varies from 1 in 10 to 1 in 14, and trips of 26 to 30 tubs are hauled at a time. The south engine has two cylinders 16 inches diameter, 2 feet 9 inches stroke, geared 1 to 3, with 4 feet and 5 feet drums for main and tail rope respectively. This deep or dook is about a mile and a half long; the dip varies from 1 in 14 to 1 in 50, and the rake consists of 40 to 45 tubs. The hauling of the coal from the faces to the engine roads is done by horses, from forty to fifty of them being usually employed. The stables are large and well ventilated, and afford accommodation for sixty horses, and in going along them I was much struck by the cleanliness of the stalls. Each horse has its name printed in large black letters on its own stall.

The System of Working

is a modification of the stoop and room method, but none of the pillars are taken out, the workings being all under the Atlantic Ocean. The main levels and deeps are driven in pairs 8 feet wide and 10 yards apart; the rooms are 16½ feet wide, and are parallel to the levels. At intervals of 70 to 80 yards single deeps and headways are set off as they advance, and are again broken off as the deeps and headways win them midway. Between these deeps and headways cross cuts are driven between the rooms almost always downhill from the higher to the lower room. These single deeps, headways, and cross-cuts are driven 9 feet wide, and the pillars are 12 yards thick. The rooms are broken off 12 feet wide and put through the same width. The ventilation of the workings is effected by means of a guibal fan placed at the top of the Queen Pit. The fan is 30 feet diameter by 10 feet wide, and at forty revolutions per minute puts into circulation about 80,000 cubic feet of air, which is ample for the whole workings, because wherever we went the air was always pure and sweet. There is a large Cornish pumping engine for the purpose of keeping the mine clear of water, but about 8 hours pumping in the 24 hours is sufficient to keep it down. All the pit bank screens and engine-houses are lighted by electricity and electric signals are in operation underground on the engine planes. Steam is supplied at Princess Pit by six egg-end boilers, 35 feet by 5½ feet, and three multitubular boilers and four egg-end boilers same size at Queen Pit. The colliery is also fully equipped with large workshops, including waggon and tub shops, smithies, steam hammer, pattern and carpenters' shops, foundry, sawmill, fitting shops with large turning lathe, planing, drilling, screwing-machine, and screw-cutting lathe, also boiler and locomotive shops, and while I was there they were making a new locomotive. The miners work in pairs, and all the working places are what is termed cabled once every three months; that is, all the men's names are put on a small slip of paper and rolled up and put into a box, then the name of the place is called out, and the manager puts his hand into the box and draws a slip, and whoever has his name on that slip gets that place for the next three months, and the same process is gone through until all are provided with places. The miners' average wage is about $2 (8s), and good workman can make about $60 (£15) per month; shift men get from eighty cents (3s 4d) to $1.25 (5s) per shift bottomer; 80 to 90 cents (3s 4d to 3s 9d), and 2 cents per 100 tubs extra; enginemen (underground, $1.10 (4s 5d); boys, 35 cents (1s 6d); drivers, 2½ to 3 cents per tub, and average $1 (4s); winding enginemen get 9½ cents per 100 tubs, and earn about $1.50 (6s); firemen a little less. Boys do not get to work at the face until they are about 20 years of age, because so many of them are required to drive the ponies, &c., but they are allowed to get there by their turn. There is very little idle time, as they work every day the weather permits. Miners are fined for making wide places—that is, if they make them over 18 feet 6 inches, fine 2s; 19 feet, 3s; 19 feet 6 inches, 4s; 20 feet, 6s; 20 feet 6 inches, 8s; 21 feet, 10s; 21 feet 6 inches, 12s. The correct width is 16 feet 6 inches, and they can be fined every time the overs-man gets them too wide until they reach the maximum fine of 12s for one month. Workmen are provided with free coal, but require to pay for the cartage, which is 8d per cart of 10 cwts. All tools, except picks, are provided by the Company, and all are sharpened free. Miners pay 25 cents (1s) for justiceman in summer and 20 cents (10d) in winter. Most of the miners are in the Provincial Workman's Association. There is also a friendly society. Men pay 25 cents (1s) per month, and the Government and masters pay so much per ton extra. Householders pay 40 cents (1s 8d) per month for doctor's fee, and all boys over fourteen years 25 cents (1s).

THE TAILOR TRADE IN AMERICA.

THE COST OF CLOTHING.

THE COOPER INSTITUTE.

AMERICAN FURNITURE.

MECHANICAL WOOD CARVING.

(From the Dundee Weekly News of February 24.)

The Tailors' Union of America.

Mr E. Bennett reports:—In our visits to the various cities in the United States and Canada I made special inquiries into the tailor trade to find if the sweating system existed there in anything like the proportion that it does in this country, and I was informed everywhere that I inquired that it did not exist at all in the bespoke trade, the Union looking so strictly after the trade as to prevent any such system taking root. In the ready-made trade, however, it exists to a very great extent. I have seen in several American cities both men and women carrying great bundles of garments of various kinds partly made up. Whether they were carrying them home to do their part of the work or *vice-versa* I cannot tell, but they seemed to have the work on these goods divided, one to do one part and another to do the other. I paid a visit to a gentleman in New York who is corresponding secretary for the Union, and he told me that it was utterly impossible to estimate anything like the extent of the sweating system in the ready-made trade, but, like all others, he is perfectly certain that no such system exists in the bespoke trade. The Society or Union pays a man for doing nothing else than looking into this and keeping it from taking root. Still there is no restriction to the hours a tailor works, nor can there be so long as the system of taking work home to be made is allowed to go on. The master tailors do not find work room for their men except perhaps for one or two, who may be employed as day's wage men, for making alterations and doing repairs. In one shop I visited they had three day's wage men, and they were paid £3 per

week of 60 hours. All others have to take their work home, find their own irons, pressing boards, &c., and do their own machining, where and when

MR J. B. LENNON.

required. I asked the Corresponding Secretary, whom I visited in New York, viz., Mr J. B. Lennon, what difference the tariff made upon goods sent out from this country to the U.S., and he told me that a cloth which would cost 10s in a wholesale warehouse in this country, would be worth £1 1s in the wholesale warehouse out there. Then I said, "Clothing must be very expensive here, and still goods seem to be ticketed in the shop windows at a reasonable price." "Yes," he said, "to anyone who didn't know any better they seem reasonable, but there was neither the material nor the workmanship in them to give satisfaction for the money, and they would scarcely hold together long enough to go to a picnic with. I told him that I was not in the trade, and therefore didn't know much about the different qualities of cloth, but asked him what a suit, such as I had on (a fine blue worsted) would cost out there, and he told me that it could not be bought there for less than £13 or £14. It cost me here £3 5s 0d. This shows what a man has to do with his big wages in America. The Union in America, as in this country, have a log or price list agreed upon by the Union and masters, each State having its own log, and in some cities there are special logs arranged between the Union and employers, who do a special class of work.

Cooper Institute, New York.

Mr Thos. Logan, Glasgow, reports :—The Cooper Institute for the Advancement of Science and Art is a large brown-stone building, claiming some architectural pretensions. It was erected by the late Peter Cooper, a mechanic of New York, in 1857, at a cost of £126,000, who endowed it with £60,000 for the support of a free reading-room and library. The purpose is philanthropic, and embraces day and evening schools of various kinds. There are art classes for men and women, free school of telegraphy and of typewriting for women, and other special departments. As the thousands of pupils who attend these classes are drawn almost entirely from the people who must work for a living, all the instruction tends strongly to the practical, and in the art schools especially pupils are able to earn something while under instruction. On calling at the institute, I was very courteously received by Mr Jordan, the assistant secretary, who kindly showed me through the various classrooms, and from my own observation, and the information I got from Mr Jordan, I find the whole school is conducted much on the same principle as the art schools in our large towns and cities in England and Scotland. The Women's Art School was organised for the purpose of affording instruction in the arts of design to women who, having natural taste and capacity, but being unable to pay for instruction, are obliged to apply the knowledge acquired in the institution to their support, either by teaching or by taking up art as a profession. Applicants for these classes must be at least sixteen and not over thirty-five years of age. In order that the advantages offered by the school may be properly bestowed all pupils who at the end of the first two months after the opening of the term do not show sufficient talent or progress in the pursuit of their studies are dropped from the school, and their places filled from the list of applicants who are always ready to fill the vacancy. The pupils must provide at their own expense all necessary materials, such as paper, pencils, crayons, colours, brushes, and instruments. The following branches are taught in this department :—Elementary cast drawing, drawing from the antique, life drawing, oil painting, designing, illustrating, retouching of negatives, retouching of positives, photographs in water colours, crayons and Indian ink, and porcelain photograph painting. Last year 602 pupils registered their names for admission to these classes, but only 285 could be admitted. Last year the trustees of the Cooper Union also established a Free School of Telegraphy for women, and there is also a free school for stenography and typewriting for women. The night schools of the Cooper Union are divided into two sections, called respectively the scientific department and the art department. Students for admission must be at least fifteen years of age, and a letter of recommendation from their employer is regarded as desirable. In the scientific department the regular course of study requires five years for its completion, and to those who pass successfully the Cooper medal and diploma and degree of Bachelor of Science are awarded. To be the possessor of this medal is considered a great honour, not only in New York, but in all the United States. The trustees of the Cooper Union are very strict regarding the conduct of the pupils. For any breach of good behaviour or violation of the regulations, the student is immediately dismissed. The one thing that impressed me most about this school was the number of pupils that can be accommodated in it. Last year the number that was admitted to the school of science was 1308, while in the art school 1767 were admitted, making a total of 3075. The Free Library and Reading-Room are of the largest and best equipped in America.

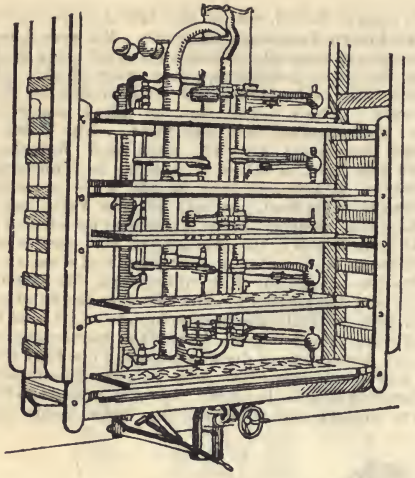
Furniture Trade in New York.

Mr Logan also reports :—While in New York I had excellent opportunities of inquiring into the furniture trade. Among the works and warehouses I had the pleasure of seeing through were the high class firms of Herter Brothers ; Cottier & Co., ; Tiffany & Co. ; Ellen & Kitson ; Freeman & Gillies, and a few others of less importance. Herter Brothers, Sixth Avenue, employ on an average about 500 hands, and is one of the most important firms of interior decorators in America. They have furniture throughout—that is from the laying of the floor to the decorating of the ceiling—many of the finest hotels and private residences in and around New York. I had the pleasure of seeing through the splendid show rooms of this vast establishment, where all the work was practically in a finished state. The furniture, I noticed, was mostly after

the French and Italian styles, and was superior in many respects to the American section of the Chicago Exhibition. There was also some splendid examples of chair work, upholstered in the most luxurious manner possible. On passing through the show rooms I could not but admire the carving on the various pieces of furniture, the design and treatment of which was of a very high order; in fact nearly all the work done by this firm possesses the same refinement of design and delicacy of treatment in all the different departments. The person that was showing me round was very particular in drawing my attention to material of American manufacture, such as wall papers, carpets, embroideries, tapestries, &c., and knowing myself that the best of these articles came from Britain and France, I asked him several times of this or that—at same time referring to some beautiful piece of wall decoration or tapestry—was also of American manufacture, when in nearly every instance he admitted, I could see with some reluctance, that they were of foreign manufacture. Of course I would not go the length of saying the Americans could not manufacture these high class goods, but there is one thing certain, they could not produce them at anything like the same cost as either France or Britain. There are very few people at home, I believe, who have any idea of the quantity of these high class goods that is exported to America every year. The quantity of carpet, I am told, that was exported from this country to the United States for the month of July last year, amounted to 65,000 yards, valued at £12,941. This does not take into account the finer materials, such as velvets, plushes, and tapestries, which in themselves amount to a very large sum. So it is easily seen that the old country can hold its own with these articles, and many others, notwithstanding America's almost prohibitive tariff. Cottier & Co., Seventh Avenue, is another first-class firm of art furniture makers, and employ somewhere about 300 hands in the different departments. Mr David Kay, the manager of this establishment is a Scotsman and a native of Glasgow. On calling at the works Mr Kay was delighted to meet a member of the *Weekly News* Expedition to America, which he had previously heard about. The workshops are extensive, and are equipped with the most approved wood-working machinery for the manufacture of high-class furniture. I noticed the work was being done by much the same methods as is done with ourselves, only I thought in a more leisurely way than is the custom at home. I had often heard that the American artisan worked much harder than we at home, but, as far as I could judge for myself, I found it the reverse. Of course I refer only to the furniture trade, as it is carried on by first-class firms. Tiffany & Co., Fourth Avenue, is another first-class firm of decorators, and employ somewhere about 400 hands. This firm is celebrated all over America for their stained glass, art metal work, furniture and decorations of every description. On calling at the works Mr Mitchell, the manager, kindly conducted Mr Bennett and myself over the building, which is five storeys high. Ecclesiastical glass-staining is one of this firm's most successful departments, and the work that was being done in that line was of a very high standard. In the other departments, such as furniture, art-metal, &c., the display of goods for style, workmanship, and quality, would be difficult to excel. It was quite evident that the articles in course of manufacture by this firm were intended only for the mansions of wealthy people. In fact Mr Mitchell explained that at present they were doing work for George Gould, son of the late Jay Gould, the well-known American millionaire. We were shown curtains of unusual richness that were being made up for this gentlemen, they were of old gold beautifully embroidered and studded all over with jewels. These jewels, to my mind, suggested but extravagance and bad taste. The firms I have mentioned are all considered first-class, but the firm of Ellen & Kitson, in Thirteenth Avenue, is acknowledged by the trade to be the greatest of its kind, not only in New York, but in the United States. I was introduced by a friend to Mr John Hendry, the manager of this vast establishment, who is also a Scotsman, and a native of Dundee. Like Mr Kay, of Cottier's, Mr Hendry was only too pleased to show me over the building, which is certainly the most complete of its kind in America, fitted especially for the convenience of every description of decoration, and I must say that I was much impressed with the comprehensive character of this business. Several years ago this firm did all the stone carving, both inside and

