from the French under his brave rival, Montcalm, who also shared the same fate.

Montreal is supplied with water taken from the St. Lawrence at a point about one mile and a half above the Lachine rapids where the elevation of the river surface is about 37 feet above the harbour of Montreal. The wheel-house at the termination of the aqueduct is worthy of notice. The water is admitted to, and discharged from this building through submerged archways under covered frost-proof passages, extending above and below the building. The reservoirs which are situated on the side of the "Mountain" are excavated out of the solid rock, and have a water surface of over 90,000 square feet, with a depth of 25 feet. The two contain about fifteen million gallons. The total cost of their erection was nearly 1,800,000 dollars.

When out a drive one day we were caught in a severe

thunderstorm, being the first we had experienced in America. The lightning was remarkably vivid, the thunder rolled, and the rain fell in torrents, so much so that our driver had to take shelter for himself and horse, whilst we took refuge in a small restaurant by the way-side. The storm was of short duration, and the sun soon shone forth in all his glory, so as to enable us to continue our excursion into the country. The effects of a storm like this pass away quickly here, the atmosphere being of a drier nature than in our own moist climate. The land is very rich and capable of producing various kinds of crops, wheat, Indian corn, potatoes, &c.

St. Ann's, near Montreal, is a favourite resort of families during the summer months, affording as it does charming opportunities for fishing, aquatics, &c. There is a canal here to avoid the small rapids which run to the right under the bridge belonging to the Grand Trunk Railway. This bridge is on a much smaller scale than the Victoria bridge at Montreal ; still it is an elegant structure and must not be overlooked. St. Ann's has been made famous by the poet Moore in his stirring Canadian boat song, which is supposed to have been written in this romantic and pretty village.

"Faintly as tolls the evening chime,
Our voices keep tune and our oars keep time,
Soon as the woods on shore look dim,
We'll sing at St. Ann's our parting hymn.
Row, brothers, row, the stream runs fast,
The rapids are near and the daylight's past.

"Why should we yet our sail unfurl?
There is not a breath the blue wave to curl ;
But when the wind blows from off the shore,
Oh ! sweetly we'll rest our weary oar.
Blow, breezes, blow, the stream runs fast,
The rapids are near and the daylight's past.

"Uttawa's tide ! this trembling moon,
Shall see us float o'er thy surges soon ;
Saint of this green isle, hear our prayers,
Oh ! grant us cool heavens, and favoring airs.
Blow, breezes, blow, the stream runs fast,
The rapids are near and the daylight's past."

Chapter III.

OTTAWA—TORONTO—NIAGARA FALLS.

After spending a few pleasant days at Montreal we left early in the morning for Ottawa. We had our choice either to go by railway, the quickest route being about 130 miles, or by steamer from the railway terminus at Lachine, and sailing up the river. We chose the latter course, and on arriving at Lachine per railway went on board the *Prince of Wales'* steam packet. The Ottawa is a splendid river, and its scenery is beautiful and romantic. As far as the eye can reach immense forests stretch before you, clothed in their autumnal foliage. Near the shore the land is partially cultivated. The day was clear and bracing, and Nature appeared in her most enchanting garb. After a few hours' sail we disembarked and took the cars for Grenville, a distance of 18 miles, in order to escape the rapids of the Ottawa. The railway passes through a partially cleared district, with here and there a farm house nestling in the woods.

At Grenville we took the *Queen Victoria* steamer and continued our voyage up the river. The scenery still was very attractive, and the eye is feasted on every side. The boundary line between the provinces of Quebec and Ontario is near this, or, in other words, the division between Lower and Upper Canade. We passed on our way many clean-looking villages built of wood, with generally a neat, unpretending church and spire, with school attached. These villages are in many cases inhabited by Scotch settlers, who still retain their old and time-honoured Presbyterian predilections handed down by their forefathers, although now far removed from the dear old parent country. In particular, we noticed a village in the township of Lochaber peopled chiefly by Highlanders, and one could not help recalling the thought that, though in a far distant land, their hearts still yearn for "the land of the mountain and the flood." The plaintive strains of "Lochaber no more" may be still heard in the lonely backwoods, calling up tender memories of Caledonia. Our steamer called at a good many townships, and we enjoyed heartily at the different landing stages the cordial greetings of

those who came to meet their friends on board the steamer, this being the chief mode of communication with Montreal, Quebec, and other parts of Lower Canada. Conveyances of every conceivable description, from the mule or donkey covered cart to the higher grade of carriage drawn by a pair of stout ponies, all, however, rather original in style and appearance, were to be seen.

During our sail up to Ottawa we obtained much valuable information from an intelligent gentleman, the son of a Scottish settler in the district of Buckingham, with regard to life in the backwoods and the system of Canadian farming in general, which we found to be corroborated from other sources afterwards. In regard to emigration from the old country, a stout, healthy, industrious man, with an active helpmate and rising family, has the best chance of eventually succeeding as a settler in Canada. No doubt it is uphill work at first, but perseverance, accompanied by good health, will surmount all obstacles. If the land is uncleared,—that is to say, in its natural, primeval state,—it can be bought for 10 dollars an acre (a Canadian dollar is worth 4s 3d in our money). It is estimated that 13 dollars will put it into a half-cleared state, coupled with hard work. If the settler can afford to purchase land partially cleared, this can be got at from 25 to 30 dollars an acre, and we would think this the more preferable mode. The first thing to be done is to have a wooden house erected, with necessary offices; then commence to cut down the trees, perhaps two or three feet above the ground. The wood principally consists of pine, maple, birch, beech, &c. The pine is used for saw logs; the inferior kinds of wood are chiefly cut up into firewood. The stumps of the trees are sometimes burned to facilitate decay, as it takes about twenty years for them to rot out in their natural course. After getting a part of his land fit for cropping, the settler grows a little wheat, potatoes, and Indian corn, potatoes being planted with the hoe round the tree roots. The soil is very rich, capable of carrying many crops in succession without manure. All through the valley of the Ottawa (we take this district as a sample) patches of pine and hardwood are irregularly mingled, and it is wisely ordered that it should be so; for as the hardwood land is that which best repays the farmer's labour, so the pine grove is

the mainstay of the lumberer, and each must remain independent of the other, while as yet at an inconvenient distance from railways or navigable rivers. The climate here being very different from that of the old country, the system of farming and rotation is also different. As we stated before, potatoes and wheat are the first crops raised on new land, it being too rich for almost any others. Wheat generally succeeds the potato, and it is sown in the potato soil as in new land. Oats follow the wheat, but the wheat stubble must be ploughed for its reception.

All crops in Canada, although put in later in the spring, come to maturity earlier than in this country. The snow is usually off and the ground ready for ploughing between the 20th of April and the 1st of May. Haymaking commences about the 12th of July. An acre and a quarter is the average quantity of meadow hay that a man will cut per day in cleared land. To show the marked difference in climate, light meadow hay has been known to have been cut and put into the barn stack on the same day. The more usual system, however, is to shake it out soon after being cut, then to rake it into "windrows," make small stacks of it by the evening, and next day put it into stacks or the barn. The reaping of wheat sown in the fall (autumn) begins about the 1st August. If it is not lodged it can be "cradled," which means being cut with an implement called a cradle, resembling a scythe, and by means of which a man will cut at least four times as much as with a reaping-hook. Spring wheat harvest commences about ten days later. Oats are generally ripe by the 14th August, and most generally are "cradled." Indian corn is gathered in about the 8th or 10th of September, and it requires four men to the acre for the work. Women and children are nearly as useful at this as men. There is generally one head on every stalk of Indian corn; this is cut off, and the large, ungainly stalks—sometimes ten or twelve feet high—are burnt or otherwise disposed of. The Indian corn in Canada does not, however, grow so tall or strong as in the western prairies. By the 10th or middle of October the crops are secured, unless the weather has been unfavourable. The grain, wheat, rye, oats, barley, buckwheat, and Indian corn, or maize, are each a sure crop. Pumpkins are

raised amongst the Indian corn. Tomatoes, melons, carrots, beans and peas, &c., are grown in large quantities. Sixty bushels of Indian corn is not an unusual crop per acre. Beet-root for sugar, broom-corn, and tobacco, have also been successfully experimented with in Canada; and all vegetables and fruit grown in New England and Western States of America may be raised in the Ottawa district. A farm of one hundred, or even fifty acres, is quite large enough for an industrious settler.

'Emigrants wishing to come to this part of the country would do well to club together in joint-stock companies of ten or twelve, and each company purchase a block of 1000 acres or so in the best agricultural districts, and divide it amongst them. In our own country much misconception arises with respect to the amount of capital necessary for a settler in Canada. As stated before, a working family, although they may not realise a fortune, have it in their power to secure independence, and the next generation have the chance of getting on well in the world if they succeed to the industrious habits of their parents. Settlers have usually a few Ayrshire cows, or short-horns; they are fed in winter on hay and straw, and may be worth from 40 to 50 dollars, but these are of the best description. Dairy produce always commands a ready sale, and the establishment of cheese factories is commencing in the well-cultivated localities. Butter of good quality sells well, and is even bought up by store-keepers for ultimate shipment to the old country. One firm in Perth, the county town of Lanark, sold to a firm in Montreal, last fall, 2,800 packages of butter in one lot for 50,000 dollars. This quantity held by one firm was greater than that of any other retail dealer in the Dominion of Canada, and is an indication of the extent of the butter trade alone in the county of Lanark; other large lots were also disposed of in Perth. Leicester and Cotswold sheep are kept by the settler. They have also native sheep, which are small, but hardy; they are whitefaced, and may be worth six dollars each. Lambs in the fall give 3 to 4 dollars. Wool gives, according to quality, 30 or 40 cents. a lb., or about 1s 8d per lb. in our money. Three-year-old cattle in good condition bring about 75 dollars each.

Cattle are allowed to roam at large through the woods in summer, and in the fall those intended for beef are in good condition. When the cold weather sets in they are slaughtered, and the meat allowed to freeze, and then, being put into a cold place, it keeps nice and fresh till spring. Poultry are preserved by the same process, and milk may also be kept through winter in frozen cakes, a lump being chopped off and thawed as occasion may require. The frost and snow make the climate healthful and bracing, and the soil more fruitful, and the valuable products of the forests are made subservient to the use of man, otherwise Canada would not be as she now is—a prosperous and thriving country. A considerable number of swine are kept in the colony; they also subsist for most part in the woods during summer. Taxes are very light, and in the newer townships rarely exceed a few pence per pound; but all on the assessment roll are obliged to perform a few days' statute labour annually upon the roads. The clearing of the land is most frequently done in winter, and thrashing and milling are also exclusively winter employments. Besides purifying the atmosphere and enriching the ground, the frost and snow fill up mud-holes almost impassable in summer, and convert lakes and rivers into excellent roads, over which the farmer takes large sleigh loads of produce to mill and market. The want of good roads in Canada is a great drawback, but as the colony grows older they will gradually improve.

The wages of a good working man are usually from £30 to £40 a year with board and lodging, and that of servant girls from ten shillings to one pound sterling a month, also with board. A party of upwards of sixty agricultural labourers, brought out to Ottawa last year by the Rev. Mr Fletcher from Wiltshire, were all taken up by the immigration agent in the course of a day or so at 24, 20, and 14 dollars per month, according to their merits. Shoemakers, tailors, blacksmiths, and carpenters, are the tradesmen most useful in the newer parts of the country, and will find ready employment in the various towns, villages, and settlements. Masons, bricklayers, glaziers, &c., will also have no difficulty in getting constant work, at high wages, in the large towns, at least when trade is good, as it is at present.

But intending settlers, whether as farmers or tradesmen, must bear in mind that the indolent and intemperate will find no room or encouragement in Canada.

The mode of farming near the large towns, such as Toronto, Hamilton, &c., where the land has for a long period been cultivated, is different in many respects from what we have stated above. The value of the land is accordingly more, but, taking everything into account, it is a fair sample of Canadian farming in general.

We arrived at Ottawa at eight o'clock at night. The weather had turned very cold before we concluded our sail up the river, but it was invigorating and bracing to the nerves. The captain of the steamer told us that the river would be closed for navigation on account of the ice by the middle of November; after that they keep holiday by enjoying themselves throughout the long winter until their avocations are resumed in spring. The winter is very agreeably spent in visiting, sleighing, &c.