THE VANDERBILT MANSION.

outside, as well as the interior fittings and decorations of the Vanderbilt mansion, the staircase alone, which is of canestone, costing nearly £10,000. The whole house, on being completed, cost the fabulous sum of £800,000. Some of the carvings I saw in this establishment were simply works of art, and it would be difficult to imagine anything more beautiful than the "swags" of flowers that were being done in wood by Frenchmen, who are specialists at this kind of work. With perhaps the exception of Pullman Palace Car Works, it has seldom been my pleasure to witness greater order or cleanliness in cabinet works. Every benchway was evidently kept with pride. In the upholstery department the same supervision was apparent. Every ounce of hair or inch of stuff was carefully classified, and the quality of the material could be seen at a glance. There is also a multitude of wood-working machinery on the most approved principles for planeing, ploughing, mortising, tenoning, &c., as well as machines for carving both stone and wood. I saw four carving machines in operation. They are all by different makers, and each claim their machine to be the most perfect ever invented. The machine that is herewith illustrated is by the



WOOD-CARVING MACHINE.

Moore Carving Machine Company, Minneapolis. The work that this machine was turning out was really good, and required very little touching up. I give an illustration of a panel that cost £10 to carve the original, while the machine can produce the same for about six shillings. Those in the trade know what kind of panel can be produced by the hand for six shillings. There is another machine

PANEL CARVED BY MACHINE.

that deserves special mention. It is made by The Rohlmann Manufacturing Company, Saint Joseph, Mo. This machine is quite new, and embraces many important improvements over the others. It has the advantage of making an undercut in any angle up to 45 degrees without special adjustment, and the most difficult carvings, whether it be flat panels or figures in the round, can be duplicated any number of times at an enormous saving of cost. I have been informed that one of these machines has just been fitted up in the carving shop of a well-known firm of shipbuilders on the Clyde. To return to Ellen & Kitson's workshops, in a mere description it would be difficult to particularise the different works that were in operation, the more so because it embraces so many distinct trades. The following is a list of the average wages paid per hour by the four firms I have mentioned:—Carpenters, 1s 9d; cabinet-makers, 1s 4d; wood-carvers, 1s 6d; stone-carvers, 2s; marble cutters, 1s 3d; modellers, 2s 6d; varnishers, 1s 2d; painters, 1s 4d; fresco painters, 1s 10d; decorators, 1s 10d; machinemen, 1s 4d; upholsterers, 1s 2d; glass stainers, 1s 5d; lead workers, 1s 5d; plasterers, 1s 10d. The above trades, with a few exceptions, are all paid according to ability, but the wages enumerated are considered a fair average.

Factory-Made Furniture.

I also visited the furniture show-rooms of Gillies & Freeman, Twenty-Third Street, New York. Mr Gillies is a member of the New York Caledonian Club, where I was introduced to him by a friend, and before I go further I would like to say I was received with the utmost kindness by the members, who did everything they could to make me feel at home. Some of the members could tell me as much about the *Weekly News* Expedition as I knew myself, stating at the same time that they get the *Weekly News* sent them every week. Mr Bennett and myself were shown over the establishment by Mr Gillies himself, who took great pains in explaining everything he thought was of interest. The building is five storeys high, and is packed full of every description of factory-made furniture. There is certainly some good work to be seen, but the most of it is very poor, and I have no hesitation in saying that for design, finish, and workmanship we can give the Americans a big start and beat them at this particular class of work. I also noticed that the Yankees fix a great deal of looking-glasses on their furniture, which I consider a sure sign of bad taste, but as the average American is very often a self-made man, it is quite likely he may wish to look at his maker as often as possible. A great many of the men in factories have almost entirely ceased to be cabinet-makers in the real sense of the word, in consequence of the development of labour-saving machinery and the subdivision of the work. Originally, a cabinet-maker was a man who could produce almost any piece of furniture you named, but in the modern sense of the word he is a very different person. Instead of a man being competent to act as an artisan, he is often only able to produce one particular article of furniture, and sometimes only a portion of that article is entrusted to him. The result is that men, instead of having to learn the trade, are content to pick up enough to earn a precarious living. So far as I could judge from observation and intercourse, American workmen of all trades are in no way superior to our own; indeed, in education, intelligence, and handicraft skill we quite hold our own. One good feature of the American skilled workmen is their apparent sobriety. While total abstainers appear to be unknown, in all my "rambles" I only saw one man among the thousands slightly the worse of drink. It was also gratifying indeed to come across so many Scotsmen holding positions of trust. This was the common comment of all the delegates when they met at their hotel every night. In fact, it would be difficult to find a more intelligent body of men in America than what is to be found in the Caledonian Club, New York. The wages vary a great deal in the different places, ranging from £2 10s to £3 15s a week of 54 hours. In the factories ten hours constitute a day's work, Saturdays included, and, as far as possible, piece wages are paid. The largest furniture centres in America are Grand Rapids, Chicago, Cincinnati, and Rockford. Grand Rapids is a place with about 90,000 inhabitants, and is situated about 100 miles from Chicago. They claim to have the largest factories in the world, of which there are 62, and employ in all 9000 workers. The high-class furniture is made principally in New York, Boston, and Philadelphia. The wood-carvers in America are splendidly organised. Close on 1800 are members of the International Wood-carvers' Association. New York alone has 385 members, while Boston has 206, Chicago 278, and Grand Rapids 215. The working hours vary from 48 to 60 a week, and the men are always paid according to their ability. In New York and Boston some men are paid as high as 2s 6d an hour, while others are paid as low as 10d, but the average carver's wage is about 1s 4½d an hour, or £3 12s a week.

American Upholstery.

To say anything on the merits of American upholstery for the purpose of comparison is a very difficult and delicate task, inasmuch as the trade being one of taste and idea, it naturally follows that what one person would consider the perfection of work another would consider vulgar and out of place. In the swell houses the style adopted is very much after the French, which is idealistic and elaborate, with heavy, luxuriously upholstered chairs; while at home it is plain yet artistic, useful and unpretentious, except in cases where money is no object. The art of draping curtains, &c., is in my opinion more atistic than ours; they go in for great masses of material, draped, and caught up into every conceivable form. This, together with the bright colouring and richness of the materials employed, presents a beautiful effect, but as to whether it is good taste or not is quite a matter of opinion. Wages run from 1s 2d to 1s 4d an hour, or £3 3s to £3 12s a week. About one-half of the men in America that call themselves upholsterers are not upholsterers at all, as they simply lay carpets from one year's end to the other.

AMERICA'S GREAT PAPERMAKING CENTRE

HOLYOKE WORKS.

NOVA SCOTIA.

WORKMEN'S HOUSES.

PICTOU COUNTY.

THE ACADIA MINE.

(From the Dundee Weekly News of March 3.)

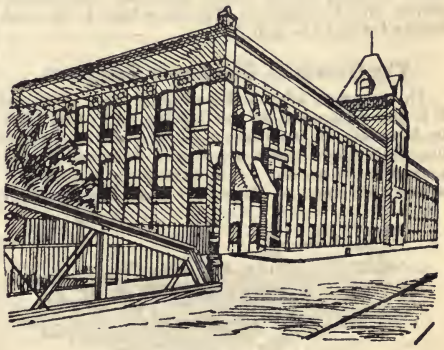
Mr W. Smith, Denny, reports:—Having made a visit to Holyoke, the great centre of paper-making in America, I had a run through some of the paper mills there, but before going in to the mills I went and saw the river where they get their water from, as naturally that is what is inquired into at the first visit to a paper mill. They get their supply from the Connecticut River. It is very good and clean water. The river is about 1000 feet wide where they have their weir or dam built across, and they have the command of all the water if they require it. It is let into a canal, which is about 50 feet wide and 18 feet deep, and after the water drives all the works on this canal it runs into another canal, and then into still another canal, which makes three canals, so that they use the water for driving the works three times over before it goes back into the river. This gives them an enormous lot of water power. They are building a new weir across the river, which will cost over £150,000, and the weir lasts between fifty and sixty years. There are about 150 different works supplied with water power, and the city electric light is also driven by it. There are 24 paper mills in and around Holyoke, having an aggregate of 30,000 horse power. I went to

The Albion Paper Mill

and saw Mr Reardin, the superintendent, and he very kindly showed me through the mill. It is built entirely of brick, and the railway comes into it. The mill is driven by water. They have 800 horse power. They have at the mill eighteen beating engines that carry 1000 lbs. They have three machines (Fourdriner), 78, 84, and 86 inches wide. They are driven by steam, and they turn off from 15 to 17 tons of paper per day. They use wood pulp, though sometimes a little rags are used with the wood pulp. They make super calendered book and flat writings. The rags are cut by a cutter, and some kinds are cut by the hand, and they overhaul their paper as it is cut. They all use the Finlay cutter, which is a very neat and simple bit of machinery, and was made and patented by a Scotchman, Mr William Finlay. They have a horne refining engine on each machine. The wages of paper workers in Holyoke are nearly all at the same rate—also the same hours. The shift men work 68½ hours per week. Machinemen's wages are 12s per day; beatermen's wages, 10s pery day; machine and beater assistant's wages, 5s to 8s per day. The ragroom girls work eight hours per day. Their wages are 3s 6d per day. The paper cutter girls work 50 hours per week, and their wages are 4s per day. Labourers work ten hours per day, their wages being 6s 6d per day. This mill is well ventilated and kept very clean. It is lighted up with the electric light. Mr Reardin is a Scotchman, being a native of Greenock, and he has been twenty-three years in Holyoke.

The Holyoke Envelope Company.

This is the largest envelope manufactory in the world, having a product of 3,400,000 envelopes daily. It began the manufacture of envelopes in 1881, and, being in the centre of the paper supply, it has exceptional facilities for accommodating its customers. It makes all its own boxes, from the



FACTORY OF HOLYOKE ENVELOPE COMPANY.

plainest envelope box to the richest and elegant papeterie box. They make all sizes of envelopes, from the horse-ear envelope to the No. 14, on self-gumming machinery. The cheap boxes are machine-made, but the silk and finer grades are hand-made. The Company run at present several hundred different styles of papeteries, and bring out a hundred or more new styles every year. It is a fine-equipped establishment—300 feet long, 80 feet wide, and three stories high. The offices are very sumptuously got up, and it is without question a monumental factory in Holyoke. They have 250 employés, and they pay out as wages about £1600 per month.

The Newton Paper Company.

This company makes heavy wrapping paper, duplex papers, and patent corrugated carpet lining felt. It is the only mill in Holyoke that makes this class of paper. They have three cylinder-making machines. Their beaters are driven by water 360 horse power, while their machines are driven by steam, and they turn off fifteen tons per day. They use rags, old paper, wastes, and wood pulp. They have nine beaters that carry 1000 lbs. each, and a Jordon refining engine on each machine. The factory is lighted up throughout with the electric light, and the railway runs through the mill.

The Valley Paper Company.

This company has two machines, 72 inches wide, making loft-dried, bond, linen, ledger, and writing papers. They turn out six tons per day. The motive power is two turbines of 360 horse power each. The Company use wood pulp and new linen cuttings. In the papermills at Holyoke they go in for machinery to save labour greatly, and they have some very neat appliances for conveying their rags and stuffs from one department to the other, which is one thing, I think, they are ahead of us in. Their fine paper, such as writings and printings, is behind the English and Scotch papers, but, I think, they make superior newspaper. They make their "news" all of wood pulp, 75 per cent. of mechanical, and 25 per cent. of sulphate wood pulp. The mills are all kept very clean, both inside and outside. The girls go to the mills dressed with their hats, white dresses, gloves on, and umbrella in their hand. You would think they were going to the church. The men go to their work with a nice suit of clothes, white shirt, collar, and straw hat on. I asked one of them why he did not wear his tacketed boots to the mill here as he did in the old country. "Tackets in your boots!" he says. "If they saw you with tackets in your boots here they would apprehend you at once. They keep their working clothes in the mill, and shift themselves, and the masters give them time to do that before leaving the mill."

The George C. Gill Paper Company.