Ottawa contains about 30,000 inhabitants. It is a rising place, being now the capital and seat of Government of the Dominion of Canada, and, from its large connection with the extensive lumber trade, is a city of much importance. It is beautifully situated on the Ottawa river. We went to the Russell House or Hotel, where we had every comfort and attention. Ottawa has been selected as the new capital of Canada. Formerly the cities of Montreal, Quebec, and Toronto, had the honour by turns, but jealousies sprung up between the rival cities, which ended in Ottawa being selected, as being the most central and desirable. The Government buildings have been lately erected here, and much credit is due both to the architect who designed these beautiful and ornamental structures, and to the public spirit and patriotism of the Canadian Legislature. The Parliament buildings, with departmental offices, and the Queen's Printing House, occupy three sides of a square, on rising ground overlooking the river, called Barrack Hill, from which there is a fine view of the Chaudiere Falls, at the western extremity of the city, which are considered by many to stand next in importance for beauty and grandeur to Niagara. They are immediately above Ottawa, on the river of that name, the

width of the principal fall being two hundred feet, while its depth is forty, the boiling and foaming appearance of the water giving its name to the place. On the northern side is the smaller or little Chaudiere, and here the waters after their leap disappear into some subterraneous passage, by which they are carried off until they again appear at a place called the "Kettles," half a mile lower down.

The Parliament buildings contain two Legislative Halls, one for the Senate and the other for the House of Commons, in imitation of the Lords and Commons in England. By the kindness of a gentleman, a member of the Legislature, we had the opportunity of seeing the interior of the Houses of Parliament, which are handsomely decorated and elegantly furnished. Amongst other sights we saw the magnificent library, which contains 65,000 volumes. The buildings are after the Italian Gothic style, and built of stone found in the vicinity. The cost is said to have been 2,500,000 dollars. The space allotted for members is divided into different seats or desks, with the names of the members who occupy them, such as the Honble. So-and-So. The members of that august body are always designated Honourables. In the splendid corridors are paintings of the principal men who have distinguished themselves as statesmen, &c., in the colony. In the interior of the Senate House are busts of Queen Victoria and the Prince and Princess of Wales. In the city many handsome streets and buildings are in course of erection, and altogether it has a rising and business air about it. In the neighbourhood of Ottawa the land is pretty well cultivated, but it is in close proximity to the backwoods. We took a drive to the village of Aylmer, a distance of 8 miles, at the margin of the Lake Ottawa, and had here a glorious view of the immense forests before us in their primeval state. We were told that these forests extend in the same direction two or three hundred miles, where few habitations of man can be seen, save the lonely wigwams of the Indians, who are fast disappearing before the encroachments of the white man. It is dreadful to think of a forest on fire, but this happens occasionally. An extent of 50 miles long by two to fifteen miles broad was burned near Ottawa two years ago.

Just a day or two before we were at Ottawa, there was a great auction of backwood forest land extending to four hundred square miles, and which sold at the low figure of one dollar per square mile. One tree per annum an acre would pay the original price. Some of this timber was three feet six inches in diameter. We in this country have no conception of the size and girth of these immense trees. It is wonderful to see the extent of lumber yards in and near Ottawa; the wood is put up in large piles with remarkable neatness and regularity. The principal trees of the Canadian forest used in lumbering are the white and red pine, the spruce, the hemlock, the balsam, the larch, and the cedar. Of all the trees the pine is the most valuable, the white pine occasionally reaching 200 feet in height, and making square timber 60 feet long by 20 inches. The principal timber producing districts are in the possession of Government, and the first step of the manufacturer is to obtain what is called a timber berth or limit. These are, as alluded to above, sold by auction to the highest bidder, the price ranging generally from one dollar to one dollar and a half per square mile. The limit holder becomes a yearly tenant of the Government at a fixed rent, and in addition pays a slight duty per cubic foot of square timber taken out, and on each standard log of 12 feet long and 21 inches in diameter. Above 25 per cent. of the standing pine is available for square timber, 40 per cent. for saw logs, and the remaining 35 per cent. is undergrowth, useless or damaged. Having secured a limit, a party of experienced scouts, generally Indians or half-breeds, are sent to examine the land and seek out groves of valuable timber. These self-taught surveyors are very sharp, exploring the length or breadth of the unknown territory, and reporting upon the value of its timber, the situations and capabilities of its streams for floating out timber, and the facilities for its transportation. Having, with the assistance of these scouts, selected a desirable grove, a shanty is constructed of the simplest description, being built of rough logs, with a raised hearth in the centre for a fire-place, and an opening in the roof for a chimney, something like the houses in the olden time in our own country. A double row of berths all round serves for sleeping accommodation, while from a wooden crane over a per-

petual fire swings a huge kettle, which, with the accompanying pot, serves all the purposes of cooking. The stores of the lumbermen are usually sent up to their forest shanty late in autumn, and all preparations are made to commence the work of felling as soon as the sap is down.

White pine is generally found in undulating ground, mixed with other timber, and has to be carefully seleeted, none but lumbermen being able to detect sound from unsound trees. Red pine, on the contrary, grows in unmixed groves, and among thousand of trees there will not be found one diseased trunk. Around you stretches a vast sandy plain from which thousands of smooth straight trees spring to a height of forty or fifty feet, without branch or leaf, then spreading out into the magnificent evergreen foliage which distinguishes what is commonly called the Norway pine. In connection with the lumbermen, there generally works a cheaper class of men, who cut roads and haul the levelled trees to the stream, or to the main road from the forest. The number of logs which the lumbermen cut in a single winter is almost incredible, and the work of conveying them to the nearest lake or river gives employment to numbers of additional men and oxen. By hauling the logs over cliffs and dragging them down ravines, the lumberers, before the thaw sets in, collect along the banks of the various tributaries millions of cubic feet of timber ; and when the ice-bound streams become free their more arduous and dangerous labour commences, and great activity is displayed in getting ready for the start or drive usually about March or April. If the stream is not large enough for cribs or small rafts containing about twenty sticks of square timber fastened between two round logs called floats, it is drifted down separately, the lumbermen keeping up with it, either along shore or in canoes, and keeping the stragglers well together with long poles. When the larger stream is reached cribs are formed, the round logs at the sides and heavy transverse pieces on the top keeping the enclosed square timber from injury, and the stream carries it down with its gang of men and provisions to the broad bosom of the Ottawa. This river from its upper waters to its mouth is navigable for cribs and rafts of timber, though it is sometimes necessary at rapids or falls where no slides are yet

constructed to break up the crib and remake it after the separate sticks have floated over the falls. A boom is usually thrown across the stream below the rapids to prevent the timber floating down too far. The life of lumbermen is full of adventure and peril, but they are a hardy, vigorous race, and seem to enjoy the most robust health and care little for the fatigues they undergo. During the summer the shanties and lakes become a perfect solitude, for the log chopper has become a log driver, and the toiling oxen are permitted to enjoy their summer rest on their masters' farms. The trade in timber is yearly becoming more extensive, and the following statistics will convey some idea of its importance :—During the past year the valley of the Ottawa furnished 100,000,000 feet of sawn deals, 285,000,000 feet of sawn boards. The St. Lawrence valley producing also 225,000,000 feet of sawn deals, and 150,000,000 feet of sawn boards. There were exported to Great Britain alone, 21,500,000 cubic feet of square timber, and 180,000,000 feet of deals. To cut down and prepare the timber 15,000 men are employed in the forests, and in the saw mills where it is manufactured for exportation there are some 10,000 men employed besides. There is also a great deal of wood sent to the United States and exported to other countries. For the above information regarding Canadian farming and the lumber trade we are indebted to a pamphlet written by a gentleman connected with that business at Ottawa, which was kindly presented to us.

The Ottawa district is rich in iron ore. Lead is also found near Buckingham. Therefore, taken as a whole, the valley of the Ottawa is flourishing in every respect.

We left Ottawa at 10 o'clock P.M. for Prescot Junction, a distance of fifty miles, on our way to Toronto. Prescott is one of the principal stations on the Grand Trunk Line : we reached it in a few hours. Being night we had not an opportunity of seeing the country. The weather was fine, and the early morning clear and bracing when we started from Prescott at one o'clock A.M. We availed ourselves of a sleeping car, this being the first time we had occasion to use one. The Pulman cars, by an ingenious method are, as it were by magic, transformed from elegant day drawing-room carriages to comfortable sleeping

berths. The first station of importance reached is Brockville, named after General Brock, who fell on Queenstown heights in the war of 1812. It stands on the Canadian side of the St. Lawrence, and is said to be one of the prettiest towns in Canada. This romantic town is situated at the foot of the Lake of the "Thousand Islands," on an elevation of land that rises from the river. We may here note that on account of our having taken the route up the Ottawa we unfortunately lost the opportunity of seeing the surpassingly beautiful scenery of this part of the magnificent St. Lawrence and its fairy islands, said to be one thousand in number. Brockville contains about 5,500 inhabitants. We next pass Kingston, a city of some importance, with a population of 16,000; also Belleville, which, as seen in the early dawn, appeared a beautifully situated place. The country here and all the way to Toronto seemed better farmed and cultivated and more like our own country, the land in general being well cleared. Still, however, here and there are to be seen enclosures with ungainly roots, which we are sure our own enterprising farmers would soon extirpate. We passed Cobourg and Port Hope on Lake Ontario, which we now skirt for many miles, and had an enchanting view of that lovely lake, or sea, as it would be termed in our country. It was smooth as glass, with here and there a white sail upon its waters, glistening in the morning sun.

We arrived at Toronto early in the forenoon, and went to the Rossin House, an excellent hotel, just in time for lunch, which in Canada is about 12 o'clock, our 300 miles journey per rail having whetted our appetites. At this stage we have to notice that the Grand Trunk Railway of Canada is of gigantic proportions, about 1200 miles in length, and intersecting a large extent of the colony. It has not for some years been in a very prosperous condition, standing in need of great improvement in the permanent way, management, and so on. There seems now, however, a prospect of this being soon rectified under the good supervision of Richard Potter, Esq., and the present directors of the line. At a late meeting of that company Mr Potter stated that he and the indefatigable manager of the Midland Railway of England, Mr Allport, had visited Canada, and gone over the

whole extent of the railway, and in their opinion it would require £1,500,000 of money to be expended to put the line into proper working order. It has an immense traffic, and with good management, and taking into consideration the great resources and extent of country it passes through, the prospects of the company might be much improved. Toronto, although not the capital, may be termed the chief city of Ontario or Upper Canada. It was in holiday attire during our stay, in expectation of the first visit of Lord Dufferin, the lately-appointed Governor-General of British North America. The principal streets were tastefully decked out with flags, banners, and beautiful arches, bearing suitable inscriptions in honour of the event, such as "Welcome from Down," and all breathing loyalty to our own beloved Sovereign. Lord Dufferin being a native of County Down, gave rise to the motto mentioned above. His Excellency's proposed visit was in connection with the great agricultural show to be held in Hamilton a few days later, he having intimated his intention of honouring it with his presence. The former name of Toronto was Little York, until 1834, when it was changed to its present one. It is a beautifully laid out city, with wide streets and some elegant buildings. The University is one of the chief attractions ; it stands in a fine park surrounded by stately trees. We drove through the grounds and also into the country. The most attractive drive is the one skirting Lake Ontario, where, on a fine day, may be seen every kind of vessel, from steamers and pleasure yachts down to small boats and canoes. We observed near the city a splendid monument erected to the memory o the brave volunteers who, like true patriots, fell in defence of their country in 1866, when Canada was invaded by marauders or Fenians from the United States frontier. Canada is loyal to the core and right well disposed to the mother country, and has no desire for union with its Yankee neighbours, as there is not much real love between the two races. We trust that this country will give the Canadians full credit for devotion to the parent country, and far distant be the day when the ties of blood and kindred shall be severed betwixt them.