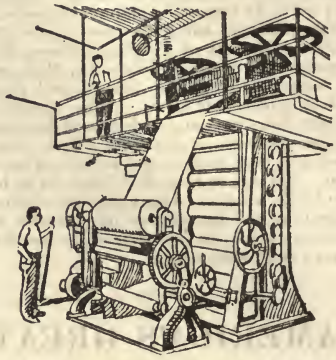
This is a very large and well-built paper mill, and it is now recognised as the leading mill of its kind in America. It has three machines, and they make fine writing and ruled paper, and turn out twenty tons of paper per day. The machinery is driven by water and steam. There are four turbines, and

GEORGE C. GILL'S PAPER COMPANY.

one of them is a sixty-inch Hercules, which is able to drive the entire mill itself. The works are fully equipped with steam power in case anything should go wrong with the water power. They have splendid machinery and some very nice ruling machines. They have also a large air-drying machine with 120 skeleton dryers. This is the only air-drying machine in America, although they have been very successful in England and America for years, so that they are far behind the old country in this. The other mills dry their paper on racks or poles, which is rather old-fashioned now. The mill is all lighted up with electric light, and the railway goes round all the mill. Mr Robert M. Allan of Kelvindale, a Scotsman, is superintendent of the works.

Papermakers' Union.

The papermakers in Holyoke have a very strong Union, and they have a splendid reading-room



SUPER CALENDERING.

where they can get books and all the papers to read. I visited some of the working men's houses, and was told the rent they pay for them is from £2 to £3 a month for a four-room house built of brick and wood, with a backyard or garden. Their houses are very dear, as you can get a house with as much accommodation and having a far better appearance for half the rent, in the old country. Speaking to a working man's wife, I said, "You get good wages here." "Yes," she says, "but we have just to pay it away again, as our house rents are so high, and pay $7 (£1 8s) for a ton of coal, and we burn a lot in the winter time as it is so cold. The clothes and boots are dearer too than at home, and they do not last half the time, as they are very slim got up, and we must keep a good-furnished house and put on good clothes, or we are looked down on here. I can't keep my house as I did at home on much less money than the double I had at home. I was as well off with 30s per week in Scotland or England as here with 40s per week." They have free education in Holyoke, and all the taxes they pay in the year is 8s. They have no gun tax. They have no co-operative societies in Holyoke, and very few working men own their own houses. Foresters and Oddfellows Friendly societies are very strong (the American order) in Holyoke.

THE FINISHING ROOM.

NOVA SCOTIA.

Mr Muir, miner, writes as follows :—

Workmen's Houses

are built of wood, and consist of one kitchen, one small bedroom, and pantry on lower flat, and two bedrooms upstairs, and a cellar under the kitchen. The rents are 2 dollars (8s) per month. All have to make their own bread and pastry, also to make all their own clothes. Common food is about the same price as at home; boots very dear and not good; clothing double price of home goods; spices very dear; furniture and crockery very dear. For instance, a plate which could be bought here for 1d costs about 3½d there, and a 1d tumbler costs 5d. Education is not compulsory, but is free, but the standard is not very high. Householders pay about £2 for taxes per annum, and single men pay a poll tax of 4s per year, which entitles them to a vote for local and dominion government of Canada. The coal is shipped at North Sydney, four miles distant from the pit, and three locomotives are required to carry the coal during the shipping season. The greater part of the coal raised is sent up the St Lawrence to Montreal, Quebec, and several other places, and while the navigation is open everything is pushed as much as possible to execute contracts, and get away the greatest amount of coal in the shortest possible time in order to overtake the great rush of trade which usually extends from May to November. Large quantities of coal are binged during the winter months, and it is nothing unusual to have 40,000 to 50,000 tons binged in this way. The severity of the winters and the drift ice in spring are great hindrances to the coal trade in Cape Breton. If the winter sets in early the harbour may be frozen over in December, and remain so until April. Then if it breaks up and gets cleared out it opens the way for the drift ice to come in, which often blocks the harbour in May, and even in June. The miners, as a rule, are civil and respectful and well-to-do, some of them owning horses and waggons, cattle, houses, and land, boats and fishing gear, and some having even small farms, which they work seed-time and harvest, and come to the mines the rest of the time, and in a number of cases bring pit-wood to the colliery, and barter for fire coal. The underground manager of this colliery is Mr Robert Robertson, a native of Rutherglen, who came here about three years ago, and who has managed it so successfully that he has raised the output from 670 tons per day when he came to an average of 1000 tons in 10 hours. This is only another instance of Scotsmen's ability and perseverance in working under difficulties of climate, which is very severe even on natives.

Pictou County, Nova Scotia.

Coal was discovered here in the year 1799, but mining was not commenced till 1827 on a large scale. The coal seams are represented by the big seam or main seam. It is about 38 or 39 feet thick, but this includes several bands of ironstone and stone through it, so that there is in all 24 feet of good workable coal. It is a highly luminous coking coal, but its main objection is that it produces a great quantity of light, bulky ashes. Next is what is known as the Deep Seam, 150 feet below the main seam. It is nearly 25 feet thick, and is divided into three workable seams amounting in all to about 12 feet in thickness of good coal. Next in value is Macgregor Seam, 280 feet below the Deep Seam, 12 feet in thickness. The two upper veins of this seam amount to 6 feet, with a slate between, which requires care in extracting. The general dip of the seams is about 20 degrees. Five feet above the Macgregor seams is a seam of good quality, and between this and the Deep Seam are other two seams, each about 4 feet thick, and very valuable coal, but too near the thick seams to be wrought yet. There was another seam discovered here some time ago overlying the Main Seam, but it has not been much wrought yet. It is about 5 feet 9 inches thick, and is said to be of good quality.

The Acadia Mine.

When in this county I visited the Acadia Mine. Mr Poole, general manager, and Mr Maxwell, underground manager, who is a Scotsman and native of Lanarkshire, and who has been in this province for the last thirty years, was very kind in giving me all information, and showing me through the mine. The mine employs about 220 men underground. It is 660 fathoms long and driven in the main seam, which at this mine varies in thickness from 16½ feet to 14 feet, but at the present time only 7 feet to 7½ feet of the top part of the seam is being wrought, and that on the stoop and room system, the inclination being 26 degrees from the horizontal or a dip of 1 in 2. The seam is very fiery, and only locked safety lamps are allowed to be used. The roof is very bad for 5 feet upwards, and usually falls this thickness to the bottom of a thick bed of freestone. There is very little water to contend with, and what is of it is forced direct to the surface, a distance of 1000 feet vertical. There are other pumps for pumping the water from the dip workings to the main lodgment. The miners work from seven o'clock in the morning till half-past five o'clock in the evening, and are allowed a half-hour at noon for a meal. The coal is very soft and easy to get; in fact, the manager told me that there had not been a shot fired in the mine for the last eight years. The miners are paid by the yard sometimes, and sometimes by the ton, which is 2240 lbs., but the legal ton is 2000 lbs. The average miner is able to put out about five tons per day, which, at an average of 36 cents (1s 6d) per ton for round coal and dross, gives them about 7s 6d per day for the miner, the shift wage being 5s 6d; winding enginemen, 5s 3d; pithead labourers, 4s to 4s 6d. The miners work on an average 22 days per month. The workmen have an association which is called the Provincial Workmen's Association. It is an association for all the different trades in the Province under one secretary and a managing committee, who publish a journal in their own interest, but it is there as it is in our own country, some won't join the association, and others don't pay their subscription as it becomes due. The subscription is 1s per month, and when hurt they get 10s per week as aliment. They have also an arbitration law for settling disputes, and there have been no strikes there since 1887, but they had one at that time which lasted four months. The strike was a local one to begin with, but it was made general by the other collieries going through sympathy. One of the mines had been reduced and the rest joined, but it ended in a reduction to the miners. Checkweighmen are allowed, but there are none at this colliery. There has been an attempt to import miners from other countries on several occasions, but they did not stay very long, owing, I suppose, to the long hours wrought and the long spells of idle time in winter, when the shipping ports get blocked up with ice and the most of the coal is shipped to Canadian ports because of the heavy tariff duty on the coal sent to United States ports. Food and clothing are generally about the same price as at home, and are as good. The weather in summer time is very much like our own, but in winter there are very frequent and

sudden changes, the temperature falling so low as 47 degrees below freezing on some occasions. The average temperature for the whole year is 42 degrees, or only 10 degrees above freezing. Spring time is very cold, owing to the ice winds which prevail in that season, and cultivation is kept very late. The harvest is also late: in fact the crops of corn we saw growing at the end of July were only six inches high. The ground is very poor for crops, especially in the valleys, the mountains being the best for crop raising. The inhabitants are almost without exception of Scottish extraction, having emigrated from the Highlands and islands of Scotland. All are very sober and industrious. House rents are very cheap, being only about 10s per month for a house containiug four rooms and a kitchen. Doctors' fees are £1 per year and medicine extra. Fire coal to workmen, 2s 6d per ton. There are no libraries or reading-rooms, no theatres or places of amusement, except in large towns, and there are no Saturday half-holidays, so that there is very little amusement or pleasure in this district. Public schools are free, but education is not compulsory. There are no technical schools, but there are evening classes in winter time.

Londonderry Rolling Mills.

The next day brought us to Londonderry, in Colchester County, where they are extensively mining and melting iron. The rolling mills, which used to employ a large number of men, are presently shut down, the company at present confining themselves to the making of pig-iron and foundry work. It was here that Siemens, the great scientist, experimented in steel making a long while, but the works proved unsuccessful. In the iron works there are 10 or 12 puddling furnaces and 2 rolling mills. On the works closing, the most of the workmen made their way to the United States. The present company have extensive ore properties, owning about 40,000 acres. I had a letter of introduction to the manager. In his absence I saw Mr Smaill, the chemist, who willingly conducted me all round the place. We drove over the hills to the mines, where you enter from the face of the mountains. With lamps we penetrated a long way into the workings, where the ore is to be seen in abundance. The ore contains about 30 per cent. of iron. It it famous for its purity, being almost free from phosphorus. The iron still retains the name of the Siemen brand, and has a ready sale all through Canada. At the blast furnaces the average wages are:—Furnacemen, $2.7 a day (9s); slagger, $1.25 a day (5s); helper, $1.17 a day (4s 9d); stovemen, $1.53 a day (6s); top fillers, $1.26 a day (5s); bottom fillers, $1.17 a day (4s 9d); labourers $1 a day (4s). Food here is very reasonable, but clothing is dear. The average rental for workmen's houses is about $5 (£1) a month. No intoxicating drink is sold here, although they are not under the Scott Act. They are under a Temperance Act that provides that no license can be granted within a mile of a mine or mining town.

The Trenton Steel Works, Nova Scotia.

Mr Robert Dunlop, Motherwell, writes:—Trenton is an irregularly built town, with no pretence of order or neatness, almost entirely depending on the steel works. The most of the houses belong to the workmen employed at the steel works. On the river bank, a short distance from the works, stands the handsome residence of Mr Fraser. It was Saturday afternoon when I got down to the works, and as the workmen here enjoy the half-holiday on Saturday, the works were closed. I saw Mr Fraser, who cordially invited me down to see the works on Monday morning. Their plant at present consists of two open hearth-melting furnaces, 20 tons each. For stripping and setting the pit they have one of Grieve's (Motherwell) ten ton travelling cranes; six heating furnaces; one 26-inch cogging mill; one 16-inch bar mill; one 10-inch guide mill. At present they are putting new plant in the shape of a new guide mill and a 20-inch 3 high plate mill, and a new melting furnace. The estimated cost of the new plant is £75,000. In the forge department they have four or five hammers and four furnaces. They have also a fine machine shop, well equipped with all the latest machinery in lathes, plainers, &c. They are beginning to use native pig-iron, made from Brown hematite ore, mixed and smelted within 20 miles of the steel works. Their output consists of marine, railway, and machinery forgings; all kinds of mild steel for rivets, bolts, and thresher teeth; plough beams, plough plates, and all kinds of agricultural steel. They have a yearly output of about 20,000 tons. Since the amalgamation of the companies in 1889, the average annual profit has been over $50,000, and it is expected when the new plant is laid down the earnings of the Company will be increased, as the output of the works will be augmented and at the same time effect a large saving in the cost of manufacture. The wages in the mills average:—Rollers, $7 to $8 (28s to 32s) a day; heaters, $4 (16s) a day; roughers, $4 (16s) a day; machinists, fitters, &c., from $1½ to $2¼ (6s to 9s) a day; labourers, from $1.10 (5s) to $1.20 (6s) a day. The tradesmen's hours are ten per day, working till twelve o'clock on Saturdays. A good number of the workmen own their houses, a comfortable house costing from $500 to $1000 (£100 to £200). The taxation is about 1½ per cent. on the value. The cost of living is much about the same as at home. As a rule, the necessaries of life are no dearer than they are here, with the exception of clothing. A good suit of clothes will cost about 20 per cent. more. A young man can board for $3 (12s) a week. I was fortunate in being introduced to Mr Joseph Keay, who is in charge of one of the mills, as I found he was a West of Scotland man. He has been here eight or nine years, having gone out under an engagement as a roll turner. He has now charge of the mill. He worked here for the Steel Company of Scotland, and his old fellow-workmen will be glad to hear that he is doing well, and likes to stay in Canada. His wife and family all seem to like the place too. He has a nice little bit of land, about ¾ acre, upon which he has built a splendid house of 7 apartments, at a cost of 3000 dollars (£600) for house and land. As he took me over to see it, I can say there are few workmen here can boast of such a nice house. Mr Keay and Mr Simon Fraser, the mill manager, were very obliging in showing me round the works, and I was also indebted to Mr Cantly, one of the officials, for his kindness, as he called for me in the evening and gave me a drive round the place in his machine. A pleasant feature of our visit has been the many acts of kindness shown to us by strangers, who seem quite unconscious of doing anything unusual. The most of the workmen here are in favour of protection, as it is generally admitted that in no other condition could young industries like theirs compete with the manufacturers at home. Complaints are general as to the unprofitableness of the farming class. The attractions and higher wages in the United States are tempting to the young people, and a large number of the above class leave the Maritime provinces for more congenial employment in the States, although I was credibly informed that with a little capital and energy a good living and fair profits could be realised from the land round this district.