After spending two days at Toronto, we left at 12 o'clock noon

on 23d September for Niagara Falls *vid* Hamilton. We intended to have taken the steamer and sailed across Lake Ontario, a much shorter route, but found that the time of the steamer's sailing had been changed, the summer season being now considered over, therefore we were compelled to go by train a distance of about 80 miles. There was a violent thunderstorm at Toronto early in the morning, but the weather soon cleared up and the day was lovely. On account of the show at Hamilton, which was to commence on the 24th and extend over three days, the trains were crowded with passengers (a Dumfries Rood Fair was nothing to it), and in consequence were much behind time before they reached Hamilton. We met with a well-informed German in the train, who had been 20 years in Canada : he told us that he would not change his now adopted home for Europe. To our enquiry whether there were many Scotch settlers in the district of Canada to which he belonged, and how they were getting on in the world, he replied that there were a good number of Scotchmen located near Hamilton, that they generally were doing well and in good circumstances; he added humorously that they were a canny and close sort of people but most respectable. By this time we suppose he had a sort of vague idea that his fellow-travellers hailed from old Scotland, as their tongues betrayed them. The country between Toronto and Hamilton is well cultivated, with neat and clean farm houses, the line of railway being studded. Wheat, oats, Indian corn, and turnips are grown, the soil being rich and fertile. When we reached Hamilton Station, long behind time, all was bustle and confusion, and it was nearly 5 o'clock in the afternoon when we resumed our journey. We had about 40 miles to travel, per the Great Western Railway of Canada, from Hamilton to Niagara. The country in passing appeared very much the same as between Toronto and Hamilton. Our expectations rose high at the prospect of soon being within hearing of the awful roar of the world-renowned falls and rapids of Niagara. No person can conceive the emotion one feels as the train rapidly approaches the suspension bridge which connects Canada with the United States, and spans the Niagara river a short distance above the whirlpool rapids. A feeling of awe, combined with deep emotion, creeps

over one as the train moves cautiously across the bridge over the frightful chasm. The shades of evening had just closed around us ; the night was lovely ; and the moon in full majesty glided through the starry heavens ; the scene was most sublime.

There had been a thunderstorm during the day and the atmosphere was still charged with electricity. Flash after flash of the sheet lightning succeeded each other in rapid succession, exposing to view the fearful chasm and the boiling surge of the whirlpool rapids beneath. The effect of this scene was grand beyond conception and never to be effaced from one's memory. The bridge is two miles below the Falls, it is 800 feet long and 230 feet above one of the wildest waters in the universe : it is owned by a joint-stock company, and cost about five hundred thousand dollars. The Great Western Railway here joins the New York Central Railway. The station is on the American side, and numerous vehicles were waiting to convey passengers to the town of Niagara, a distance of nearly two miles.

We may here mention an incident which occurred on our arrival. The train was no sooner empty than it collided, to use a Yankee expression, with another train, and the Pulman carriage in which a few moments ago we had been seated was much damaged, and the line completely blocked up for some time. It is needless to say we congratulated ourselves on our fortunate escape.

Being again in the land of stars and stripes, all the passengers' luggage was examined by the United States Custom House officers. Fortunately in our case this was not requisite, we having no baggage of any consequence, our intention being to return to Toronto. We drove to the Cataract Hotel on the American side, accompanied by some friends. This hotel overlooks the rapids above the Falls. The view from the windows at night was superbly grand. The evening was clear and fair as we strolled along the iron suspension bridge over the rapids to Goat Island. This bridge is a short distance above the Falls, and the great wonder is how it could be constructed over such a frightful looking torrent. The first bridge was erected in 1817, a little above the present one, at much risk of life and great expense, but was carried away by the ice in

the ensuing spring. In 1810 another was thrown across, where Bath Island now stands, by the proprietors of that island. A suitable pier was built at the water's edge ; long timbers were projected over this abutment for the distance they wished to sink the next pier, loaded on the end next the shore with stones to prevent moving ; legs were framed through the ends of the projecting timbers, resting upon the rocky bottom, thus forming temporary piers until more substantial ones could be built. A feeling of even horror comes over one walking along the bridge over such an awful abyss—a feeling which is increased by the noise of the foaming current. The lightning was still remarkably vivid, which made the scene one of unusual grandeur.

From the head of Goat Island to the grand cataract, a distance of only three-quarters of a mile, the Niagara River falls 41 feet. It increases in velocity from seven to thirty miles per hour, until it makes its fearful and final leap over the majestic Falls a short way below the bridge. Our hotel being in close proximity to the rapids and Falls, the noise was something tremendous during the stillness of night. No sooner are you half asleep after the fatigues of travelling, than all of a sudden you are startled by the unearthly and deafening din made by this wonder of nature. But by-and-by sleep again asserts his superiority and refreshing repose super venes, which eventually gains the mastery over one, although disturbed by frightful dreams of being dashed over the tremen dous Falls, and for ever annihilated.

Next morning we rose at early dawn; it was a lovely day, bright, clear, but fearfully hot, and the foaming waters were seen to much advantage from the windows of the hotel. The town of Niagara is a most picturesque one, the principal streets being adorned with beautiful trees. The shops or bazaars are unique and attractive, generally all served by ladies, who display much zeal in showing off their wares, which principally consist of fancy articles made by the Indians. All are sold at ransom prices, as their season is only the summer and autumn, and of course they "make hay while the sun shines." In winter the shops are closed as in Saratoga. There are several large and

extensive hotels, the International and Cataract being on the American side, and the Clifton on the Canadian side. The Niagara River connects Lake Erie with Lake Ontario. The cataracts are 22½ miles from the former and 10 miles above the junction of the Niagara with Lake Ontario : its fall between the two lakes is 339 feet. Along with two friends we engaged a carriage for the day, so as to see the sights comfortably, and we calculated that the distance travelled would be nearly fourteen miles, for which we paid five dollars—not a very extravagant outlay under the circumstances. We first drove to the whirlpool rapids, a little below the railway suspension bridge we had crossed the previous night, and after inspecting a variety of curiosities at the guide or keeper's house, we descended the vertical railway or elevator attached to the precipitous rocks, one hundred and eighty feet, to the edge of the frightful abyss, where we had an exciting view of the suspension bridge and the foaming torrent beneath. We can assure our readers that at first we did not relish our descent to the lower regions, but after regaining the upper world were ourselves again, and proud that we had mustered up the courage of seeing such a natural wonder which baffles description. This vertical railway has, we believe, been but recently erected, and should any part of the rock give way, the consequence would be fearful to contemplate, as one would be dashed into a thousand atoms, and, as Pat would say, drowned into the bargain.

The whirlpool is a little lower down, and is visited by all on account of the wild and magnificent grandeur of its scenery ; the mellow-tints of the tree-clad precipitous banks throwing their sombre shadows over the restless waters, and combining to add sublimity to the view.

The river here takes an abrupt turn to the right, like an elbow, and from the terrific rush of waters against the opposite bank on the Canadian side a mighty whirlpool is formed, in which logs of wood and other bodies have been known to float for long before finding an exit. We watched with interest pieces of wood which again and again were on the point of making an escape from the all-devouring circle of waters, but were always sucked in by the maelstrom. The depth of the

river at this point is said to be 600 feet, the width 1000 feet, and the perpendicular height of the banks 350 feet.

There is an exciting incident connected with a perilous voyage made down the whirlpool rapids. The *Maid of the Mist* steamboat, which was in the habit of conveying tourists under the spray of the Horse Shoe fall, left her moorings about a quarter of a mile above the old suspension bridge on 15th June, 1861, and sailed boldly out into the river to attempt the most foolhardy voyage on record. She shot forward like an arrow, her "dare devil" pilot bowing gracefully to the multitudes on the bridge, and with lightning velocity careered down the fearful rapids to meet her supposed doom. All who witnessed the reckless adventure expected every moment to see the little craft dashed to pieces and for ever disappear, as it was thought no power on earth could save her. "There! there!" was the suppressed exclamation of all. "She careers over! she is lost! she is lost!" but, guided by an eagle eye and strong hand that trembled not, she was piloted through the maddened waters by the cool and intrepid Robinson, her pilot, in perfect safety, and afterwards performed less hazardous trips on the St. Lawrence. She is the only craft so far as known that ever attempted this fearful feat and lived. Though our hero the pilot had previously accomplished many daring exploits in saving the lives of persons who had fallen into the river, yet this last act in taking the *Maid of the Mist* through the whirlpool rapids was the climax of all his adventures. The boat lost her funnel, but otherwise escaped unscathed, being very strongly built. The pilot, engineer, and fireman were all saved, being the whole on board. The adventure is supposed to have been undertaken for a wager. As for ourselves, we had no great fancy for such pleasure trips.

We retraced our steps and crossed the Niagara by another suspension bridge a short distance below the Falls to the Canadian side, when we were soon gratified with a view of the cataracts in all their glory. We had heard their roar and seen their spray in the distance, but this was our first sight of them; the impression produced was intense and beyond description, as it would require the most fertile imagination to convey the least idea of the scene when it burst upon our view. At the

first glance one has a feeling almost approaching to disappoint ment, but this is very soon dissipated, and everything else pales before you as you stand wrapt in admiration at this magnificent picture of nature in her sublimest form. There are differences of opinion as to the best side from which to view the Falls, but we would give the preference to the Canadian for a general view. Beneath the Falls the spray is something fearful ; just like a snowdrift, and the reflection of the sun's rays on the water is magnificent, showing all the colours of the rainbow, and realising the poet's beautiful picture of "love watching madness."

The Horse Shoe fall extends the entire circle from Goat Island to the Canadian side of the river ; it is calculated to be 144 rods in width ; perpendicular height of the Falls, 158 feet. It takes its name from its shape. We may here note that the rapids diverge from either side of Goat Island, a short way above where they take their final and dreadful plunge, part to the American, the other and greater to the Canadian side. Professor Lyall computes that fifteen hundred million cubic feet of water fall over the Horse Shoe cataract every hour. To give an idea of the depth of the rapids, it is said that a condemned lake ship, the *Detroit*, was sent over this fall in 1829, and although she drew eighteen feet of water, her keel passed over the brink of the precipice without touching the rocks, thus showing a solid body of water at least twenty feet deep.

The American Fall, although it has not this immense volume of water pouring over it, is of still greater perpendicular height, —one hundred and sixty-four feet,—being six feet more than its rival, and is seen to most advantage from a point in Goat Island. The depth of the river below the Horse Shoe fall has never been properly ascertained. It has been sounded by engineers and others, but, owing to the under current, no correct idea could be formed. There is a splendid view of the Falls to be had at Prospect Tower, on the Canadian side ; and west of Goat Island we ascended it. The staircase for several stories up are all written and daubed over with visitors' names from all parts of the world, leaving now not a vestige of room for any more. Here you have a glorious sight of the cataracts,

rapids, &c., and again your wonder and delight are intensified with the view. Near this is the hotel where those who wish to take a bath under the Horse Shoe fall retire to change their dress, assisted by a guide, and on their sallying out for their adventurous trip, the metamorphosis is something unique and amusing. Ladies and gentlemen, who a short time before went in attired in the highest style of fashion, now appear in oil skins from head to foot—just like Esquimaux Indians—which does not tend to improve the appearance. Attended by a guide, they descend a long staircase at the "Cave of the Winds;" they cautiously grope their way under a portion of the cataract, and have the satisfaction of seeing the immense body of water rushing over them, and were it not for their oil-skin protection they would literally be drenched with the spray. Parties, however, do not venture far across now—as some years ago portions of the rock gave way—so the feat may be considered more in the light of bravado than anything else. Our friends ventured in, but we contented ourselves with the view from *terra firma*. The roar of the falls depends much on the wind and the state of the atmosphere. Sometimes it is heard from fifteen to twenty-five miles away, and even at Toronto, a distance of forty miles, as the crow flies, across Lake Ontario. The rocks at the Falls are wearing slowly away with the friction of the water, a fact perceptible in the recollections of some who have visited the cataracts many years ago. Niagara is a corruption of the Indian word "Onyakara," supposed to be the Irroquois language, as the Irroquois were the first who dwelt here, so far as known. The meaning of the term is "mighty, wonderful, thundering" water.

It is said that every year some person goes over the Falls from foolhardiness or accident. A melancholy instance we will relate as being one of the most heartrending on record. On the morning of 19th July, 1853, much excitement was created by the discovery of a man on a log in the rapids, midway between the main shore and Bath Island, a short distance below the bridge, on the American side, and very near the Cataract Hotel, where we staid. The place was pointed out to us, and we could not help a shudder of horror coming over us as we looked at it.

The rock against which the log had fixed may be seen from the bridge or bank. A man named Avery, and another person, being in the employ of a Mr Brown, boating sand, about two miles above the Falls, took a boat at ten o'clock at night for a pleasure sail. The next morning Avery was discovered on the log above mentioned, and this was no sooner known than thousands of people congregated to see the unfortunate man and adopt any means in their power to rescue him from his perilous position on the rapids. In the first place a small boat was let down ; but it filled with water, and sunk before it reached him. By this time a lifeboat from Buffalo had arrived, and was lowered into the foaming current ; this reached the log Avery was on, passed by above it, capsized, and sunk. Next a small boat was let down, which reached the spot all right, but the rope got entangled under the log, and could not be got loose ; so this failed. Another plan was tried ; a raft was let down all right, which he got on, and it was moved towards Bath Island, but the ropes got entangled in the rocks, and the raft stuck fast. Another boat was then launched to take him from the raft, but on its reaching it the water dashed the boat against the bow of the raft, which gave a sudden jerk, and Avery, not using the means employed for his safety,—viz., ropes for him to hold on to, or to tie himself with,—stood erect on the stern of the raft, and as the boat struck he lost his balance, and the awful current carried him over the cataract. This was in the evening, after he had been exposed for a whole day in the broiling sun. What his emotions must have been during the trying hours when his fate was trembling in the balance no tongue can tell, nor imagination conceive. It is said that when taking his last dreadful plunge over the cataract, he raised and waved his hand in token of a last farewell to the thousands who witnessed his sad fate. It was truly an awful scene. Mr Arthur Peel, now M.P. for Warwick, son of the late Sir Robert Peel, related this incident to a friend when, a few years ago, he was on a visit to Colonel Walker, M.P., at Crawfordton. Mr Peel was an eye-witness of this tragical event.