INTERESTING SCENES AT NEW YORK HARBOUR.

STRANGE SHIP CUSTOMS.

THE STATUE OF LIBERTY.

HOW IT WAS CONSTRUCTED.

(From the Dundee Weekly News of March 10.)

New York Harbour and Statue of Liberty.

Mr Logan, Glasgow, reports:—While in New York I was aided, through the kindness of Mr J. Morrison, of the Caledonian Club, and Mr N. Mahon, delegate of the Amalgamated Society of Carpenters and Joiners, in getting much valuable information, and saw much more of the city than I possibly could have seen in double the time. To the stranger in New York, no matter what country he may have come from, there is no more interesting place than the harbour. To describe the scenes that are daily enacted at the different wharves would require the pen of a Charles Dickens to do them justice. At these wharves thousands of immigrants land almost every day in the year from every part

THE NARROWS, NEW YORK.

of the world, and to see the crowds of them in their native dress hobbling along with their baggage, and all yattering in their own tongue is a sight not easily forgotten. All along the river side there are many rum-looking old buildings used for all kinds of seafaring occupations. Here are makers of nautical instruments, outfitters for seamen, all sorts of boarding-houses (and some of them are dandies), dark and dingy shops with all kinds of articles from foreign lands, and any amount of drinking saloons of the worst description. Far over the street, their bowsprits reaching almost to the other side, are great ships moored to the wharves. It is here worth while mentioning that all foreign vessels, whether they be Atlantic flyers or smudgy tramps, must have their bows pointing towards the city, while American vessels have all their bows pointing towards the river. I was told that when the City of Paris and City of New York were transferred from British to American management the Yankees made a great fuss about it. The steamers were lying with their bows towards the city and flying the Union Jack, and in presence of an immense crowd of people the steamers were backed out into the middle of the river, when, amidst great rejoicings, bells ringing, bunting flying, &c., the Union Jack was hauled down and the Stars and Stripes run up in its place. At the same time the steamer was turned round and backed into its berth, so that the bows would point to the river the same as all other ships that are under the American flag. New York harbour is eight miles long, and five miles broad at it widest part, is completely protected from all gales, has several islands, and is acknowledged to be one of the most beautiful harbours in the world. The Hudson River, between New York and Jersey city, is about a mile broad, and the traffic that is carried on on this part of the river is enormous. One may here see a score of ferry boats crossing from shore to shore, and as many more may be counted in their slips. Great steamers, European liners, coasters to the Gulf of Mexico, the West Indies, and South America, all kinds of tramp steamers whose crews are made up of every race under the sun; numberless tugs, racing about alone, or towing some noble ship to sea, or dragging a long line of picturesque barges and innumerable sailing craft, every size or shape, foreign and domestic, dignified and ridiculous; men-of-war lying at their anchorage, and gay excursion boats, all brilliant in white paint, flags, &c. All these meet, pass, and cross one another's bows with little hindrance. Such an animated picture as New York harbour presents on a summer day, I don't believe can be excelled in any other seaport in the world. From every point, near or remote, and which commands the least view of the harbour, the first object to catch the eye is the

Statue of Liberty.

This colossal figure, the largest statue of modern times, is made of hammered plates of copper, is 151 feet in height, and stands upon a pedestal 155 feet high. It is the gift of the French people to the people of the United States. This statue has a unique history, and a brief description of it I have no doubt will be highly interesting to the readers of the *News*. Auguste Bartholdi, a French sculptor, was impressed during a voyage to the United States by the eagerness with which the emigrants crowded the decks for a first glimpse of the new land to which they were coming with such hope and confidence, and the thought came to him "What a joy and encouragement it would be to these people if they should see something to welcome them, to remind them that this is a Republic. What if there stood, like a great guardian, at the entrance of the Continent a colossal statue—a grand figure of a woman

holding aloft a torch, and symbolising Liberty enlightening the world." When he went home he proposed that a popular subscription should be opened in France to present to the people of the United States such statue. The idea took the fancy of the French Upwards of £40,000 was collected, and in 1879 Mr Bartholdi began work upon the statue. The process of building this colossal figure was most interesting.

A statue so enormous as this was designed to be could never be transported or erected, and if built in courses it would crumble and become unsightly. Bartholdi remembered of an ancient statue which was made of copper in thin sheets hammered into shape and laid upon a frame of stone, iron, and wood, and he decided that his statue must follow the same method. A beginning was made by executing a model in plaster one-sixteenth the size of the intended statue. Next another model four times as large was constructed. This quarter-size model being finished, the task followed of making the full-sized model in plaster. To mould these full-sized copies, which were cut into suitable pieces, was a work of great ingenuity. Their weight required a support, and a framework of laths was first erected, over which the plaster was roughly spread, and then it was chiselled and smoothed by skilful workmen into an exact similitude of the smaller model. These sections in plaster completed, came the work of making wooden moulds that were exact copies, both in size and modelling, of the plaster. It was a long, tedious, and difficult piece of work, but there are few workmen who could do it better than the French carpenters. Each part was a model of a part of the statue, exactly fitting every projection and curve of the whole figure. Into these wooden moulds sheets of copper were laid, and pressed or beaten down till they fitted the irregular surfaces of the moulds. In this complicated manner, by making first a sketch, then a quarter-sized model, then a full-sized model in sections, then hundreds of wooden copies, and, lastly, by hammering into shape 300 sheets of copper, the enormous statue was finished. These 300 bent and hammered plates, weighing in all 88 tons, form the outside of the statue. They are very thin, and, while they fit each other perfectly, it was quite plain that if they were put together in their proper order they would never stand alone, there must be a frame or structure inside to hold it together. This frame was made of iron beams firmly riveted together, and thus making a support to which the copper is fastened. In erecting such a great statue, two things had to be considered that seemed very trifling, and yet, if neglected, might destroy the statue in one day, or cause it to crumble slowly to pieces. One is the sun, the other is the sea breeze. Either of these could destroy the great copper figure, and something had to be done to prevent such a disaster. The heat of the sun would expand the metal and pull it out of shape, precisely as it does pull the Brooklyn Bridge out of shape every day. "The bridge is made in four parts, and when they expand with the heat they slide one past the other, and no harm is done. The river, or centre span, rises and falls day and night, as heat and cold alternate." The great copper statue is likewise in two parts, and, while they are securely fastened together, they can move the one over the other. Each bolt slips a trifle as the copper expands in the hot August sunshine, and slide back again when the freezing winds blow and the vast figure shrinks together in the cold. Besides this, the copper surface is so thin and elastic that it will bend slightly when heated and still keep its general shape. Thus the statue itself was built and ready in the summer of 1883, when the people of America were asked to contribute money to erect a suitable pedestal. They were slow to respond, not feeling the enthusiasm for the idea which had prompted the Frenchman; but at last the *World* newspaper aroused attention, and by a systematic effort on its part, the £50,000 necessary was raised, and in the summer of 1886 a handsome pedestal was erected, which adds greatly to the dignity of the statue. Pedestal and figure rise to the lofty height of 306 feet, and cost upwards of £90,000. The main stairway, which is lit by electricity, leads to the hollow in the top of the head, where it is said that 40 persons may stand at once, and a row of windows in the half-circle of the coronet overlooks the harbour and New York City. Another stairway leads up the arm into the torch, where a chamber will hold several persons at once. This torch is lighted by a cluster of electric lamps. It was a part of the original intention to place an electric lamp on each one of the rays above the heading, giving the statue a crown of diamond-like points of light at night; but this has not been done up to the present time. The figure itself, which faces the east, and has a face full of grave and noble beauty, stands posed on one foot, as if about to step forward, and is majestic from every point of view. In the right hand is a torch flame, held aloft as a beacon of liberty guiding the stranger from over the sea. In the left hand it clasps a tablet—the tables of the law.

St John, N.B.

Mr Dunlop, Motherwell, reports:—

We left Londonderry with the midnight train, and arrived in St John, N.B., next day. This was another famous place for shipbuilding when the old-time clippers did all the carrying trade, but the rapid introduction of iron and steel destroyed the trade here. There are several important industries carried on here, chief among them being the rolling mills of James Harrison & Co., manufacturers of iron and steel nail plate, ship knees, street and mine rails, &c. On going over to see the works, Mr John Poole, the roller in charge of one of the mills, gave me a cordial welcome. He belongs to Glasgow, having worked for the Steel Company of Scotland at Newton, also at Blochairn. On introducing myself to him, I was agreeably surprised to find he had a copy of the *Dundee Weekly News* in his pocket, with the photos of the Expedition, some friend having sent it out to him. Mr Poole likes St John, and seems to be doing well, having a property worth $5000 (£1000), with a tidy horse and trap to add to his comforts. He took the afternoon to himself, and kindly assisted me in seeing the place. The plant at Harrison's works consists of two rolling mills, a guide mill, and a slabbing mill, with forging hammer, &c. The average wages in the mills are:—Furnacemen and roughers, $3 (12s) a day; machinists and roll turners, from $10 to $12 (£2 to £2 8s) per week; labourers, $1.20 (5s) a day. There are also a great number of sawmills here as they have an extensive lumber trade. The average wage at the sawmills being from $1½ to $2 (6s to 8s) a day. We also visited the works of J. Pender & Co., where they manufacture steel wire nails of every description. Mr Pender has all the latest and improved machinery for the carrying on of a large trade. He is also the patentee of special wire nails of great holding power. Instead of the roughened barb nails, which break the fibres of the wood, his are so finely roughened as not to be noticeable, and as shown by numerous tests to be more effective. These works were exceptionally busy, having more orders on hand than they could fulfil. All their steel rod for nail making is imported from Germany, another proof of the pushing nature of our German friends in gaining access

to the markets in our Colonies. The cost of living is much about the same as at home, that is the food, but clothing and boots are a good deal more. Butcher meat can be had from 13 cents (6½d) a pound. It can be had cheaper buying larger quantities at the market. Butter from 18 to 20 cents (9½d to 10d) a pound. Eggs vary from 12 cents (6d) a dozen in summer, to 25 cents (1s) in winter. Coal runs to $4½ (18s) a chaldron, that means about 28 cwt. Domestic servants are always in demand at good wages, the average being about $12 (£2 8s) a month.

Nova Scotia as a Mining Centre.

Our visits to the provinces of Nova Scotia and New Brunswick proved very interesting. As the soil of Nova Scotia is against being a great agricultural country, they are determined to develop their vast resources in coal and iron. At the summer meeting of the Mining Society of Nova Scotia, held at New Glasgow, the Hon. J. W. Longley said :—"Nova Scotia was a small province containing 500,000 inhabitants, but within its borders were the possibilities of a great industrial and mineral development. With coal and iron and fluxes in abundance side by side, gold in paying quantities, and a large variety of other economic minerals, the possibilities of the future of the province were great. The time had come when the people of the province should realise a sense of the great obligation that is cast upon them to develop these resources. We must dare to be great, to be something more than a province of 500,000 people. Nova Scotia should be made the centre of the greatest mining and manufacturing industries of this Continent." The Hon. A. C. Bell, referring to the growth of the mining district in Pictou County, said :—It was pleasing to the citizens of New Glasgow to see some realisation of what had been in their early days dreams exceedingly vague of what the county might some day become. In his early days the people were accustomed to compare New Glasgow on the east river with its namesake on the Clyde. A few years ago, where the steelworks now stand, there was nothing but green trees. The coal trade had grown, and the building of iron vessels was now one of the industries of New Glasgow. In conclusion he eulogised his old school fellow, Mr Graham Fraser, who by his courage and ability had done so much to promote the establishment of the iron industry in the county." On the Wednesday evening I rejoined Mr Muir at St John (who had been away at the mines of Cape Breton), and we left for Boston, where we arrived next afternoon. We spent a few hours at Boston, and, leaving at midnight, we arrived at New York next morning, and again joined the members of the Expedition. Our visit to Canada convinced us that they are slowly but surely opening up their great natural resources, and that Canada in the future, with a loyal and industrious people, is bound to play an important part as a manufacturing nation. At present there are no steel plate mills in Canada. When the new plant is laid down at New Glasgow a great impetus ought to be given the trade in Canada. Of course the tariff laws assist them in competing with our great manufacturers at home. Without Protection they say they could not compete successfully, and as that policy promises most for the workers they are bound to support it. One thing is certain—if the iron and steel trade does not succeed it will not be the fault of the able and energetic men who are striving to develop their resources and establish permanent industries in Canada.

SIGHTS OF NEW YORK.

GENERAL GRANT'S TOMB.

IN THE CENTRAL PARK.

THE FREE LUNCH SYSTEM.

A WALK THROUGH WALL STREET.

VISIT TO THE BOWERY.

THE GRAND CENTRAL DEPOT.

(From the Dundee Weekly News of March 17.)

Mr Murray, the conductor, reports :—Mr Dunlop and Mr Muir, who had been at Nova Scotia ; Mr Mungo Smith, who had been at Fall River, Providence, and Paterson ; and Mr Wm. Smith, from the paper mills at Holyoke, rejoined the main party at New York, and recognising how diligently and faithfully the delegates had fulfilled their respective missions, and acting on the principle that "all work and no play makes Jack a dull boy," I suggested a day's sight-seeing. The proposition was cordially and unanimously agreed to, and the tour to be undertaken determined upon.