There are many objects of interest to be seen at Niagara, for all of which you have to put your hands in your pockets very

frequently, as the Americans know well how to charge their cousins from the old country.

We took a drive through Goat Island, which is beautifully laid out, and romantically wooded. We were fortunate in the weather, which was superb.

The Niagara is quite placid and smooth above Goat Island, and one can scarcely conceive how it can be lashed into such fury so immediately below. Any person boating in the river at the head of Goat Island has to exercise the greatest caution, as the least diversion to one side or the other would result in his being sucked into the rapids on either side of the Island, and if once fairly into the foaming current nothing could save him from being carried over the dreadful cataracts. In connection with this subject we could give several examples of heartrending scenes, but are afraid of trespassing too much on the patience of our readers. There is an Indian tradition that two human beings annually will be sacrificed to the Great Spirit of the Waters.

A winter scene of the Falls is said far to surpass a summer one in grand effect, the frozen spray and huge masses of ice adding much to the magnificence of the view, especially when seen by moonlight.

It is recorded that Father Humphries, a Jesuit missionary, was the first white man who saw the Falls. He was sent out by the French among the Indians 192 years ago. His description of them was an exaggerated one ; he computed the height of the Falls to be six or seven hundred feet, that four persons could walk abreast under the immense volume of water rushing over the cataracts without any other inconvenience than a slight sprinkling of spray. This wild and fanciful description he had in all probability acquired from the Indians.

Before leaving Niagara, we may mention that the hotels are excellent—among the number the Cataract and International on the American side, and the Clifton House on the Canadian side.

Chapter IV.

HAMILTON—CHICAGO—PRAIRIE FARMING.

After a pleasant sojourn of two nights and a day we left this world-renowned place on the 25th Sept. at half-past five o'clock in the morning (they rise early in the new world) and took the cars for Toronto. It was a lovely morning when we again crossed the suspension bridge. The sun in all his glory had just risen, and his rays were reflected on the mighty Falls, which, seen in the distance, had a most imposing and never-to-be-forgotten effect, especially when looked at for the last time ; the mere recollection of it will always remain a white stone in our calendar.

On account of the great show at Hamilton still going on, the train was crowded, and we passed many stations where eager passengers were waiting for conveyance to that city, but owing to want of accommodation many were left behind with disappointment depicted on their countenances. There seemed to be a great want of method in arrangement and punctuality of trains in the Western Hemisphere. We arrived at Hamilton long behind time. While waiting at the station we saw a party of Indians who had left their wigwams to mix with the civilized world at the show. They were copper-coloured, and short of stature. The females were adorned with ornaments, not of the most costly description. However, they seemed (not unnaturally) pleased with their fantastic appearance.

On our arrival at Toronto we found that it had on the previous night been the scene of great rejoicings, Lord Dufferin, the Governor-General, and his lady having paid their first visit to this city, and been met at the station and escorted to the Government House by a torchlight procession, the citizens being anxious to show their loyalty and respect to the representative of our beloved Sovereign.

In the evening we went out to see the illuminations in the streets. These had a fine effect. There was to be a grand ball at the Government House in honour of the visit of the Governor-General, to which all the principal citizens were invited. The Government House was lit up magnificently and with exquisite

taste. We learned next morning from visitors at the hotel with whom we were acquainted, and who had been honoured with invitations, that the ball was a great success. We may note that from the great influx of strangers at Hamilton we found it impossible to find room in any of the hotels, which necessitated our return to Toronto. The following being a gala day in connection with the great show at Hamilton owing to the expected visit of Lord Dufferin, we left early in the morning for that city. The train was crowded with passengers, and the scene at the station on our arrival was something novel. There were visitors from the remotest parts of Canada and the prairies of the far West; in fact, these people think less of travelling 500 miles than we would 50 miles at home. On arriving at the show ground what principally impressed us was the great preparations made and the extent of the exhibition in every department. The show was held about a mile from the town, and occupied a large space. It was calculated that on that particular day no less than 25,000 people were admitted. In the afternoon the Governor-General and Lady Dufferin, accompanied by a few of the principal Government officials, drove in open carriages through the show yard. They were well received, and most enthusiastically cheered, his Excellency appearing to be very popular in Canada.

Amongst the stock shown were Ayrshires, Galloways, Devons, and some splendid specimens of shorthorns. The show of horses was good, not including many of the draught horses we have in this country, but all hardy, useful-looking animals, fit for carriage or saddle, with a considerable amount of breeding about them. In the sheep department were South Downs, Leicesters, and Cotswolds, with a sprinkling of the native breed. No Cheviots were visible, possibly for the reason that in Canada there are as yet no Brydons, Elliots, Carrutherses, Welshes, or Johnstones to come forward as competitors in this class. Of late years there has been a marked improvement in the quality of stock reared in Canada, as eminent breeders there spare no expense to bring over prize animals from the old country. Swine were numerously represented, the country being famed for that description of stock, though the grumphies are of an enormous size and

quite overgrown. There was a fine display of agricultural implements, showing that Canada is a rising colony, and making steady progress in agriculture.

Hamilton may be termed the agricultural capital of Canada, being in the centre of a fine tract of country. The town is a handsome one, with beautifully laid out streets. The market place is spacious, and well adapted for the purpose intended. The population of Hamilton is about 25,000. It lies, like Toronto, on Lake Ontario, and is a shipping port of some consequence.

There are a great number of Scotch settlers near this, as also at Guelph, which is a thriving town, and has risen rapidly in importance of late. As a general rule, the settlers are doing well, times being at present good, and trade flourishing. Long ago, transactions in stock and produce of all kinds were made by barter, but now times have changed, and money is plentiful. There is a good demand for labourers and artisans of every kind. Railways have done much for Canada, and have tended to develop its great resources.

When at Hamilton we were so fortunate as to meet with some parties who had emigrated from our own district. It is astonishing, in a distant land, how mutually glad Scotsmen are to meet,—the emigrants to learn news from the old country (still dear to their hearts), and we to know how they were prospering in the land of their adoption. Judging from those we met with we should say that our countrymen are thriving and doing well, being steady and industrious.

We left Hamilton next day at 3 P.M., per Great Western Railway of Canada, for Detroit, State of Michigan, on our way to Chicago ; Detroit is distant 180 miles from Hamilton. In the course of our journey we passed through a well-cultivated district of Upper Canada, lying north of Lake Erie, which, like its neighbour, Lake Ontario, is a beautiful one. We passed the Canadian city of "London," one of the most flourishing in this part of the Dominion. It is situated in a fine agricultural district, well cultivated and farmed. London this season will be honoured by being the headquarters and place of meeting of the Great Canadian Agricultural Society's Show. This itself

is a proof of its importance. Paris, and other places of note, were also on our route.

We arrived at Detroit, a large and important city in the State of Michigan, and being again in the United States, there was a great turn-over of passengers' luggage, which caused a long detention. We crossed the Detroit River by a very ingenious ferryboat, the train being run straight on to it without the passengers being put to the inconvenience of changing.

During our journey to Chicago, a distance of nearly 300 miles from Detroit, there was nothing particular to be seen, the country being flat and monotonous. We passed over extensive tracts of swampy land covered with water, and the feeling on crossing these was neither agreeable nor comfortable. Being night, we had a sleeping car division, and enjoyed a capital supper, served up in the train, which was provided with everything necessary in the culinary department. Negro waiters attended to the comforts of the passengers. Before reaching Chicago we passed the city of Michigan, and skirted for a considerable distance the lake of that name, which appeared to be much agitated, a storm raging at the time.

A strange feeling crept over one on approaching Chicago—the Empress of the West. Scarcely a year elapsed since all the world was startled with the astounding and melancholy intelligence that this magnificent city was in ashes or nearly so, and much sympathy was felt in every clime for the poor sufferers who had been left houseless and in great privation without shelter from the pitiless blast. Nobly, however, did people of every nation respond to their wail of distress, and none more so than our own country, connected with them by ties of blood and kindred, everyone vying with another to aid them in this the hour of their sore trial.

We arrived at Chicago on Saturday, the 28th September, at 11 A.M., per the Michigan Central Railway, after a long journey of twenty hours' duration, and went to the Tremont House, situated on the boundary line of the burnt and unburnt parts of the city. This hotel is a large and commodious building, having a splendid view of Lake Michigan from its windows, which in its tempest-tossed state was very grand, the day being

still wet and stormy, the worst we had experienced in America. Despite these adverse circumstances, we sallied forth for a first glance of this renowned city now immortalised in history as having been the scene of one of the most disastrous fires the world has ever heard of. You no sooner set foot on the street than you see terrible traces of the devouring element at every step; acres upon acres of what were formerly extensive streets, with their numerous warehouses and public buildings, now a mass of blackened ruins; but then, at the same time, you observe with astonishment and wonder the energy displayed, and the determination of its spirited citizens that their city should rise up anew out of its ruins with renewed life and beauty. Wherever you turn your eye, immense streets with massive piles of buildings or blocks (as they are termed) are rising up like magic, and even at this time handsome streets have replaced the old ones with this advantage, that the new houses are all built of stone, whereas before they were chiefly wooden erections.

Chicago only about thirty years ago contained a few thousand inhabitants, had no place in the map of America, and was at that time reckoned a paltry and obscure village in the remote West, when the country was then peopled by the wild Indian. Now, despite the cruel blow sustained in 1871, it is one of the most rising and flourishing cities of the Union. The city of St. Louis on the Mississippi, about 280 miles south-west from Chicago, has up till lately carried off the palm as to importance, population, &c., in the West, numbering about 400,000 souls; but it requires to look to its laurels, as Chicago, if not now superior, is soon likely to rival its sister on the banks of the Father of Waters. To make a comparison, these two cities are something in the situation in which our own Edinburgh and Glasgow stand to each other; the St. Louis people, like the former, hold their heads a little higher than their Chicago friends, and *reckon* themselves more aristocratic, many tracing their descent from old English families, for, with all their republican *notions*, the Yankees have still a feeling of pride in their descent from the old country.

Chicago, from its situation, is admirably adapted as a great

commercial emporium in the centre of a fine grain and lumber country. The cattle trade is largely carried on, as also that in pork. The number of swine reared in the Western States is incredible. The Yankees term them hogs, being a more genteel name, as they think, than swine. They feed at large in great numbers in the forest and prairie land. Chicago is also the centre of an extensive railway system to and from all parts of the United States, from New York on the east to California on the west, a distance of three thousand miles. The number of trains that arrive and depart daily is something immense.

The lumber trade is extensively carried on, as also the business in wheat, Indian corn, &c., all of which are shipped extensively on Lake Michigan, or transported by railway to different quarters of the globe. Chicago is said now to contain three hundred and fifty thousand inhabitants, exceeding even what it was before the fire, and is rapidly on the increase, so much so that it is computed that one house has been built for every hour since April, 1872, to the end of October last, that being the close of the building season, as in November hoary winter commences in earnest, when the cold is very intense. The thermometer often stands twenty degrees below zero. On the other hand, the summer heat is most oppressive, especially during the months of June, July, and August. The atmosphere, being so pure and exhilarating, tends to make both heat and cold more endurable.

The surrounding country is generally flat, consisting partly of cleared forest, and partly of prairie land.