Riverside Park

was the first place visited, and in order to reach it the party travelled in the cars of the Manhattan Elevated Railway to 125th Street. This street is towards the north end of the island, and in a district which is still to some extent the happy hunting ground of the speculative builder. In crossing from the railway to the park the delegates observed many of the large boulders sticking out of the ground at the sides of the streets speaking eloquently in behalf of special medical remedies, and of the great virtues of other things which certain people alone sold, the enterprising Yankees neglecting no opportunity of advertising the merits of their goods and keeping them before the public. Riverside Park is about 2½ miles in length, but is only a narrow strip of ground. Excepting a few walks and drives it is very much in a condition of nature, but with its beautiful trees and rugged bluffs its grounds are most romantic. On one of these bluffs is a small crypt containing the remains of General Grant, one of the heroes of the Civil War, and at one time President of the Republic. The delegates, on visiting the grave, found that a start had been made with the erection of what is designed to be a handsome tomb, but the work appeared to be in a state of suspended animation. A grey-jacketed park policeman who here put in an appearance was spoken to on the subject, and one of the delegates remarked to him that he supposed the reason why the construction of the tomb was not being proceeded with was that Tammany Hall had not been sufficiently squared. The patrolman, who had in all probability bought his appointment from the Tammany Hall Ring, at once squared up at this, and assumed a rather threatening attitude, but before taking any action he looked hard at the delegates, and fixing his gaze in particular on the burly figure of Mr Mungo Smith and the intimidating stick which he carried, he relaxed somewhat,

TOMB OF GENERAL GRANT.

and smiling remarked that we seemed to possess a tair knowledge of New York and of how the work of the city was carried on. From this point the delegates obtained a fine view of the famed Palisades of New Jersey and of the Hudson River, whose waters lap the western side of the park. New Yorkers are proud of the Hudson and its scenery, but in the opinion of the delegates the St Lawrence is in every respect its superior.

Central Park,

which we reached by the crossing over to the eastward, was the next place visited. This is one of the finest public parks in the world, and the delegates devoted some hours to the exploration of its beauties. Two and a half miles in length, and half a mile in width, it contains 862 acres, of which 185 are in lakes and reservoirs, and 400 in forest. The two Croton reservoirs for the supply of water to the city cover respectively 35 and 107 acres, while the ornamental lakes—five in number—occupy an additional 43 acres. The grounds are conveniently broken up by ten miles of carriage drives, six miles of bridle paths, and thirty miles of footpaths, relieved and adorned by numerous bridge-arches and other architectural monuments, together with many statues. All the walks, lanes, and drives are bordered by beautiful trees, whose luxuriant foliage sheltered the party from the fierce rays of the noonday sun. When in the Upper Park, which is particularly rich in natural beauties, the delegates observed several very pretty grey squirrels. One of these broke cover only a few feet from a delegate, and he at once set off in hot pursuit, hoping to effect its capture. Active as he was, however, and accustomed to travel—when on wheels—at the rate of 40 or 50 miles an hour, he was completely beaten by the pretty little fugitive, who succeeded in escaping up a tree. Realising that he could follow the grey-furred squirrel no farther, the delegate turned round to rejoin his companions, and found himself, to his amazement, almost in the arms of a grey-coated policeman, who was waiting to capture him should his pursuit have been successful, as the squirrels are protected by statute. "What are yez doing there? Isn't the footpath big enough to hold the whole of yez?"—the language proclaiming the nationality of the interrogator— was the salutation which he received, and during the remainder of the tour no other patrolman, mounted or on foot, had occasion to warn this delegate. Following a downward course, the party arrived at the Terrace, a sumptuous pile of masonry, richly carved and decorated, beside which is Central Lake, the prettiest piece of water in the park. Between the Terrace and the lake is a magnificent fountain, with large granite basins and a colossal statue of the Angel of Bethesda. When here the party was photographed by the Conductor, but so warm were all the surroundings through the fierce heat of the noonday sun, that Mr Watson had some difficulty in finding a seat which was cool enough. Ascending the Terrace

THE MALL, CENTRAL PARK.

the delegates found themselves in the Mall, the principal promenade in the park, and lined by double rows of stately elms. Here there are splendid bronze statues of Shakespeare and Sir Walter Scott, Burns, Goethe, and others, the statue of Burns being identically the same as that in the Albert Institute grounds, Dundee. A little lower down the party came upon a large Egyptian obelisk (Cleopatra's Needle), which is one of the most striking objects in the park. This obelisk was originally hewn and inscribed by Thothmes III, and one of the sides is also inscribed with the victories of Rameses II (a contemporary of Moses), who lived three centuries afterwards. It was presented to the city of New York by Ismail Pasha, and taken to the country at the expense of Mr W. H. Vanderbilt. Central Park is a favourite resort of New Yorkers, and it is calculated that about 12,000,000 persons visit it annually. Up to the present 3¼ millions sterling have been expended upon the park. The programme for the day included several other visits, and in order to overtake these the delegates returned to the business part of the city, using again for this purpose the Elevated Railway. During their stay in New York the members of the expedition had frequently heard of

The Free Lunch System,

and Nature now raising clamant demands upon them, they resolved to make a closer personal acquaintance with it. They accordingly entered one of the saloons in Broadway, and each one had a drink—costing 5 cents (2½d)—suited to his taste and principles, along with an excellent plate of soup. The experience was so satisfactory that the delegates decided on testing the system a second time.

and entering another saloon they had on this occasion along with their drink a very palatable sandwich. The "free lunch" is an excellent institution, although it is often abused by impecunious and unprincipled people. It is understood that every person visiting one of the saloons which make a feature of the free lunch purchases a drink at the usual charge, but some unscrupulous persons, without ordering any liquor, help themselves to the soup and sandwiches gratuitously provided, and by doing this systematically several times a day, make a very comfortable meal without being one cent out of pocket. While the delegates were in the saloons numerous customers entered and ordered "cocktails." These are curious mixtures of drinks, the main ingredients being generally rye or Bourbon whisky and gin, flavoured with one kind or other of fruit, such as lemon, strawberry, or blackberry, and in the summer they are iced. Various names were given to the "cocktails," amongst them being Manhattan, New York, Jersey, and Brooklyn, and one particular drink made up only, it was said, when Queen Luna was in her full glory, was designated "Bloom of the Moon." These "cocktails," in order that the pleasure of drinking them may be prolonged, are usually sipped out of the glasses by means of two straws. Having satisfied for the time being the cravings of the inner man, the delegates proceeded down Broadway until they arrived at

Wall Street,

the well-known financial centre of the country, and the great resort of bankers and brokers. The building of most general interest in this important thoroughfare is the Stock Exchange, and ascending to the public gallery the party witnessed business in full swing on the floor below them. Posts were standing in different places, and round each of these was a group of dealers doing business in the particular stocks whose names appeared on the boards attached to the uprights. The stock market was, however, very dull at the time, and although a considerable amount of business appeared to be in course of transaction, no scene of wild excitement such as that which occurred during the visit to the Board of Trade in Chicago was witnessed. Retracing their steps to Printing House Square, the delegates paid a visit to the office of

"The New York World,"

the highest building of its kind on the earth. This gigantic structure, which is generally known as the Pulitzer Building, contains 26 floors on 22 storeys, and is 375½ feet in height, the foundations being 35 feet below the level of the street. Of the 228 rooms in the building, 83 are occupied by the *World*, and the remaining 145 are let for business purposes. The iron skeleton would support the erection even if the walls were removed, and out of this part of the fabric alone 29 miles of railway could be constructed, while the electric wires in use would cover 48 miles. The handsome dome weighs 850,000 lbs., and, being brilliantly illuminated by electricity at night, forms a landmark which is readily discernible for many miles. When the delegates entered the office they were met by Mr M'Kernan, of the circulation department, who conducted them to the press-room, which they found literally packed with large machines, almost all in active operation. For the production of the morning and afternoon issues of the *World*, which together have an average daily circulation of fully 400,000 copies, no fewer than eleven presses are required. Six of these are quadruple Hoes, similar to the machine now in operation in the office of the *Weekly News*; while there are also four double Hoes, and the remaining machine is a press by Messrs Walter Scott & Co., of Plainfield, New Jersey, which prints five different colours on the paper before delivery. The last-mentioned is required for printing a portion of the Sunday edition of the *World*. The aggregate productive capacity of these presses is 408,000 eight-page papers per hour, or nearly 7000 per minute! The delegates remained for some time in the press-room, watching with great interest the marvellous rapidity with which the afternoon paper was being printed, their attention, however, being particularly directed to the wonderful colour press, which was throwing off the illustrated supplement for the following Sunday's paper. They afterwards ascended to the dome by means of one of the eight elevators, which are constantly running from the lower to the upper floors, and *vice versa*, and then climbing a ladder reached the lantern on the very summit of the building. From this coign of vantage they obtained a view which, perhaps, cannot be equalled in the whole world. New York, owing to the use by its citizens of anthracite coal, enjoys a remarkably clear atmosphere, and the weather at the time of their ascent being favourable the delegates had a radius of vision in all directions extending to upwards of forty miles. The city with its densely thronged streets lay at their feet, the men seeming but mere pigmies and the horses no bigger than dogs. Far to the northward they could see the open country and trace the course of the grand Hudson River; westward they completely overlooked Jersey City; and eastward, Brooklyn, "the city of churches," while farther out the swelling waves of the broad Atlantic were visible. The view indeed was one never to be forgotten, and a considerable time was spent in its contemplation before the party returned to the lower world. From Printing House Square to

Brooklyn Bridge

is only a very short distance, and this grand structure was seen under the most interesting conditions. It was now between five and six o'clock in the afternoon, when tens of thousands of persons, having finished their business in New York for the day, were returning to their homes in Brooklyn. The traffic on the bridge was therefore something enormous. Trains of cable cars crowded to their utmost capacity followed each other at intervals of a few minutes, and the carriageway on either side was thronged with vehicles of all descriptions, while there were also some thousands of pedestrians on the spacious elevated footway in the centre. The delegates crossed the bridge from New York to Brooklyn on foot, an operation which occupied fully twenty minutes, but in passing over they stopped at a few points in order to view the various craft which were sailing up and down and across the East River. They next proceeded up Centre Street in order to make a cursory inspection of

The Italian and Chinese Quarters.

Accordingly, on arriving at Canal Street, they struck eastwards until they came to Mulberry Street, and here they at once found themselves in all the filth and squalor of an Italian city. The carriageway and the footways were so crowded that only very slow progress could be made. In the former many vehicles had been unyoked, and to all appearance would remain on the street until their owners found occasion to use them next morning. Stalls and barrows, chiefly for the sale of fruit and vegetables, were in abundance, and the various hucksters seemed to be driving a fairly good trade, but the surroundings were such that the delegates were not tempted to patronise them. Small pieces

of humanity, composed for a great part of dirt and rags, were running about in scores, and sluttish-looking women were also far from scarce. Considerable numbers of swarthy complexioned men, fit mates for such women, were lounging about, and appeared to be fully occupied in doing nothing. Dirt and disorder were rampant, and the delegates, with both eyes and nose offended at every step, expressed no regret on arriving at the opposite extremity of the thoroughfare. Running parallel with Mulberry Street is Mott Street, by which the delegates returned to Canal Street. Here they felt in quite another country, as only a few steps separate the Italians from the natives of the Celestial Empire. John Chinaman was now in evidence, and while his surroundings were less squalid, his habitations seemed to belong to some other than the nineteenth century. Many Chinamen were seen, some of them very diminutive specimens, but there were others, big, robust-looking fellows, whom one would rather prefer not to meet in the shades of night. The predominating characteristic of all, however, was inexpressible ugliness, and the occasional glimpse of a grey-coated policeman leisurely going his rounds was a decided relief. Almost every other house was a laundry, but in the course of their travels the delegates also came upon a Chinese theatre. They were invited to enter, but all stated that they desired to see both the beginning and the end of the play, and, as they could not stay a week in New York in order to witness a complete Chinese theatrical representation, the invitation was declined. To

The Bowery,

which was close at hand, was the next order. This thoroughfare, although amongst the widest, is one of the busiest in New York. So wide is it, that the elevated railway running through it is broken up, and has the appearance of being two separate lines supported on single lamp-post-looking columns. Next to Broadway, the Bowery is the best known street in the city. The ground floors of the buildings in this street are almost wholly occupied either as beer saloons or retail stores of different kinds, but the street is also popularly known as the peculiar home of dime shows and museums. These institutions, more or less—generally less—interesting, are visited by considerable numbers, but their external appearance, at least, had no attractions for the delegates after their previous experiences in the country, and all of them were passed by. The most of the members of the party, however, made purchases of various kinds in the stores for the purpose of taking home some souvenirs, but in nearly every instance they could have obtained the same goods at much less cost in their own country, the excess of price in New York being due almost entirely to the suicidal M'Kinley tariff. The remaining hours of the evening were agreeably spent in a promenade through several of the busy streets of the city.

The Government of New York.