After our arrival at Chicago we met with some acquaintances who had left our own quarter to try their fortune in the far West, and they kindly offered their services to show us anything of importance in and around the city. From them we obtained much valuable information. They had known Chicago before the fire, and were therefore well acquainted with all the circumstances connected with it. In our peregrinations through the city we were much pleased and struck with the elegant design and method with which the new streets are laid off, all being built at right angles and running parallel to each other. The streets are in great confusion with scaffolding, temporary wooden

erections, lime, and rubbish of all sorts. The wooden pavement also is in the worst condition possible for pedestrians, as every now and then obstacles come in the way to impede locomotion, putting one's temper sadly to the test, especially at night, when huge rats cross the path pretty frequently, and for these Chicago is also famous. On the whole, no city in the world can show such a sight of wholesale building going on at once. It may reasonably be supposed that owing to the demand for masons, carpenters, &c., wages are very high. We are told that from four to five dollars a-day was the rate for good hands. Although the fire had been the cause of so much distress, many having lost their all, still large fortunes are being made out of its ruins, and speculators (worshippers of Mammon) are rife, many of whom fear neither good nor bad if they can only make money. It is said that English gold has aided much in resuscitating Chicago, as many of the buildings have been got up by British enterprise and energy.

Next day being Sunday, we, like good Christians, accompanied by our old friends, Messrs C——, of N——, who had rejoined us, went to the Globe Theatre. Now, gentle readers, don't be alarmed, and accuse us too hastily of breaking the Fourth Commandment. We did go to the Theatre, but for the purpose of hearing a celebrated preacher, the Rev. Robert Collier. He is a Unitarian, and in many respects an extraordinary man, being considered one of the lions of the West. He was originally a blacksmith, and is now a clergyman of note, and occupied the Globe Theatre that evening. It was crowded ; he spoke from the stage, and indeed the scene was a novel one, and not soon to be forgotten. The finely ornamented building with tight ropes suspended from the roof, and other paraphernalia connected with the stage, contrasted strangely with the sacred purpose for which we had met. After the preacher commenced, and from his peculiar style, we were at a loss to realize whether we were in a church or a theatre. Demonstrations were frequent, just according to the cue of the speaker, who alternately assumed the tragic and comic style, sometimes drawing tears, and at other times loud bursts of laughter from his audience. Mr Collier is a man of undoubted talent, and gave,

upon the whole, a good discourse ; we will not, however, touch upon its doctrinal points. Truly, some Yankee parsons have a queer mode of preaching. In this country they would be taken for mountebanks ; but if this suits the taste of an American audience, of course they have a good right to please themselves in that respect. As for ourselves we had not been accustomed to scenes of this sort in our churches at home.

Chicago, we believe, can boast of the largest and most extensive daily live stock market in the world, and every stranger, especially any one who takes an interest in stock, should embrace the opportunity of inspecting this wonderful scene. We were fortunate in having friends connected with the stock market who kindly volunteered to show us the market yard. It is situated about five miles from the centre of the city, but the tramway cars so much used in America make it of easy access. The stock market is said to cover four hundred acres of land, subdivided into numerous sections for the respective owners, and apportioned so as to contain the different kinds of stock, with a wide carriage drive down the centre. Lines of railway for transport of stock are run into the yard at almost every point, there being every convenience for facilitating business. The number of cattle shown is immense, averaging daily from 6000 to 8000 head. They are bought up by dealers who scour the country for hundreds of miles, and are collected from the Western States, Indiana, Ohio, Kentucky, Missouri, Illinois, Kansas, and even so far as Texas. They are generally coarse, big-boned animals, especially those from Texas, whose horns are of immense proportions. They are fed on the prairies in great herds, and in general are not in high condition. The dealers consign them to the numerous salesmen in Chicago who find a ready market for them in that city, and also to purchasers from the eastern portion of the United States to supply the large cities such as New York, Boston, Philadelphia, where the consumption is very large. Bargains are quickly struck at the stock market, the Yankees being very 'cute and sharp in that respect. There is no "haggling" as at our own home markets, such as Dumfries or Lockerbie. A buyer comes up, offers so much per lb. live weight ; if this is not accepted, the buyer

bids the salesman good morning, quickly wheels his horse, and is off at a canter, flourishing a most portentous whip, in the use of which he is perfect. If a bargain is made the cattle are driven on by twenties to a drawbridge, which acts as a weighing machine, and by a very ingenious process gives the exact weight. This is taken down by the clerk in charge, who hands the certified weight to the purchaser, and the latter settles with the seller after the market in one of the banks close at hand. When we were there the current price per lb. was four cents and a quarter live weight, equal to fully twopence of our money.

There are also enormous numbers of hogs shown, brought from the States previously mentioned. It is no uncommon thing to see five hundred or so in the hands of one dealer. The daily average number of this class shown is said to be from 8000 to 10,000, and in the busiest season it even reaches the fabulous number of 20,000. They are sold in much the same way as the cattle.

In the vicinity of the market there are extensive curing establishments. Here grumphy goes into one department all alive and kicking, and, after undergoing a variety of processes, comes out in a very short time ready cured for the market. From statistics published we find the number of pork carcases packed was 22,036 in 1850, 271,805 in 1860, 688,141 in 1870,—thus showing an enormous increase. A considerable number of the hogs are also despatched alive per rail to the Eastern States, where they meet with ready sale.

Pork is largely used in America, a favourite dish being pork and beans.

Sheep are also shown in the market, but not to such an extent as the foregoing classes. They are principally of the native breed.

The stock market is supplied with the best of water by Artesian wells. This great market is generally over by mid-day.

Those connected with the trade have an early start, which may be very agreeable on a fine summer morning, but the very reverse when cold winter sets in, as they require to be in attendance by daylight, and must consequently be exposed to the keen frost and snow at that season of the year.

After spending a few hours most profitably and with much satisfaction in seeing this world-famed market, we refreshed ourselves with lager beer, which appears to be one of the favourite beverages in America. It is, however, hardly so palatable as Bass's or Allsopp's bitter beer; still, as the day was very hot and dusty it was most acceptable.

We next visited the racecourse: it is very fine and beautifully kept, as horse-racing is much patronised. Near this, in a large field, some splendid animals were grazing, chiefly shorthorned cattle, some of which would weigh 200 stones live weight, being very fat. Amongst them was an immense buffalo, the finest we have seen; it appeared quite domesticated and tame, but if once fairly aroused would be a dangerous customer to meddle with.

Buffalo hunting is one of the great sports in the far West, and is said to be most exciting. The skins are sold extensively in Chicago. We saw also in the same enclosure some Indian goats, from whose wool or hair cashmere shawls are made.

On returning to our hotel we found that Mr Edmund Yates, our fellow-traveller in crossing the Atlantic and in different parts of the United States, had arrived on a short visit to Chicago. We had the pleasure of hearing this distinguished novelist deliver a lecture on "English Manners and Customs" the same evening in one of the churches to a large and fashionable audience. His polished and agreeable style of speaking, coupled with his racy and graphic illustrations, seemed to afford the audience much satisfaction and delight, and at the close Mr Yates was loudly applauded by his American hearers. He lectured next evening in a different part of the city, where he was equally well received. We have since learned that his lectures have proved a great success in America.

Being desirous of seeing some prairie farming, in the south-west of Chicago, we left for a day's excursion into the country early on the morning of Tuesday, the 1st October, by the Chicago, Alton, and St. Louis Railroad, accompanied by a friend acquainted with the district we proposed to visit. We went very slowly along the streets, a bell ringing in front of the engine to give notice of our approach, and it was some time

before we cleared the suburbs of the large city. There are a great many level crossings in America, and the only precaution used to avoid accidents is a signal-board on which is painted in legible letters, "Beware of the cars," or "Look out for the locomotives." There is nothing remarkable to be seen for a few miles after leaving Chicago. We passed several extensive stone quarries that are largely used for building operations. The seam appears almost inexhaustible. It is of the best quality, and can be beautifully dressed. It somewhat resembles our whinstone.

Juliet, the State prison of Illinois, lay on our way, and appeared from the railway to be an immense pile of building, rather an inauspicious sign of the morals of that part of the country. The land for a considerable distance after leaving Chicago has been cleared from the forest, but farther south you enter upon a prairie country, where nothing is seen but a wide expanse of level land bounded by the horizon. This is monotonous; still it is relieved by extensive fields, some, we are sure, containing one hundred acres of splendid Indian corn, and others of equal extent sown with fall wheat. There is also a large extent of prairie pasture which has never been broken up by the plough. This grass is generally coarse and rank, as we say in Scotland, but grazes cattle and hogs well.

We passed several towns, but none of much importance until we reached our destination, the small, primitive town of Dwight, wholly built of wood. It is situated seventy-five miles from Chicago, and two hundred from St. Louis. We could have wished to extend our trip as far as that important city, but time did not permit. Being dinner time, we regaled ourselves in a quaint hostelrie with what we would term a tea and coffee dinner, at which a variety of dishes were served up. These were no sooner placed upon the table than they were besieged by swarms of flies and mosquitoes, the day being awfully close and hot. We hired a buggy with a pair of smart ponies to take us to a model and crack farm about four miles distant. Our Jehu was an intelligent youth, and on the road gave us some samples of genuine Americanisms. He informed us that His Royal Highness the Prince of Wales

spent a week in this neighbourhood some years ago, enjoying Prairie hen shooting. He was very popular during his stay. The roads, as usual, were fearfully bad, the jolting being terrific, as the ups and downs were frequent.

On approaching the house of the gentleman to whom the property belonged, we drove up a well-kept avenue. The house was a most comfortable-looking one, built of wood, but nicely and tastefully painted, with a spacious orchard in front, well stocked with the choicest fruit. We stopped at the gate, and, being strangers, sent in a message to the owner that we were from Scotland, and would feel obliged by his kindly allowing us to inspect his farm and premises. He not only assented to our request, but came out himself and gave us a cordial and hearty reception, and said we were welcome to see anything he could show us. He told us his name was Brass, that he originally hailed from Kilkenny, in Ireland ; he came out to the West twenty-five years ago, and had been for some years in business in Chicago, but unfortunately lost all his property in that city by the disastrous fire. Fortunately, previous to the fire he had purchased his present property, and came to reside on it a few months ago for the purpose of farming it himself. It consisted of 640 acres of land of the best quality in Illinois ; his crop included wheat and Indian corn, and a considerable portion of prairie land ; he kept a dairy of forty cows, resembling our shorthorns, about 200 pigs, and a quantity of cattle. We visited his dairy, tasted the cheese, taken at random from a large stock of immense cheeses, and found it excellent. Our friend showed us a fine shorthorned bull, of which he seemed very proud. The pigs were huddled together in rather a dirty manner ; those we saw were quite young ; the older ones were feeding in the prairies. We did not much admire the style in which the premises were kept, as everything was *tawdry-looking*. Mr Brass informed us he had an excellent crop of wheat and Indian corn last season, that his prairie grass was good where he grazed his cattle and hogs, and also that his land was very rich, so much so that many crops could be taken in succession without the aid of manure. We inspected a splendid field of Indian corn of great height, the

stalks as tall as from 12 to 14 feet ; the heads of grain had been recently plucked. The wheat sown in the fall looked luxuriant. Our friend told us that wheat only brings the small price of 1s per bushel, and Indian corn 9d. These appear very small figures when compared with the prices in this country, but the expense of transit is great, and this makes a very material difference. There was an excellent crop of wheat throughout the Western States and California last season, and this has the effect of keeping home prices reasonable, notwithstanding the adverse harvest we experienced. The gentleman told us he was getting tired of farming life, that it didn't suit his taste, and he therefore intended returning to business again in Chicago, when he got a suitable opportunity of disposing of his property. The land-steward of an English nobleman visited him lately and offered him £6000 for it. This, however, he declined, being unwilling to take less than £7000, and the money paid down in cash, as it is a general custom here for the purchaser to pay by instalments, which is not so satisfactory. After our walk through the farm, Mr B. kindly asked us into his house for refreshment. We went, and were introduced to his active and good-looking wife, who had just been busily engaged gathering beautiful apples in the orchard. If we didn't think the outer premises too well kept, there was a marked contrast in the dwelling-house ; this was beautifully clean, quite a treat to see, the apartment we were in being neatly painted, and furnished with much good taste. We had some excellent Scotch whisky, with plenty to eat, and felt so much at ease that we could scarcely believe we were in the State of Illinois, upwards of 4000 miles from home.

We took farewell of our kind host and his better half, much pleased with the reception and attention they had given us.

It was a lovely evening on our way back to Chicago, the sky was clear, and we had the pleasure of seeing one of those glorious sunsets only to be seen on the prairie. There is no twilight in this part of the world ; when the sun sinks below the horizon everything is soon enshrouded in darkness. We arrived at Chicago at night, much pleased with our excursion to the prairie.

Next day we took a drive along the shores of Lake Michigan. The day was fine, and the lake looked like burnished silver in the sun's rays, affording a striking contrast to its appearance a few days before, when it was agitated by a storm. We visited the Park, which, when finished, will be one of the ornaments of the city. It embraces a large extent of ground, and is being tastefully laid out. The old cemetery is contiguous to it, and part of it is thrown into the park, and here we must protest against this desecration, for, on passing along, we were shocked at the wholesale raising of the dead, and at seeing the huge boxes used for putting the coffins and bones into, to be re-interred elsewhere. We do not think in our free country such a shameful act would be permitted or even attempted. During our drive we had an opportunity of seeing more of the devastation caused by the fire. It brought to our recollection somewhat of the appearance that Paris exhibited after the partial destruction of that beautiful city by the Communists, and by the engines of war employed against it during the siege. Of course, in Chicago no traces of shot and shell were visible. There are some fine streets in Chicago, amongst others, Madison and Wabash Streets, Michigan Avenue, &c. There are a great many banks in the city, but few of them have much pretensions in point of architecture. The fire made great havoc amongst the hotels; however, some magnificent ones are in course of erection, one of which is said to contain 800 rooms. On our return to the Tremont House, we observed in the evening newspaper of that day (2d October) the heartrending news of the dreadful accident on the Caledonian Railway at Kirtlebridge that same morning, which had been flashed over by the Atlantic cable. The rapidity of this intelligence was astonishing, but it must be borne in mind that Chicago time is six hours behind that of Greenwich.

There are immense granaries and stores of grain in Chicago, business of every description is carried on vigorously, and if the city continues to flourish in the same ratio, in a few years it will be one of the largest in the Union. The State of Illinois is a most extensive one, extending northwards 380 miles, and westwards 200 miles, and is bounded by Wisconsin on the

north, Lake Michigan and Indiana on the east, Kentucky on the south, and Missouri and Iowa on the west. There has been of late years a great influx of settlers. For long it was the farthest removed from civilization of any of the United States, but new fields of enterprise are opened up now still farther west—such as Kansas, Nebraska, and Minnesota.

Chapter V.

LOUISVILLE.

We left Chicago after a pleasant sojourn of five days, and took the cars on the evening of the 3rd October for Louisville in Kentucky, 300 miles distant. The weather was fine but very hot, and travelling by night was more pleasant than during the day, when the sun's rays were scorching We passed through the fertile State of Indiana, and stopped for a short time in Indianapolis; it lies in the centre of a fine country, and is a city of some size and importance. In a lovely, balmy morning we admired the landscape exceedingly. The land has been reclaimed from the forest, but appears well farmed, with snug-looking, though fantastic farmhouses interspersed. We noticed great numbers of cattle and sheep grazing, and hogs snorting in the woods. Indian corn, as usual, appeared to be the staple crop, the land here not being of such a rich nature as the prairie land of Illinois, and on that account not so suitable for wheat. We reached Jeffersonville before we crossed the Ohio river by a fine bridge, and arrived at Louisville. The Ohio, a large and splendid river, has a course of one thousand miles, and falls into the Mississippi. Its average width is about half-a-mile. For half the year this river throughout its whole length has a depth of water sufficient for first-class steamboats. It is, however, subject to a very high rate of tidal rise, reaching an average of fifty feet, the lowest point being in September and the highest in March.

Louisville is situated in the north of Kentucky, and is the capital of that State. It contains about one hundred thousand inhabitants. It has somewhat of an old-fashioned look. It has

a very romantic site near the Falls of the Ohio, which can be seen from the city, and the landscape is beautiful when the river is at its highest. The Falls are scarcely visible, and steamboats can pass over them freely; but when the water is low, the river, which is nearly a mile broad here, has the appearance of numerous streams of foam rushing over the Falls. The streets of Louisville are generally wide, well paved, and delightfully shaded with majestic trees. We stayed at the Gait House in Main Street, which is a very well conducted hotel. We had a letter of introduction from the manager of the Tremont Hotel at Chicago kindly offered to us to his friend Colonel Johnstone, manager of this hotel. There are a great many colonels, majors, &c., in America, who sprung up like mushrooms during the late war. Our friend the Colonel was very attentive during our stay.

The morning was oppressively warm when we arrived. We could scarcely imagine a day in October to be so overpowering, forgetting for the time that this city is in latitude 38°, a marked difference from our own of 55°. After breakfast, we hired a conveyance and took an excursion into the country, visiting first the Cemetery, which, as in all American cities, is one of the principal objects of interest. This is beautifully situated on rising ground, from which there is a splendid view. The ground is tastefully laid out, and the monuments at once chaste and magnificent. No carriage is allowed to pass through the Cemetery except at a walking pace, so that we had ample time to look around. Proceeding further into the country, we were charmed by the neat and cosy appearance of "The Old Kentucky Homes," the farm-houses being generally good and beautifully ornamented, each having a fine orchard attached. The country, however, had a parched and burnt up appearance, from the long-continued drought, and from the sandy nature of the soil. The Kentucky farmers are famed for the good quality of their stock. The cattle are strong but coarse-looking. All kinds of grain are grown here. At this season of the year the trees were looking splendid, clothed in variegated foliage. The negro element here is very apparent. We thought of the time not many years ago when they were bought and sold like stock

in the market place, and again these lines of Cowper were recalled to our recollection—

> Fleecy locks and dark complexions
> Cannot sever nature's claim;
> Skins may differ, but affection
> Dwells in white and black the same.

Left Louisville on the morning of 15th October for Cincinnati, the capital of Ohio, one hundred and ten miles distant, and had therefore the opportunity of seeing a considerable portion of Kentucky. All the way through the country was rich and beautiful, but very much burnt up with the long-continued drought, a marked contrast to the wet season experienced in Scotland; here you see more gentlemen's seats than is common in Amercia, but nothing to compare with the baronial residences of old England with their parks and stately trees. We passed some very fine houses, all having extensive orchards, and every description of grain seems to be raised here; the tobacco plant is also grown, as we observed large quantities of the leaves spread out to dry.

We were startled by being brought to an abrupt standstill, and on looking out were surprised to see an engine off the rails, and splinters of broken carriages scattered profusely in every direction. On speaking to the conductor of the train, he told us that he "calculated" an accident had happened the previous morning, but "guessed" that no lives were lost. An accident of this nature seems to be not uncommon in the West, and apparently is taken as a matter of course. After a few hours' journey we crossed the Ohio river by a magnificent bridge, and arrived at Cincinnati about mid-day. Ohio is one of the largest and most important of the Western States, and is said to be third in the Union with regard to population and wealth; it is two hundred miles long and about the same in breadth. Cincinnati is a splendid city, with a population of 350,000, and is termed the "Queen city of the West." American cities are very much alike, especially in the way in which their streets are laid off, and this one is no exception to the rule. They run at right angles, and parallel to each other. We drove out to Clifton, a place of much resort; from it a glorious and magnificent view

of the Ohio river, gracefully bending on its course, with a fine expanse of country, is obtained—comprehending Kentucky on the one side and Ohio on the other—the river still forming the boundary between the north and south. We had a driver originally from the Emerald Isle, an intelligent man, very loquacious, and anxious to afford all the information in his power. On enquiring how the slaves who had lately obtained their freedom were getting on in Kentucky, he, in the style peculiar to Irishmen, replied, "Och, yer honour! they are far more thought of and better off than us whites now." In the vicinity of the city are numerous elegant mansions, croquet appearing to be a favourite game on the lawns. There being great excitement about the Presidential election, we had the good fortune to see a torch-light procession of Grant's supporters. This had an imposing appearance, many thousands of men marching along with torches, accompanied by bands of music playing some well-known Yankee airs. It may be in the recollection of your readers that it was at a convention sitting in Cincinnati that the late Horace Greeley was nominated as future President.

Cincinnati has a very large pork trade, and altogether is a rising place, and of great commercial importance. During our short stay we were located at the Burnet House, an excellent establishment. Left at 10.30 P.M. for Washington, a distance of nearly six hundred miles, per the Baltimore and Ohio railway. We took the precaution, before starting, of procuring sleeping berths, for when this is not attended to when you purchase your ticket it is often impossible to secure them after you enter the train, there being generally a great demand for them. The Baltimore and Ohio railroad passes through the grandest and most romantic scenery almost to be seen in America. For about two hundred miles we travelled through the State of Ohio. It was early morning when we reached Parkersburg in Virginia. The Ohio is crossed by another elegant bridge. We had breakfast at Parkersburg; and being fortunate as to weather, the day being clear and warm, we had the gratification of feasting our eyes on scenery of surpassing beauty and grandeur. We noticed with interest nice little snug cottages, built of wood, with neat little gardens and small plots of land well

cultivated. These are chiefly occupied by negroes whose "picaninnies" were seen skipping about "as merry as grigs." The tobacco plant is cultivated largely in Virginia, The land is rich and fertile, and the climate is good. On our way we passed many places of importance. Petroleum, famed for its oil springs, Grafton, Cumberland, &c. We now entered the lovely valley of the Potomac, which the railway skirts for a long distance. The river is very small and diminutive looking at first, but gradually increases in size and importance as it flows towards the sea. The country all around its banks is undulating and beautifully wooded. Altogether, the scenery was most enchanting, reminding one in some degree, although on a much larger scale, of the scenery around Blair Athole and Dunkeld in our own Scotland. The Potomac is rich in historical interest, its banks forming the battle ground of many a bloody conflict between the Federal and Confederate armies in the late civil war. The train stopped at Martinsburg to allow passengers time for tea. This place was noted during the war as having been taken and retaken several times. We reached Harper's Ferry just before dusk. This is a notable place. It is situated at the confluence of the Potomac and Shenandoah rivers. Harper's Ferry is 82 miles from Baltimore. It was near here where Booth, the assassin of the late President Lincoln, was captured and shot in a barn. The scenery at Harper's Ferry is superb and grand. This point was a place of much importance during the war, and was the scene of many skirmishes. After a long and tedious journey we arrived at the city of Washington at 10 o'clock at night and took up our quarters at Ebbit's Hotel.

Chapter VI.

Washington—Philadelphia.

Washington City, the political capital of the United States, is situated in the district of Columbia near the banks of the Potomac River, in the midst of a lovely landscape. It was chosen by Washington himself as the spot on which to rear the

future capital of the embryo Republic. From the heights around a magnificent view of the beautiful waters of the Potomac is to be had. It is a considerable seaport, and of late years has risen greatly in commercial importance ; its population has much increased, and now amounts to one hundred thousand. Although for long the headquarters of Congress and courts of law it was reckoned a dull, quaint city, with not much spirit about it ; now it is vastly improved ; its streets are spacious and well arranged.

On the morning after my arrival I sallied forth to see the lions of the city and surrounding neighbourhood, which is rich in historic interest. I went first to the White House, the President's mansion. I presume it takes its name from its being painted white ; it is an elegant but not imposing edifice, built of freestone, only two storeys high, and one hundred and seventy feet long. On the north side, upon Pennsylvania Avenue, the building has a portico, with four Ionic columns, through which carriages pass ; a circular colonnade of six Doric pillars adorns the Potomac front. In the centre of the lawn across the avenue on the north is a bronzed equestrian statue of General Jackson, erected 1853. Near the White House, on one side, are the unpretending offices of the Navy and War Departments, and on the other those of the State and Treasury. On entering the White House I was shown the apartments open to the public ; these are all plain, but adorned with paintings of eminent men who have figured in United States history, such as Washington, Jefferson, Van Buren, and Lincoln. While inspecting those objects of interest I incidentally enquired of the attendant whether President Grant was at present in the White House. He replied in the affirmative, and after scanning me narrowly, added, "Did I wish to see him ?" Not having the remotest idea of being so privileged, I said, "I would esteem it a high honour." The attendant then said, "Oh, just follow me." After ascending a long staircase I was ushered into a large room, where I was received by a gentleman, who politely asked me to be seated, and requested me to send in my card to the President. This I did, and in a very few minutes a "coloured" attendant came with the President's order of ad-

mission. On being ushered into the presence I found the President seated at the head of a long table with immense piles of letters and documents before him. He rose and shook hands cordially, asked me to be seated, and immediately entered into conversation. On my stating that I was a Scotsman, and had been travelling through part of America, the President enquired how we were pleased with the country. I said that we had been much gratified, and that America was really a wonderful country. "Yes, so we Americans think it is," was the President's prompt reply. He mentioned that he had just seen a fellow-countryman of mine a few hours before. After a few other remarks on various subjects, I apologised for trespassing on his valuable time, and took my leave. The President, in the most affable manner again cordially shook hands, stating at the same time how glad he had been to see a native of Scotland. The President appears upwards of fifty years of age, and has a pleasing expression of countenance, in which, however, the stern soldier is clearly depicted. He seems from the cast of his features to have a strong will, and emphatically a mind of his own. He is of middle size, dark visage, with a grizzly beard, and appears to be blessed with an iron constitution. Had not the *Alabama* claims been previously adjusted I might have congratulated myself after this pleasing and friendly interview that my persuasive eloquence might have had a soothing influence in diplomatic matters betwixt the two great nations! How President Grant finds time to see so many strangers is a marvel, and it was all the more to be noted at that particular period, when he was so much occupied with the cares of State and the approaching keen Presidential election. However highly I prized the honour of "interviewing" such an important personage, I must at the same time give my candid opinion that it was a too undignified way of approaching the chief magistrate of a Republic like America; but in that so-called *free* country it seems to be the custom, and one of these notions peculiar to Republicanism. What would we in this country think if our own beloved sovereign admitted strangers indiscriminately into her august presence?