New York is governed primarily by a Mayor and thirty Aldermen, who are elected, one for each district, in November, and hold office for two years. There is also a President of the Board of Aldermen, likewise elected by the people, and who becomes the acting Mayor in the event of the Mayor being seized by illness or unable otherwise to perform his official duties. The present Mayor is Mr Gilroy, and the President of the Board of Aldermen is Colonel G. B. M'Clellan, a son of the well-known General M'Clellan. The salaries paid are as follows:—Mayor, $10,000 (£2000); President of the Board of Aldermen, $3000 (£600); and aldermen, $2000 each (£400). Full power to veto any Act passed by the Aldermen is vested in the Mayor, but he is subject to removal by the Governor of the State. The municipal history of New York is written black with corruption, and although measures have been taken from time to time to prevent waste and bribery, these, according to well-informed citizens, are still rampant. The Tweed frauds in connection with the building of the Sheriff Courthouse twenty years ago are well known. Boss Tweed and his gang were authorised to spend £50,000 on the structure, but it is said that when a tradesman sent in a bill of $1000, he was told to make it $10,000, and in this and other ways the total cost was run up to about £4,000,000. The famous Boodle trial in 1884, also revealed the fact that several of the Aldermen were paid $20,000 each (£4000) for a majority vote for the Broadway Cablecar Bill. To such a depth had the municipal rulers of the city sunk, that they were all accused of bribery, and many of them were sent to jail. Matters are probably not quite so bad now. But it would appear

NEW YORK CITY HALL.

that the Augean stable requires a periodic cleansing, as it is generally understood that for the most humble post in the patronage of the civic authorities, a certain sum has to be paid to the Tammany Hall Ring, who have the whole "political pull" of New York. After the Tweed *regime* of 1873, the manner of making appropriations was changed, the power being taken from the Aldermen and vested wholly in a special Board, consisting of the Mayor, the President of the Board of Aldermen, the Comptroller of the City, the President of the Tax Department, and the Corporation Counsel, whose vote must be unanimous. Each of the various departments of the city government is under a Commissioner subject to the Mayor, and holding office for from three to six years. The water supply of the city is drawn from the valley of the Croton river, about thirty miles to the north of New York, and is under the control of the municipality. The total cost of the water supply has been about $50,000,000 (£10,000,000), and in order to meet the charges of the department about $10,000,000 (£2,000,000) has to be raised annually. The total sum to raised by taxation during the current year amounts to $34,444,154.68 (£7,000,000). A new City Hall which is about to be proceeded with will involve a heavy additional expenditure. The old City Hall, which it is proposed to rebuild in another part of the city, was erected in 1803, and is a fine specimen of Italian architecture. The sides and front are of white marble and the rear of red stone—which has lately been painted white—the citizens being confident at the time of its erection that the city would never extend beyond this point. The Governor's room contains the desk and the chair used by President Washington. Many poor people use the seats in City Hall Square as beds at night. This year the Corporation proposes to divide $1,305,177 (£261,035) among asylums, reformatories, and charitable institutions,

and of this $275,000 (£55,000) is to go to the New York Catholic Protectory. The work of watering the streets is let by the Corporation to a Street Sprinkling Association, which levies blackmail on the citizens in order to recoup itself.

Grand Central Depot.

Mr Watson reports :—The Grand Central Depot, New York, is a large building in French style. It faces 42nd Street, across Fourth Avenue, and extends along Vanderbilt Avenue for nearly three blocks. Three railway companies occupy the upper storeys for offices, the ground flat being used for ticket offices, waiting, and refreshment rooms. There are twenty-one lines of rails in this station, all covered over. The main roof has 200 feet of a span, and is 695 feet long. About 250 trains leave this station every day, and about the same number arrive. With trains arriving I noticed a style of working that is not allowed in this country. Every passenger train when coming into the station came in with a run past—that is, uncoupling the engine when running, thus running the engine into one siding, or lye, and the passenger cars into another, guided into platforms with the brakesmen and con-

GRAND CENTRAL DEPOT.

ductors. I had a walk through the running shops there belonging to the New York Central & Hudson River Railway, and met with an old North British driver, George Tyndal, from Dundee. He had been eight years in New York. He showed me some of their engines. They differ very much from our engines. For instance, a great many of them have no gauge glasses. The only way they know how much water is in the boiler is by proof cocks, there being three on every engine. Then, looking into the firebox, you observe there is no brick arch, all the sparks being caught in a wire netting in the side of the smokebox, and they fall down into a hopper which can be emptied into the four-foot way at any time. That is why the smoke-boxes on American engines are so long. The smokebox door is also very seldom opened, for the way the tubes are sponged is by blowing through them with compressed air from the firebox end with the aid of a long iron nossle pipe which reaches through the fire to the tubes. The coals used are of a hard nature, and very little smoke or refuse comes from them. In one of the engine-sheds stands a boiler for generating steam for heating up the cars in the winter time. Pipes are laid all through the station so that steam can be connected to any train, and it can be heated up before the engine is attached. When the engine is attached to a train the steam pipe is connected in much the same way as the air brake pipes are connected. Then a steam cock is opened which blows through the train when on the journey. Even cooking can be done with this apparatus. Gas is used for lighting trains. It is pumped into a reservoir, and compressed to 180 lbs. per square inch. Then the tanks under the cars are charged by pipes leading through the station. This railway has four tracks of main lines to Buffalo and two to Chicago. Fast trains complete the journey by their route in twenty hours, six different engines being employed throughout the journey.

THE HOMEWARD JOURNEY.

THE DELEGATES' INVESTIGATIONS.

(From the Dundee Weekly News of March 24.)

The voyage home of the delegates, writes Mr Murray, was commenced on Saturday, July 29. They embarked on the previous evening on the Anchor Line steamer Anchoria, and again slept soundly under the Union Jack of Great Britain. The night's rest, after the prolonged and somewhat exhausting tour of the previous day, was most refreshing, and the whole of them, looking as merry and as lively as crickets, were on deck by half-past five on Saturday morning in order that none of the

PASSENGERS EMBARKING.

features of interest in the Hudson River or in New York Bay might be missed. Shortly after six the mooring ropes of the steamer were unfastened, and the vessel, having backed out from the wharf, proceeded down the river. Comparatively early as the hour was, a great many craft were also, like our own, on the move, as the New Yorkers and other Americans are thorough believers in the adage that it is the early bird which catches the early worm. A good few of the ferry boats between New York and Jersey City had commenced running for the day, and there were several other steamers either going up or down the river on inward or outward voyages. Past all these the Anchoria was safely navigated, and before long we had directly ahead of us the

great open bay, or harbour of New York, as it is generally styled, and on our left Castle Garden and the Battery at the southern extremity of Manhattan Island. The neighbourhood of

The Battery

is rich in reminiscences of Revolutionary days. On the site of the Washington Building, erected by the late Cyrus W. Field, to whom the country is indebted for the Atlantic cables, was the famous Washington Hotel, where General Washington at one time made his headquarters. The iron railing surrounding the Bowling Green, the cradle of New York, is the historic fence from which the knobs of the pickets were cut by the revolted Colonists, and used as cannon balls to fire against the British; and in the centre of the Green stood the lead statue of George III., which was melted into bullets by the American patriots in 1776. Castle Garden was until quite recently the landing-place for immigrants, and it is calculated that upwards of six millions of men and women from all the countries of Europe first touched here the soil of America on their way to establish new homes in the great Republic of the West. The place now presents the appearance it did before it was given up to immigrants, and it is about to be turned by the city into a mammoth aquarium. Right eastward from the Battery is Governor's Island, the home of General Howard, and the headquarters of the military division of the Atlantic. Directly opposite, on our right, is Ellis Island, which was formerly used as a site for a powder magazine, but is now the immigration depot of the United States. A few minutes more steaming brought us right abreast of Bedloe's Island, with its gigantic

Statue of Liberty.

In years long gone by it was the custom and recreation of the honest citizens of New York to hang pirates on this island, but it is now wholly appropriated by the marvellous creation of Auguste Bartholdi. This colossal statue, as may be known by many readers of the *Weekly News*, was presented by the French nation to the American people as a token of friendship and goodwill. The cost of the statue was met by public subscription in France, and the pedestal was built by public subscriptions collected in the United States. The total sum expended upon it was about £200,000, but this did not include any fee to the sculptor, who would accept of no remuneration for his labours. The statue, which is that of a female figure holding aloft a torch to enlighten the world, is 151 feet 1 inch in height from base to torch, and the total height from the foundation is no less than 305 feet 6 inches. It is composed of 450,000 lbs. of copper and iron. Some distance farther out we passed close to the Atlantic greyhound Campania on her way to New York, with her decks crowded by passengers. It was confidently expected that she would arrive on Friday afternoon and beat her previous record trip, but dense fogs had been experienced near the American shore, and had caused

OFF SANDY HOOK.

unavoidable detentions. Having passed the various other islands and forts, and the Narrows with their hundreds of heavy guns, the Anchoria early in the forenoon made Sandy Hook, and a little later the vessel slowed, and the pilot was transferred to the lightship. "Full speed ahead" was then given, and we fairly started on our

Voyage Across the Broad Atlantic.

At noon, when the sun was "shot," we had run 38 miles eastward from the lightship. Long Island was still visible on the port side, but in the afternoon we steamed right into a dense bank of fog, from which we did not completely emerge until Thursday of the following week. The Anchoria was now all our little world, and we at once began to make the acquaintance of those who were to be our companions for the next eight or nine days. The passengers altogether numbered upwards of 200. A good few were travelling steerage, and there were about sixty in the saloon, but the great majority belonged to the second cabin. The last-mentioned class naturally possessed the greatest interest in the eyes of the delegates, as it consisted principally of prosperous artisans and their wives, sisters, and families. Some of these, through hard work and the trying climate, had fallen into ill-health, and were hopeful that the ocean trip and the bracing air of the old country would restore to them their wonted vigour. The greater number, however, were making a holiday run across in order to visit the scenes of their youth and those whom they had left behind there; and in this connection we could not help remarking how much better off artisans generally are in America than their fellow-tradesmen in Scotland and England, as very few of the latter could spare the time required for such a holiday or afford the £25 or £30 which it would take at the least to cover it. The world is big, and contains many millions of human beings, but big as it is, and large as is its population, the circumstances under which people often meet each other are truly remarkable. America is a great country, and contains upwards of sixty millions of inhabitants, amongst whom Mr Osler and Mr Taylor resembled two atoms in a huge mass, but, nevertheless, the delegates soon learned from one of their fellow-passengers that he had a fortnight previous supped with the two gentlemen named at the house of a mutual friend in Rockford, some distance to the westward of Chicago. Two of the steerage passengers belonged to Dundee, and were on their way back to the homes which they had left only six weeks before. Misled by a newspaper report, one of them had hurriedly thrown up a good, steady situation in the city, and along with a friend, who was out of employment, set out with a light heart and full of hope that highly-paid work was to be easily picked up in America. On arriving in Philadelphia, however, they quickly discovered the mistake into which they had been led. As mentioned in a former report, the country was passing at the time through one of the most severe trade depressions which had been experienced for many years. Money was locked up, production in every industry was being curtailed, and many thousands of operatives were idle. One of the two succeeded in finding employment in Cramp's Shipyard, but it was of such a character that he felt it would be injurious to himself to retain it, and being unable to secure a start anywhere else, he resolved to return to Dundee with his companion, who in his quest for work had been quite as unsuccessful in the new as in the old country. During the voyage the latter unfortunately severely sprained his ankle, and suffered from the injury for months

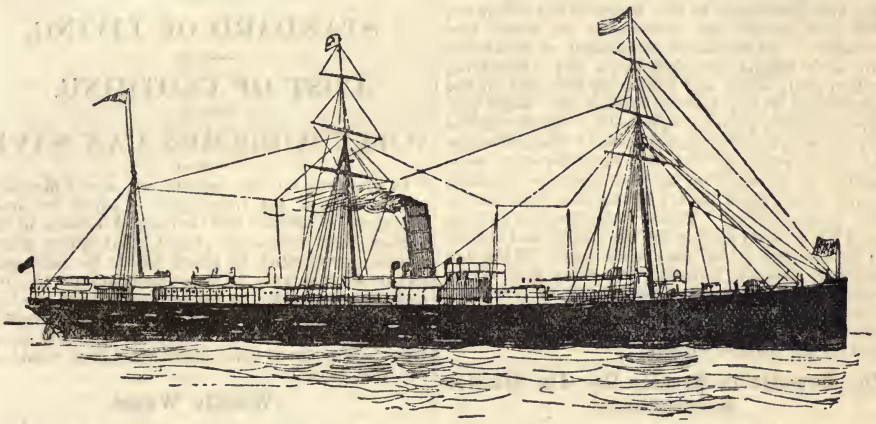
afterwards. The delegates secured comfortable quarters adjoining the rooms of the officers of the vessel, and in a very short time felt quite

At Home.

Captain Campbell proved himself the very *b au ideal* of a commander, combining the excellent personal qualities of frankness and geniality of manner, and the caution and prudence characteristic of Scotchmen, with the skill and experience of the thoroughly trained navigator. He was a man who not only realised but personally acted up to the serious responsibilities resting upon him, as during the many days and nights in which we were enveloped by the dense fog his solicitude for the safety of his vessel and the passengers would allow him, although he had the most vigilant of his crew always on the look out, to take only the least possible modicum of rest for himself, and in daylight and darkness he was always a steady occupant of the bridge. The delegates had boarded the Anchoria with their heads and books both well stocked with notes of their experiences and the information which they had obtained in America, and Captain Campbell, on the subject being mentioned to him, at once gave special and much appreciated facilities for the conversion of these into "copy" for the printers. With the other officers the delegates also soon got on the best of terms. Mr George Douglas, the chief officer, mentioned that his residence was in Whitehall Street, Dundee, and Mr Gorrie, the second officer, proved to be a cousin of Captain Cummings, of the Iona, and likewise hailed from Pittenweem. The other officers of the steamer were very attentive, and promptly rendered every service in their power, and the dietary on the vessel being varied, as well as plentiful and satisfying, the delegates spent altogether a pleasant and amiable time on the Anchoria. Although the writing of their reports necessarily occupied some hours daily, the delegates at other periods entered heartily into the recreations got up for the purpose of

"Killing the Time."