After leaving the White House, we crossed the Potomac into

Virginia. Here the river is spanned by an elegant and extensive bridge. We drove five miles through a lovely country, and reached the country house where the good and brave General Lee was born. It is romantically situated on the Arlington Heights, and surrounded by magnificent trees. The house is a commodious but plain one,—well kept, and the grounds in beautiful order. Everything now had a peaceful and calm look; but close at hand you see horrid traces of the late civil war. In the cemetery adjoining thousands of gallant men rest in the sleep of death. Neatly-painted slabs, in regular rows parallel to each other, mark their last resting-place. On each a soldier's name is inscribed, and when and where he was killed; in some instances, "To the Memory of Private ——; name unknown," a touching inscription—perhaps some fond mother has lost her only son, and knows not where his dust reposes. This part of the cemetery contains those of the Federal Army. A short distance off are buried, in the same manner, the soldiers of the Confederate Army who yielded up their gallant spirits near to the hallowed spot where their illustrious General Lee was born. It may be in the recollection of your readers that the noble Lee died some years ago in Virginia, deeply lamented by all parties, while his great rival, General Grant, occupies now supreme authority. During our visit to the cemetery there occurred an awful storm of thunder and lightning, accompanied by hailstones of immense size, everything being on a large scale in the New World. We enquired of the guide where Bull's Run lay. He said it was about 25 miles further south; but, as he was a Northerner, the subject did not seem very palatable to his taste.

After returning to Washington, we next visited the Capitol. This is one of the principal sights; it has an impressing appearance, stands upon a bold terrace height, and is seen to much advantage in the distance, especially on sailing up the Potomac. The corner stone of this elegant building was laid by Washington in 1793. In 1814 it was burned by the British, together with the Library of Congress, the President's house, and other public works. It was repaired in 1828; and in 1851 President Filmore laid the foundation stone of the new building, which

makes the edifice now twice its original size. The whole length is 751 feet, and the area of the ground covered is 3½ acres. The surrounding grounds are ornamented with fountains and statuary. The Senate Chamber and House of Representatives are in the wings of the Capitol, on each side of the centre building. In front of the Capitol, a colossal statue of Washington is erected,—the figure is clothed in the Roman Toga, with sword reversed, denoting the laying down the power with which he has been invested, having accomplished his end. Congress not being sitting at the time, we had not the opportunity of listening to American eloquence, or perhaps witnessing a fight in that august assembly between some honourable senators. The General Post Office lies midway between the White House and the Capitol. It is built of white marble and has a splendid aspect. There are numerous hotels in the city, but none of them are very remarkable for grandeur or extent. Amongst them are Ebbit's, the Arlington, and Willard's, the latter just on the point of completion. Washington is well stocked with churches, Episcopal, Presbyterian, Methodist, Catholic, &c.

On the 8th October, left at 10 o'clock A.M., from the wharf, per steamer *Arrow*, for Mount Vernon, which, being the place where Washington lived and died, is the Mecca of the United States. When waiting at the wharf were much pleased with hearing two darkies playing and singing some of their negro melodies, which had a fine effect, as it was really original. The weather was all that could be desired, and the sail down the Potomac was a most enjoyable one. Mount Vernon is 16 miles from Washington City, it is situated in the county of Fairfax, Virginia, and is seen in the distance many miles off, standing as it does on an eminence overlooking the Potomac, which is here several miles broad, with a glorious view of Maryland on the opposite side. We landed at a small jetty about half-a-mile from Mount Vernon; there were about thirty excursionists in the steamer, all apparently Americans, with the exception of ourselves. We walked up through a winding avenue of beautiful trees, which afforded an agreeable and refreshing shade from the scorching rays of the sun, the day being oppressively hot. About one hundred and fifty yards

from the house, surrounded by wood and shrubs, is the tomb of Washington, held sacred by every American. It is a plain, solid building of brick, with an iron gate at its entrance, through the bars of which may be seen two sarcophagi of white marble, side by side in which rest the ashes of Washington and his amiable and affectionate wife. The burial place bears the following modest inscription:—"Within this enclosure rest the remains of General George Washington. He died 1799." Near the same place several of his relations are interred. Mount Vernon House is a plain, old fashioned mansion, with a verandah in front overrun with flowers. The house is at present in much the same state as when Washington lived in it nearly a century ago. The room in which the great warrior and statesman died is an object of much interest, the old four-posted mahogany bedstead in which he lay during his last illness, and the furniture, all in the same condition as when he breathed his last. We saw also part of the camp equipage he used in war, and the key of the Bastile presented to Washington by General Lafayette after the destruction of that infamous French prison. We next saw through the garden, which also is kept in its original style. At the gate stood an old negro, nearly 90 years of age, who had been once a slave or servant to Washington; he was begging, but his Yankee countrymen appeared all to turn a deaf ear to his solicitations. We had two hours to wait at Mount Vernon, so had ample time to see everything connected with it.

In the evening after our return from Mount Vernon, we found great rejoicings in progress in the streets of Washington, when the result of the state elections, which took place that day, became known. We left Washington early on the morning of 9th October for Philadelphia, *via* Baltimore. There is nothing remarkable in the aspect of the country until you reach that city, which is the largest in Maryland; it has 200,000 inhabitants, and is a business place, with a large amount of shipping. It is situated upon the Patapsco river 12 miles from its entrance into Chesapeake Bay. It is built on hill slopes and terraces, and has a picturesque appearance. The Washington monument is an object of interest, standing as it does upon a terrace 100 feet above the water at the intersection of Charles and Monu-

ment streets. Its base is 50 feet square and 20 feet high, supporting a Doric shaft 176 feet in height, surmounted by a colossal statue of Washington 16 feet high. The total elevation is 312 feet above the river. The work is of white marble, and is said to have cost 200,000 dollars. The Exchange and City Hall are fine buildings.

Maryland was granted to Lord Baltimore by Charles the 1st, and named in honour of Henrietta Maria, Queen of England. It is one of the most northern of what was termed the slave-holding States. It is not of large extent, but rich in minerals, especially in the hill districts. Coal and copper mines are worked in the State. Maryland grows large quantities of tobacco, and ranks third in the Union for production of this plant. The Potomac river is the boundary line between Maryland and Virginia. After leaving Baltimore we crossed several creeks of the sea by suspension bridges, one of them a mile long. Near Philadelphia the land is rich and well cultivated. We saw numbers of cattle grazing, and the farmhouses seemed large and comfortable. The landscape is also dotted with numerous gentlemen's seats, probably belonging to the merchant princes of Philadelphia. On arriving we went to the Continental Hotel, a splendid establishment, almost equal in size to the Fifth Avenue, New York, and infinitely more comfortable.

Philadelphia is a handsome city with magnificent buildings, many of them built of pure marble. It contains 800,000 inhabitants, being the second city of the United States. It was founded in 1682 by a colony of English Quakers, under the leadership of William Penn; the soubriquet of the city of brotherly love, which it now bears, was given to it by Penn himself. The Declaration of Independence was signed here, 4th July, 1776. Here resided the first President of the United States, and here too Congress met until about 1797. Philadelphia lies between the Delaware and Schuylkill rivers, six miles above their junction, and 100 miles by the Delaware river and bay from the Atlantic. The city lies low, and has not a striking aspect on approaching it, but the stranger is agreeably surprised on his entry by the elegance of the streets and public buildings. Amongst them is the State House where the De-

claration of Independence was adopted by Congress and proclaimed. The Gerard College is a fine structure; it was founded by the late Stephen Gerard, a Frenchman, who died in 1831. We visited the park, which is a magnificent one, only lately made. It is divided by a river, and is one of large extent, comprising a thousand acres. The afternoon being fine, and the weather charming, we had a good opportunity of seeing life in Philadelphia. The different carriages and equipages fully equalled in style those we had seen in the Central Park, New York. From a height in the Park we obtained a magnificent view of the city and Delaware River with its forests of masts. The shops in general are good, and elegantly fitted up.

The State of Pennsylvania is second in the Union, as regards population, and in many respects one of the most important. Its history is remarkable for the fact, which has no parallel in the other American states, that its territory was settled without war or bloodshed. The doctrines of peace and goodwill taught by its founder, William Penn, and his band of associates, when they settled down on the sunny banks of the Delaware, long acted happily as a charm over the savage nature of the Indians. Penn first suggested Sylvania as an appropriate name for the new colony, from its being so much wooded, but King Charles of England thought if the founder's name was prefixed, it would be more appropriate, so it was called Pennsylvania.

Chapter VII.

NEW YORK—HOME.

We left Philadelphia on 10th Oct. for New York. The country is rich, beautiful, and well cultivated nearly the whole way; the young wheat crop looked especially vigorous and strong. Near the vicinity of Jersey City we crossed a swampy ill-cultivated place, which we thought anything but creditable, lying so near New York, and which might have been drained and turned to better account. As the station was on the Jersey side of the river, we were trans-shipped to a large ferry boat plying to New York, landed safely, and were soon again at our

old quarters at the Fifth Avenue Hotel, where, after so much travel and fatigue, we almost fancied ourselves at home. The same afternoon we had the opportunity of seeing many thousands of the New York Militia, who that day had been inspected, march past the Hotel. They were in all different uniforms under the sun, and lost nothing for want of show; they in a marked degree lacked the soldier-like appearance and discipline of our troops, and it would even be doing our own volunteers little credit to say that in our opinion they infinitely surpassed our Yankee friends in calibre, steadiness, and drill. We also saw several squadrons of cavalry march past, who in their turn fell far short of British cavalry.

On 11th October the news of Seward's death was published; it appeared to create much sensation. Seward was an able man, but his day had gone past; he was well known for his anti-British feelings, and on that account rendered himself very popular with a certain party; however, his death seemed to be much regretted. In the evening, the hall and corridors of the Fifth Avenue were literally crowded and besieged by people discussing the political aspect of affairs, and the near prospect of the Presidential election. We visited Booth's theatre, and had the pleasure of seeing Boucicault in one of his famous Irish characters. He had been acting in America for some time past, and this was one of his last appearances in New York, before leaving for England. Next day we had a drive again in the Central Park. A month's absence had made a marked difference in the foliage of the trees, now assuming their winter garb. As the weather was beginning to feel cold, one could observe the heavier clothing requisite by those taking carriage and pedestrian exercise. Amongst the animals connected with the Zoological apartment we missed our old friend the sea-lion, who had been transferred by Barnum to other quarters.

Being very desirous to see another lion,—in other words, to hear the celebrated Rev. Ward Beecher preach, we were favoured, through the kindness of Mr E. Yates, with tickets of admission, as without these it would have been an impossibility to have our wish gratified, so crowded is Plymouth Church every Sunday to listen to the eloquence of the celebrated preacher. The church is situated in Brooklyn, so we had to cross the ferry,

and on our arrival had just to present our tickets to obtain good seats near to the platform. The church was crowded by a most intellectual looking and well-dressed congregation. The interior was decorated with flowers and hot-house plants, and the platform especially was highly ornamented. We had just been comfortably seated when a highly respectable looking gentleman came up and tapped me gently on the shoulder, at the same time apologising for his seeming rudeness; he politely inquired if I belonged to the *World*. I, taken by surprise, and not comprehending what he meant, replied sharply, "No; I am a Scotsman." Our friend immediately explained that he had taken me for one of the staff of the *World* office, a daily paper published in New York. So this amusing episode passed off agreeably.