A dance or two was usually heartily engaged in on deck every day, and in the evenings excellent concerts were held in the cabin. Every one of these was mainly arranged by Mr Bennett, and he along with the other delegates contributed most largely of all to the harmony and enjoyment of the meetings. The wealth and the variety of talent displayed by the delegates in these social functions was quite remarkable, and many of the other passengers frequently expressed to them their obligations in this connection. On the evening of Saturday, August 5, the cabin tables were cleared away, and a grand ball was held. The lady passengers, as a matter of course, all decked themselves out in their smartest finery on this occasion, and, although the vessel did give a lurch at times, the dance was entered into and carried out with great spirit by all, and proved most successful and delightful. The fog had now been left a good long distance behind, and during the daytime the movements of several sportive whales and dolphins were watched with great interest. On the whole favourable weather was experienced throughout the voyage, and the progress of the vessel was steady and satisfactory. She steamed along at an average speed of about 13 knots an hour, and her daily runs up to noon of the respective days were as follows:—July 30, 305 knots; 31, 307; August 1, 305; 2, 303; 3, 314; 4, 314; 5, 307; and 6, 307. It may be here explained that as we were running eastward against the course of the sun our day now



THE ANCHOR LINER ANCHORIA.

consisted of only 23½ hours, our watches having to be put half an hour forward every day, instead of the same time back as was the case in going out in the Iona. Previous to the last-mentioned run being posted Divine service was, as on the previous Sunday, conducted in the saloon by the Rev. Philip H. Cole, Shenectady, New York, at which Mr Sinclair, assisted by a choir composed of other members of the *Weekly News* Expedition, led the praise. That evening a concert of sacred music was held, and all retired early in the confident expectation that next morning the rugged north-west coast of Ireland would come into sight. Nor was this expectation belied, as about 5 a.m. on Monday, August 7, Mr Muir, who had been early astir, awakened his brother delegates with the joyful shout,

"There's Land Ahead."

All of us warmly congratulated Mr Muir, the mining representative, who, unaccustomed for several years to so much continuous daylight and fresh air — to say nothing of the personal troubles which some experience on a sea trip—had had our most sincere sympathy in his novel and trying circumstances. Hastily donning our attire, we rushed on deck to find the hills of Ireland looming up on the starboard bow, and

several of our fellow-passengers viewing them with feelings of considerable emotion. One aged man who had left his home many years before was particularly affected, and he was heard to exclaim, "America is a fine country, but Ireland is a better," with which sentiment many of his companions in similar circumstances expressed cordial concurrence. Early in the forenoon we came to Torry Island, and having passed Innistrahull, the Anchoria steamed at noon into the quiet sheltered waters of Lough Foyle. A tug was here in waiting, and to her about 100 of the passengers with their luggage were transferred. This operation was quickly accomplished, and the usual courtesies having been exchanged, the Anchoria steamed out of the Lough and made straight for the Mull of Cantyre, which had been showing itself for some time before we started to make the call at Moville. The Anchoria rounded the Mull in the afternoon, and then wheeling inside the striking Island of Ailsa Craig, or "Paddy's Milestone," as it is popularly called, made her way, with wind and tide in her favour, at a good spanking pace up the Firth of Clyde. The heather on the hills was seen to be in full bloom, and this sight, with the other grand beauties of this magnificent estuary, proved refreshing to the eyes and gladdening to the hearts of the delegates, and also threw the Americans on board into ecstacies. As we passed the Island of Arran the sun sank behind Goatfell in a sky resembliug molten gold, which was brilliantly reflected in the intervening water, and no human eye could perhaps witness a grander spectacle. Earlier in the day we were hopeful that we would reach Glasgow the same evening, but the fates for once were against us, as when we arrived opposite Greenock it was nine o'clock, and the tide had been on the ebb for sometime. There was therefore nothing for it but to drop anchor for the night, and submit to be operated on by the search lights of the new Atlantic steamer Lucania—the sister ship of the Campania, which we had passed in New York Bay —and which was carrying out some experiments previous to proceeding to Liverpool in order to load for her maiden voyage.

The Expedition Breaks Up—Its Mission Accomplished.

At six o'clock on the morning of Tuesday, August 8, the voyage was resumed, and two hours later, after the delegates had had some experience of the unsavoury condition of the Clyde, the Anchoria was made fast to the Anchor Line Wharf at the Broomielaw, and her passengers disembarked. On landing, the delegates were welcomed back to Scotland by Mr Anderson, of the *Weekly News*. The Customs officers in the course of their duty made the usual inspection of their baggage, and then the party, its mission fulfilled, broke up with, on all hands, hearty expressions of lifelong friendship, and of hopes that all would be spared to meet again at some future time and recall to their minds their trip to America, and their varied and interesting experiences in that country. Mr Watson, Mr Mungo Smith, Mr Bennett, and Mr Muir, along with Mr Murray, the Conductor, drove straight to Queen Street Station, and were just in time to get seats in the 9 a.m. train to Dundee. Mr Muir left at Dalmeny in order to catch the local train to his destination, and Mr Bennett parted company with the others at Kirkcaldy, where his wife and family were spending a holiday. All that was now left of the main portion of the Expedition was thus the contingent from Dundee, and the members composing it arrived at half-past eleven in the forenoon at the Tay Bridge Station, where they were met by Mr Frederick Thomson—who, along with Mrs Thomson, accompanied the party from Montreal to Niagara—and Mr Frank Boyd, of the *Weekly News*, who warmly congratulated them on the safe and successful accomplishment of the purpose of the Expedition.

THE DELEGATES SUM UP.

A COMBINED REPORT.

WAGES IN AMERICA.

THE HOURS OF LABOUR.

HOUSE RENTS AND TAXES.

STANDARD OF LIVING.

COST OF CLOTHING.

WHAT WORKMEN CAN SAVE.

In summing up our reports we would mention, as the result of the investigations which we made amongst the artisan and industrial classes in the various cities which we visited, that labour generally is remunerated at about double the rates paid in the old country. In some branches of the iron and steel trade the wages are only about one-half more than those ruling at home, but in the textile and in some branches of other industries the operatives receive about three times what they would do in Great Britain.

Weekly Wages

are the exception, artisans in most cases being paid fortnightly and in several instances only monthly. As a general rule sixty hours are wrought per week, and only in some trades and in mills and factories is there a Saturday half-holiday. This half-holiday, moreover, is observed in most instances only during the months of June, July, and August. In the large cities the members of the building trades work either fifty-four or forty-eight hours per week, and on Saturday the same as on any other day. In winter these are usually idle for about four months. Several of the largest iron and steel works have adopted the three-shift system, each set of men being employed eight hours continuously. Holidays are few in number, and working men have little or no leisure or

Time for Recreation

of any kind, except on Sunday, when they may be seen in tens of thousands wandering about in the parks of any of the large cities. For married persons house accommodation costs from $10 (£2) to $20 (£4) per month, according to size and location, being from two to three times more than in Great Britain; except in New York, where the tenement system prevails, artisans, to a large extent, and more particularly in Philadelphia, where many of them either are, or are becoming,

Owners of Their Houses,

live in self-contained cottages, chiefly of brick and consisting of two storeys and cellar. The rents mentioned include all taxes, except the poll tax of $1 or $2 per annum, payment of which is the pre-requisite to voting in all elections. It may also be stated that the houses vary in size from four to seven rooms with bath-room in some cases. All the houses of the working men visited by the delegates were found to be more comfortably and neatly furnished than would be the case of the homes generally of their fellow-artisans at home. For unmarried working men, board and lodgings run from $4½ (18s) to $6 (24s) per week. In addition to this, they have to pay for the brushing of their boots—a considerable item in America, where a "shine" costs 10 cents—and the washing of their clothes.

The Standard of Living

is undoubtedly much higher in America than at home, and the men state that they would require to live better, else they would be unable to work as they are expected to do. A builder mentioned to a delegate, for instance, that if a "gang-boss" observed a man straighten up his back, he would tell him that he had better see the timekeeper. Fruit in its season is invariably seen in considerable quantities on the tables of working men, and butcher meat, either in the shape of pie, roast, or stew, is partaken of by most of them three times every day, but the delegates frequently heard it declared that the best beef was exported to Great Britain. Butcher meat ranges from 8 cents (4d) to 25 cents (1s) per lb. The working people in America keep themselves

Always Well Clothed.

Cotton goods and shoes are about as cheap as those at home, but the latter, it is stated, don't wear more than a few weeks. All woollen and worsted clothing cost, on account of the duties leviable, double the sum for which it could be procured in Great Britain. Medical attendance is very expensive in America, running from $1 (4s) to $5 (£1) per visit. Artisans, if they have steady work and are provident, can usually save about double what they would be able to do in Scotland or England, although it must be borne in mind that money in America has, comparatively speaking, a much lower purchasing value. Married people, in particular, find it very expensive, although education is free, to bring up a family; and this is probably the reason why the native-born Americans have, as a rule, so very few children. The

Savings of the Artisan Class

are generally invested with building societies, or in the purchase of homes for themselves. Local transportation by electric, cable, or other cars is remarkably cheap in all the large cities, as one can travel several miles for a nickel (2½d); but the quality of water supplied in every place visited was such as would not be tolerated in the smallest village in Scotland or England. The conditions of labour in America are certainly much more taxing on the system than those of the old country. The extremes of temperature are much greater, ranging in some districts from 15 to 20 degrees below zero in winter to about 100 Fahrenheit in July and August. During these months many kinds of work have often to be stopped owing to

The Excessive Heat,

and in practically every industrial establishment a large supply of iced-water is kept for drinking purposes and charged for usually at the rate of 5 or 10 cents per week. The delegates considered it very remarkable that during the whole of their tour they saw scarcely a single elderly man engaged in any kind of occupation, but they were informed that such were to be found in soldiers' homes. They met, however, many young and middle-aged men who had once been vigorous and active, but who had lost their health. It must also be noted that in almost every establishment visited Scotchmen were found, and these, too, by the way, holding, as a rule, positions of considerable trust and responsibility, who invariably stated that, although in some cases they did not take to American ways at first, they would never again, if they could help it, work in the old country. We also desire to acknowledge the very friendly feeling with which we were everywhere met, and the extreme readiness shown by employers and workmen to supply us with all the information which we desired.

(Signed) EBENEZER BENNETT.
THOMAS LOGAN.
ROBERT A. MUIR.
ROBERT DUNLOP.
DAVID BROWN.
MUNGO SMITH.
JOHN SINCLAIR.
DAVID G. WATSON.
WILLIAM SMITH.

A Word of Thanks.

The following report was drawn up by the Delegates immediately on their arrival home:—"We, the undersigned members of the Artisan Expedition to America and the World's Fair at Chicago, take this opportunity of thanking those readers of the *Weekly News* who, by recording their votes in our favour, made us the successful candidates. But to Messrs Thomson, with whom the scheme originated and by whom it has been so successfully carried through, we reserve our special thanks, seeing they have spared neither trouble nor expense in making all the arrangements and providing us with every comfort for the long journeys by land and sea, and from which we have derived much benefit and instruction. We would also congratulate them in having secured the services of Mr Murray as conductor of the tour, because of his genial disposition and thoughtfulness in the various circumstances in which we were placed."—Your obedient servants,

ROBERT A. MUIR.
WILLIAM SMITH.
JOHN SINCLAIR.
MUNGO SMITH.
ROBERT DUNLOP.
EBENEZER BENNETT.
DAVID G. WATSON.
DAVID BROWN.
THOMAS LOGAN.

The Conductor's Testimony.

Having completed my own contribution to the reports, I felt that I could not lay down my pen without bearing testimony to the manner in which the members composing the Expedition pursued their investigations in America. Previous to the organisation of the Expedition, the whole of the delegates were, with one single exception, quite unknown to me, but after my experience I can honestly say that had I been acquainted with them my surprise would have been exceedingly great if the popular vote had resulted in the non-election of any one of them. Each one seemed to realise instinctively, and at once, what information was required in the case of every separate investigation, and all of them, sometimes under very unpropitious climatic conditions, pursued their

inquiries with a zeal, a diligence, and a thoroughness, which left nothing to be desired. The area which they had to cover in a limited time extended to several thousands of miles, and the scope of the Expedition was admittedly large; but the delegates appreciated to the full extent the importance of the trust which had been committed to them by their fellow-workmen in this country, and these, I am sure, will now concur with me when I say that it could have rested in the hands of no more worthy representatives. Our personal relations throughout the tour were of the most amicable character. Nothing occurred to mar the harmony of the trip, and the sole aim and desire of one and all was to make the Expedition as great a success as possible. In might, indeed, be said that we met each other as strangers, wrought together afterwards like the best of friends, and parted sharing the feelings of brothers.

The ready and generous assistance tendered me by the delegates made my own work comparatively light, but there are other gentlemen to whom I must express my personal indebtedness, and whose kind offices in the way, more particularly of direction and supplying letters of introduction—both of infinite value in a country which was a perfect *terra incognita* to all of us—contributed largely towards the successful carrying out of the object of the Expedition. These were Mr Macdonald, Anchor Line agent, Chicago; Mr H. C. Torrance (formerly of Glasgow), Pittsburg; and Messrs William Low, Harry Chalmers, A. and W. Logie, and James Rattray, all previously of Dundee, now of New York. JAMES MURRAY, Conductor.

(From the Weekly News of Saturday, March 24th, 1894.)

OUR DELEGATES' IMPRESSIONS OF AMERICA.

THIS week we publish a summary of the investigations made by the artisan portion of the *Weekly News* Expedition to America. In a joint report the delegates present the conclusions they have arrived at as the result of their visits to the great centres of industry in Canada and the United States. It was their privilege to have access to all kinds of workshops and factories; they gleaned information at first hand from the wage-earners and from the employers as well relative to the conditions of labour; they had opportunities of seeing for themselves what home comforts were within the reach of the industrial classes; and the reports that have appeared in our columns from week to week have shown that they were quite capable of distinguishing between what are the blessings and what the drawbacks in the lot of the American workman. Coming now to sum up their impressions, the reader cannot fail to be interested in the combined report in which they give a general view of the conditions of artisan life in America. In the first respect, with regard to the remuneration of labour, it is found that the rate of wages is as a rule nearly double what is paid in this country. On the other hand, the American wage-earner has to work longer and much harder, while in very few instances is the Saturday half-holiday enjoyed. While wages in the building trades rule high there is a counteracting disadvantage of several months' enforced idleness every year. The workman often pays nearly three times as much for house rent as his fellow-tradesmen at home; but the fact that the wage-earner in America is able to save more money than is the general experience on this side of the Atlantic is proved by the great number of artisans who own their dwellings, by the superior style in which their houses are furnished, and by the high standard of living almost universally prevailing. Clothing is very expensive and the cost of medical attendance very high, but as a set off to that we are told that the cost of travelling by the cars is surprisingly cheap. Climatic conditions are also taken into account in considering the circumstances of the worker, for the extremes of temperature from which we in this country are exempt makes laborious work very exacting. In brief, the position of the American artisan seems to be this—he earns higher wages than the British artisan, but he has to work much harder; the good is soon taken out of his life, and old age comes prematurely; he has little time that he can call his own; fewer opportunities for recreation and enjoyment. He is able to reside in a superior house, but the purchasing power of his earnings is all over much smaller than in this country. It is natural that people who have chosen to make their home in America should be lavish in praise of the land of their adoption, but in the course of numerous interviews our delegates were again and again met with the declaration that such persons found themselves no better off than in the old country. On the whole, a calm review of the case must lead the British workman to conclude that any advantages which his American fellow-tradesman enjoys are more apparent than real, and that, taking one thing with another, the lot of the home worker will compare favourably with the conditions that are found to prevail in America. It will be observed that nothing affecting the welfare of the people has escaped the attention of the delegates, and sanitation, water supply, and various other matters of a similar nature are referred to in the combined report. Graceful allusion is also made to the kindly reception which they were afforded on all hands while in America, and to the ready goodwill with which facilities were placed at their disposal, and which contributed much to the success of the *Weekly News* Artisan Expedition.

THE ARTISAN EXPEDITION.

REUNION OF DELEGATES

PRESENTATION OF GOLD MEDALS.

DUNDEE COURIER AND *DUNDEE WEEKLY NEWS* EMPLOYEES' FESTIVAL.

INTERESTING SPEECHES.

(From the Dundee Courier of March 26, 1894.)

The employés of the *Courier* and the *Weekly News* held their annual festival and assembly in the City Assembly Rooms, Dundee, on Saturday. All departments were very numerously represented. Mr D. C. Thomson took the chair shortly before four o'clock in the afternoon, and was supported, among others, by:—Mr Frederick Thomson and Mrs Thomson, Miss M'Culloch; Mr A. T. Scott, Perth; Mr John Mitchell and Mrs Mitchell, Mr John Douglas, manager; Mr George Nicolson and Mrs Nicolson, Mr J. S. Neish and Mrs Neish, and the delegates who, on behalf of the *Weekly News*, visited the Chicago Exhibition. Mr E. Bennet, electrical engineer, Newcastle-on-Tyne, was unable to attend, through indisposition, but all the others were present, viz.:—Mr James Murray, conductor of the Expedition; Mr Andrew Osler, Kintyrie; Mr Mungo Smith, Dundee; Mr D. Brown, ship carpenter, Govan; Mr Robert A. Muir, miner, Kelty; Mr John Sinclair, builder, Cambuslang; Mr D. G. Watson, railway servant, Dundee; Mr Thomas Logan, cabinetmaker, Glasgow; Mr Wm. Smith, paper maker, Denny; Mr James Taylor, farm manager, Raesmill; Mr Robert Dunlop, steel worker, Motherwell. The heads of the other departments not already mentioned also attended as follows:—Mr F. Boyd, Mr G. Duncan, Mr K. Burke, Mr A. R. Anderson, Mr E. Arklie, Mr W. M. Leslie, Mr T. Robertson, Mr J. A. Purves, and Miss Ramsay. The audience, which numbered about 300, also included representatives from several of the branch offices. The task of purveying was entrusted to the Messrs Lamb, and their attention to the creature comforts of all afforded the utmost satisfaction.

Mr D. C. THOMSON was enthusiastically received when he rose, after tea, to make a few remarks. He said—Ladies and gentlemen, I wish to thank all of you very heartily for the honour you have conferred on me in asking that I should take the chair on this occasion. I do not look on it as a formal occasion, but as one where I am presiding over what may be very fitly termed a large family—(applause)—for the interests of all of us are linked in the great establishment where so many obtain their livelihood. (Applause.) I wish also to embrace this opportunity of thanking all who are engaged with us from day to day for the very hearty and willing way in which you co-operate in carrying on with us the large and growing business with which we are identified. (Applause.) The programme your committee has arranged for the entertainment of the audience is a lengthy one, and it is far from my intention to be anything but brief. There are, however, one or two points to which I would like to refer. In a big office like ours changes, in the very nature of things, must take place, although we may congratulate ourselves that in late years there have been very few changes in the staff. We cannot, at the same time, look round these boards without missing faces which were very familiar to us, and on this occasion I have to name two who had been long associated with us—I allude to poor old John Macfarlane and poor Fergusson, whose loss was felt by all of us. Some of the younger members of our staff have left the city to try their fortunes in other fields, and I am sure we are all proud of the success with which their efforts may be attended. Mr Alexander Paterson, one of our young sub-editors, as many of you are aware, stepped from the *Courier* Office into the editor's chair of an evening newspaper in Yorkshire, and I am assured that that paper is now one of the leading evening papers in England, and that Mr Paterson has been the mainspring of that success. (Applause.) Another young member of our staff has gone to the Metropolis, and there he is filling the position of London representative of the *North British Agriculturist*. I refer to Mr J. F. M'Farlane. (Applause.) I do not intend to inflict upon you any figures. Most of you are aware that our papers continue to make steady and substantial progress, and the number of people now engaged in our establishment exceeds 200. (Applause.) When I became more directly interested in the papers eight years ago the total number employed did not exceed eighty or ninety, so that I think we can congratulate ourselves on the progress we have made in that respect. (Applause.) Without these words of mine, a large assemblage like this is evidence of the growth of the concern—(applause)—and there are many of our people who are not present. There are, of course, the correspondents in America and in the East, who, owing to the great distance, cannot be expected to join us. There are also those two brave young ladies who are now on the banks of the Ganges—(applause)—and I am sure you all join with me in wishing them a happy tour and a safe return to their native land. ("Hear, hear," and applause.) One of my great pleasures to-night is to see with us eleven out of the twelve artisans who last summer crossed the Atlantic to inquire into the conditions of the working people in America. (Applause.) Enough has been said about the success of that Expedition without any more words of mine. You are all as well aware to-day as I am, and, as you know from the summary which appears in this week's paper, the delegates have now come to the end of their labours. They have done their duty nobly, and I take this opportunity, with the approval of the committee, to present to each of them a little gold badge as a memento of the great undertaking they carried out and carried out so successfully. (Applause.)

The Chairman then called on Mrs Frederick Thomson to present the medals, the delegates being all enthusiastically cheered as they received the gifts.

Mr THOMSON then said he was sure all present would join with him in wishing that the delegates would be long spared to carry the mementoes they had just received. (Loud applause.)

The medals, which were of the most artistic design, and were supplied by Mr James Ramsay, High Street, Dundee, bore the names of the respective delegates on the one side, and on the other the words—"*Dundee Weekly News* Artisan Expedition to America, 1893."

Mr SINCLAIR, one of the members of the Artisan Expedition, at a later stage addressed the gathering. He said—It is just about twelve months since

I first entered into correspondence with the proprietors of the *Dundee Weekly News*, and I am sure each of the delegates this afternoon returns to you, sir, his most sincere thanks for your kind invitation to such a sociable and enjoyable meeting as this. (Loud applause.) When one looks round this audience and sees the contentment which every employé seems to have it gives him the feeling that not only had the artisans been treated with kindness and consideration at the hands of the proprietors of the *Dundee Courier* and *Dundee Weekly News*, but that their employés are treated in a similar manner. (Applause.) I have, therefore, in name of the delegates, now to return to you our most sincere thanks for those very handsome and valuable gifts which you have generously given to us on this occasion. (Applause.) While we live they will be cherished as something that we will always be proud to look upon, and they will bring to our recollection many of the hallowed and sacred memories that we will ever have regarding our Expedition to America. Let me here say, if I am not taking up too much time, that the day we started away from our own land until the day we arrived back again in Scotland every attention, every kindness was extended to us, and everything was done for the comfort and for the convenience of the delegates who went to report on life across the water. ("Hear, hear," and applause.) I do not know whether we did our duty or not, but it is very gratifying to hear the admirable words addressed to us as to the satisfaction the Messrs Thomson have had in the work we have done. I am sure every member of the Artisan Expedition will, wherever he may be, or wherever he may go, always hold up the *Dundee Weekly News* as being a paper that does not only take up the interests of working men, but carries into effect all that it proposes. I do not think we should forget this afternoon those who are far away in distant lands of the world, those two sisters who have gone away a long and important journey. We sincerely desire and pray that they may return safe back again. The articles they will furnish will, we are sure, prove both interesting and instructive. I am glad to hear of the progress the *Weekly News* is making, and it is the desire of every delegate and of every well-thinking citizen of the country that the paper may long live and continue to prosper, so that it may be a blessing and a boon to many in the days to come as it has been in days past and gone. (Applause.) We all feel deeply grateful for these handsome gifts you have given us, and we will take care of them as long as we live. After we are dead and gone they will be heirlooms in our families, and perhaps they will be sources of dispute amongst those who are left behind—(laughter)—but they will remain to tell where we have been, and by whose generosity we were able to go so far. (Loud applause.)

A programme of unusual excellence was successfully carried through in the course of the evening. The orchestral selections of Scotch and English airs by the Misses Davidson were executed in such a masterly and finished manner as to call forth the heartiest plaudits of the large audience. Mr D. Gove gave a fine rendering of the "Bedouin Love Song," and at a later stage he was equally successful in his singing of "The Longshoreman." The songs "By the Fountain" and "Come Back to Erin" were contributed by Miss Booth in a sympathetic manner, and Miss Davidson's spirited rendering of "The Brier Bush" was warmly received. Mr George Hutchison, a well-known favourite, sang Sullivan's "In Days of Old" with characteristic effect, and the song "Once Again," by the same composer, was admirably executed by Mr W. Fisher. The ability of Miss Aggie Davidson as a piccolo player was fully demonstrated by the accomplished manner in which she rendered the solo entitled "Silver Birds." A pleasing variety was given to the programme by a reading, "The Short Gown Ball," by Mr J. S. Neish. The piece, which was specially written for the Christmas number of the *Dundee Weekly News* by Mr Neish, is brimful of Scotch humour, and the amusing incidents related were splendidly hit off by the author. One of the features of the programme was the appearance of Mr Allister J. Fraser, whose humorous songs were greeted with rounds of well-merited applause. Mr Fraser had on two occasions to respond to enthusiastic encores. The accompaniments to the singers were efficiently played by Mr Edward B. Hutcheon.

Mr J. MITCHELL, at the close of the programme, said—I have two requests to make. The first is that you will show your appreciation of the excellent programme of songs, readings, and instrumental music that we have enjoyed. I am sure you all feel greatly indebted to the ladies and gentlemen who have performed, for the readiness with which they have responded to the encores, and for the able manner in which they have sustained the programme. (Applause.) The second request is that you will render a hearty vote of thanks to the gentleman who has presided over us so very amiably this afternoon. (Applause.) In his opening address Mr Thomson said that for eight years he had been actively associated with the *Weekly News* and I am sure you will agree with me in this, that they have been rendered eight years of unalloyed pleasure through the kind forethought and generosity manifested by Messrs David and Frederick Thomson. (Loud applause.) There are, I am sure, no better employers in the city, and consequently the eight years have been like so many months. (Renewed applause.) We have, as Mr Thomson said, increased very much in number during that period. As a matter of fact, the proprietors have had to find for us a new home. (Applause). I don't think I am telling a great secret when I say that they have done more than this, and that one of them has been looking for a new home for himself. I have to ask you then to give him a specially hearty cheer. (Loud applause.)

Mr THOMSON briefly acknowledged the compliment.

At the conclusion of the festival the floor was cleared for dancing, which was engaged in with great enthusiasm till a late hour. Excellent music was discoursed by Mr C. Stuart's quadrille band, and Messrs W. Patterson and T. Donaldson were efficient floormasters.