Mr Ward Beecher made his appearance at half-past ten; he is a man of perhaps fifty, has a pleasing and attractive expression of countenance, indicative of genuine devout feeling. He wears neither whisker nor moustache, but has a fine head of flowing dark hair worn in primitive fashion. The proceedings commenced by a female artiste of the choir singing a hymn. Mr Beecher then gave a short but fervent prayer, another hymn was sung by the choir, accompanied by the soul-inspiring strains of a splendid organ. The preacher then read a portion of the Bible, followed by a prayer. He took for his text Philippians, 3d chapter, 12th to 15th verses, from which he preached an eloquent and impressive sermon, the substance of it being to urge the believer to go on till the end, and not rest satisfied with any good work he might have done, but to press forward with all diligence as one running a race. Middle-aged persons, he said, sometimes contented themselves with thinking they have done enough, and will leave further labour to younger men; he repudiated that idea, and earnestly, in an eloquent peroration, urged upon all never to weary in welldoing, but to labour with diligence to the end of their lives. The service was concluded by the congregation joining in singing in a most solemn manner that beautiful hymn, "Rest for the Weary." Sometimes the rev. preacher grew very animated, and entered heart and soul into his subject; still he had nothing of that theatrical style of preaching we had a sample of at Chicago.

Mr Beecher, your readers are aware, is brother to the celebrated authoress of "Uncle Tom's Cabin," Mrs Beecher Stowe. It is needless to say we were much pleased and gratified at having an opportunity of hearing such a world-renowned divine.

Sunday appears to be well kept in New York, and even Broadway is comparatively deserted—a striking contrast to its condition during the remainder of the week. The churches are well attended, there being many celebrated preachers of all persuasions. At first sight one would naturally conclude that the shops are open, as the windows are shutterless—a custom adopted in this and other American cities for the sake of greater security from burglars, especially at night, when the gaslight enables the police to see the interiors of the shops, and thus make sure that all is safe.

On Monday the streets again teem with cabs, carriages, ponderous waggons, and crowds of pedestrians intent on business. Tramways are much in vogue in New York; fares are low—only 5 cents., or 2½d in our money, for several miles distance; they are generally neatly fitted up, and have good horses. The omnibuses are smaller than those in use in our large cities; they have no conductors, but a leather strap attached to the door runs along the top of the omnibus to the driver's seat, and the act of opening the door checks the whip, causing him to pull up. The passenger on entering touches a spring-bell and hands his fare through a small opening to the driver. The strap acts in the same manner when anyone wishes to alight—he opens the door, and the driver stops in a moment. In the crowded thoroughfare of Broadway stepping out of an omnibus, and piloting your way in a zig-zag manner to the footpath, through a dense mass of carriages, is no easy matter. We may note that the "'bus" men are provided with a huge umbrella fixed to their seat so as to protect them either from rain or sun.

It is a common custom in New York for families to live in a hotel. We suppose they find it cheaper than keeping up establishments of their own; those who do so miss the comforts of home life, but the Americans, especially the ladies, are so fond of company that this mode of housekeeping suits their taste. The politeness of American gentlemen to ladies is very

marked. If a lady by any chance is met in the corridor or staircase of a hotel the gentleman doffs his hat at once.

On the morning of the 14th October we left for an excursion to New Haven, Connecticut, on the Boston line of railway. In the train we met an intelligent gentleman, whom we at once set down as a Scotchman, a surmise which proved correct. Strange to say, he came from Dumfries, which he left at ten years of age for the New World, and had been for many years in business in New York, so America might now be called his adopted home. In the same carriage was a young Chinaman, dressed in the full costume of the Celestial Empire, with flowing pig-tail. His appearance showed that he was of high caste. He could speak a little English, and was on his way to a seminary at Boston. He had come from China by way of California, which, since the Great Pacific Railway was opened, is the shortest and most direct route. We passed along Long Island Sound, per railway, and had many delightful peeps of the mighty ocean; the day being clear and bracing, the sea looked lovely, studded as it was with white sailed vessels. As usual in America, we crossed many creeks or arms of the sea, and passed several towns of importance, such as Stamford and Norwalk. We reached New Haven about mid-day. This is a large and thriving city, seventy-six miles from New York, famed for its manufactures, as are most of the cities in Connecticut. New Haven has a large amount of shipping, it is beautifully situated, and is one of the most interesting places in New England; it has a more antique appearance than is usual with American cities; the streets are shaded with magnificent trees. In the public park, in the centre of the town, stands Yale College, one of the most famous and ancient seats of learning in America. Near the college is an elegant monument erected to the memory of an English gentleman from Kent, who, during the reign of Charles the First, came over and settled amongst the Puritan fathers of New England.

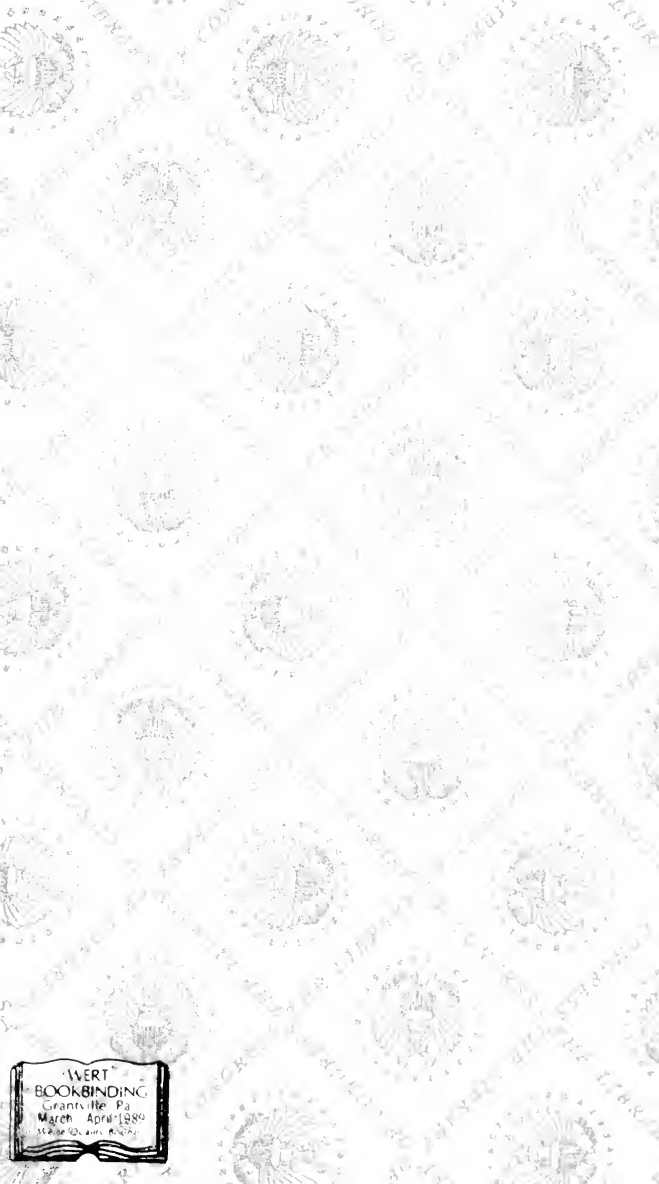
After a pleasant day's excursion we returned in the afternoon to New York, much delighted with our trip, and spent the remainder of the day in seeing more of the lions of New York, amongst others the Jewish synagogue, the magnificence of which shows that Jews are as rich there as in other parts of the world.

Our stay in America was now fast coming to a close; however much pleased with our visit, the prospect of seeing our friends at home was now uppermost in our minds, and the thought of "home, sweet home," deprived the dreaded voyage across the Atlantic of all its terrors. On the morning of the 16th October we paid a farewell visit to Wall Street and other places, and bade adieu to many kind friends, from all of whom we had received the greatest attention and hospitality, and in the afternoon embarked from the Cunard Wharf, in Jersey City, in the steam-ship *Russia*—Captain Cook. We left the shores of Columbia with pleasant recollections of our five weeks' stay. America has immense resources of every kind; it has much variety in climate, minerals, manufactures; agriculture, to any extent; primeval forests, magnificent rivers, enormous lakes, gigantic railways, such as the Great Pacific, extending 3000 miles. However, with all these advantages, the American system of government has great defects, the tone of morality and uprightness amongst public men does not rank so high as in our own country, and the Americans boast and talk too much of their free institutions. We at home, less loquacious, enjoy the blessings of our free and time-honoured constitution, which has stood the brunt of centuries "and braved the battle and the breeze." The United States has a mixed race of inhabitants—Irish and German, Americans, &c., &c.; consequently, they have not the same love of nationality as we have. The Yankees are great travellers—when they speak of crossing the ocean they say they are going to Europe, not generally to England, Scotland, &c., these places being in their opinion too small for their large ideas. Just before sailing, our old ship *Cuba* anchored in the river, direct from Liverpool. We expected letters from home by her, but provokingly there was no time to get them from the Post Office before we started. The signal-gun was fired at a quarter past 4 afternoon, and the *Russia* was afloat. She is a fine vessel, rather longer than the *Cuba*, but fitted up in much the same style. The *Russia* is reckoned one of the crack or swell boats on the Cunard line for speed, but does not excel the *Cuba* in respect of comfort or attendance. Captain Cook is an Englishman; his manner is more reserved than that of our old friend and countryman, Capt. Moodie.

The other officers of the ship were pleasant and agreeable. The quantity of coal requisite for these steamships is enormous; the average consumption per day is eighty tons for screw steamers, those with paddles using no less than one hundred and sixty tons, which is no joke in these days of dear fuel. There were 140 cabin passengers on board the *Russia*, including Sir Frederick Arrow, Mr Potter, President of the Grand Trunk Railway of Canada, who, with Mr Allport, the respected manager of the Midland Company of England, had been inspecting the Grand Trunk Railway. The afternoon was clear and invigorating, with a steady breeze. The coast of Long Island looked superb in the light of the setting sun. We steamed on, and off Sandy Hook passed the Guion steamship *Nevada*, that had left New York the same afternoon, and many conjectures were made on board as to which ship would first reach the shores of Old England. It afterwards proved that the *Nevada* was a slow sailer, as the *Russia* arrived in port three days before her. Singularly enough, the *Nevada* carried the United States mails, as from false notions of economy the American Government have transferred their mails from the Cunard line to the Guion and White Star lines. The Cunard Company still, however, carry the English mails out to America. For a few days the weather was favourable, although much colder than on our passage out. Fewer deck amusements were carried on, the nights were longer, and card-playing in the saloon was still in the ascendant. The monotony at night, especially when the sea was rough, was relieved by the pleasant and cheery voice of the watch on deck calling out every hour "All's well." On Wednesday, the 23d October, it began to blow a heavy gale, and we were going before the wind at a tremendous rate. During the night the gale increased, and on looking out the following morning we found and *felt* that it was blowing a perfect hurricane, with rain and sleet, and the ocean had a most frightful aspect. A storm at sea one thousand miles out on the great Atlantic is one of the grandest and most terrible sights imaginable. The tempest-tossed ocean in all its fury, lashed into rage with its foam-crested billows running mountain high, wave after wave dashing over our noble vessel, which reels and staggers under the shock, timbers creaking, the wind

howling, above which you ever and anon hear the voices of the gallant tars at their various posts of duty,—all this tends to inspire the boldest heart with dread and awe. You look up at the wild raving sky and then at the huge crested waves threatening you with instant engulfment, and for succour if need be you fix your eyes steadfastly on the ship's boats, then you are appalled at the thought that they could not for one moment live in such a sea; another tremendous wave appears in the distance threatening at this time to overwhelm you; you resign yourself to your supposed fate, and solemnly await the end whatever it may be; a whole lifetime flits before your eyes, and the mind wanders back to the many kind friends left behind. This terrible sea providentially passes over us, and our gallant ship proudly steams on in safety through the surging ocean, the storm gradually lulls, we breathe more freely, thankful for once that we have escaped the terrors of the mighty deep; but as we speak from a landsman's point of view, it might not have appeared so awful to a jolly tar accustomed to the freaks of Father Neptune. We were now fast nearing the Irish coast. The sea still ran high, so much so that the Captain of the *Russia* thought it prudent not to call at Queenstown, considering the state of the weather, to the disappointment of parties from the Emerald Isle. We had calculated on reaching Liverpool during the night of the 25th October, but unfortunately were half-an-hour too late for crossing the bar, the pilot being inexorable on that point. We were compelled to anchor until morning, when we steamed safely into Liverpool, having accomplished the voyage from New York to the bar in eight days twenty-three hours, at the rate of 330 miles a day run, being one of the shortest passages ever made by the *Russia*. We parted with many kind friends perhaps never again to meet in this voyage of life. We were two months absent from home, during which we had travelled upwards of nine thousand miles. Right glad we were to set foot on our own shores and meet our friends at home, who, whether on the broad Atlantic, the backwoods of Canada, or the prairies of the Far West, had been ever in our thoughts.

FINIS.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