

**EXTENSION**  
OF  
**WEEKLY NEWS**  
**EXPEDITION SCHEME.**  

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**NEW DEVELOPMENT.**  

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**TRIP TO THE PACIFIC.**  

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**A GREAT RAILWAY JOURNEY.**

*(From the "Weekly News" of 10th June.)*

As readers of the *Weekly News* are aware, Mr Frederick Thomson is at present in America making arrangements for the management of the Expedition of Workingmen, which leaves this country about a fortnight hence to investigate into the condition of labour in America. On this side of the Atlantic, also, the work of perfecting the organisation of the tour is being actively carried on. Agricultural, engineering, and other experts

have supplied much valuable information for the guidance of the members of the Expedition, and we also have to acknowledge the assistance so willingly rendered by railway, steamship, and passenger agents, prominent among whom have been Mr P. Fleming, of Messrs Fleming & Haxton, High Street, Dundee, and Mr Jas. A. Anderson, Panmure Street, Dundee, who have advised as to routes and other matters for the transportation and travelling comfort of the party. Many friends have offered their personal assistance as well as letters of introduction with the view of affording the most ample means of reaching those sources in America regarding which full and accurate information is most to be desired. The result of these various efforts is that already we find ourselves enabled to announce an

### **Important Extension**

of the scheme as originally formulated. Mr F. Thomson has just cabled that he has concluded arrangements for a detachment of the Expedition to make a trip across the American Continent to Vancouver, on the shores of the Pacific, involving an overland journey of some 3000 miles. As indicating the enormous distance that will be

traversed it may be mentioned that the train leaves Montreal at half-past eight o'clock in the evening, on the Canadian Pacific Railway, and it is not till the afternoon of the sixth day that it reaches its destination—Vancouver City. The engine is changed at certain points, but the rest of the train goes over the entire route—all along the north shore of Lake Superior, across the thousand miles of western prairie, and through the Rocky Mountains and the Selkirks of

### British Columbia.

Twice a day a halt of half an hour is made, affording passengers an opportunity to stretch their legs; but the journey is continuous, and the train rushes on through the dark hours of the night when the passengers have retired to rest, the same as it does through the bright hours of the day, and, as we have said, this is the longest continuous railway journey in the world, requires a week for its accomplishment. Of the advantages which will be derived from the journey over this route it is not necessary to speak in detail meantime. Western Canada has in recent years been that part of the world to which the Scottish agricultural labourer has directed his attention as the most likely to secure for himself independence and fortune. It is a new country, rich in natural resources, and a great service can be done by ascertaining what are

the advantages that it can give to any who are disposed to make use of the opportunities that it has to offer. A portion of the journey lies through one of the finest wheat-growing areas in the world, while along the foothills of the Rockies, beyond the strictly agricultural lands, are large tracts of unoccupied grassy lands suitable for ranching purposes. The city of Winnipeg is a great mart of industry that will well repay a visit, for it promises to be one of the greatest outlets for the

### Overcrowded Labour Channels

of Europe. It is noted for its marvellous progress, its prosperity, and the enterprise of its citizens. The route presents a variety of noble and ever-changing scenery, which has no equal in the world. A run across the Western Prairie gives an opportunity for inspecting the innumerable homesteads and farms dotted here and there. Later on the Rocky Mountains slowly rise into view, "and thenceforth scenes of Alpine magnificence surround the traveller" as the train speeds on beneath majestic heights, and through apparently impassable fastnesses towards British Columbia with its exquisite climate and unsurpassed beauties.

Other arrangements, directed to make the *Weekly News Expedition* as comprehensive and far-reaching as possible are in progress, and we are sanguine enough to believe that they will be crowned with success.

## ANOTHER EXTENSION.

### VISIT TO NOVA SCOTIA.

WELCOME FROM A SCOTO-AMERICAN POET

(From the *Weekly News* of 17th June, 1893.)

#### A Tour through Nova Scotia

It has now been found possible to include in the programme of the Expedition, so that while one part of it will be exploring in the extreme west of the great Continent the other will be in the extreme east inquiring into all that the Maritime Provinces of Canada have to reveal. What this may be can be conceived when it is remembered that Nova Scotia is in point of mineral wealth the richest province in the Dominion, having productive coal mines, manganese, gypsum, building stone, and petroleum. The coal areas cover something like 685 square miles, and the seams at present being worked are from four to nine feet thick in the Cape Breton or Sydney fields, from six feet to thirty-four feet in the Pictou basin, and from four to thirteen feet thick in the Cumberland district. Regarding iron ores, Sir William Dawson observes that "even in Great Britain itself the two great staples of

#### Mineral Wealth

are not in more enviable contiguity, and the iron ores of Great Britain are as a rule neither so rich nor so accessible as those of Nova Scotia." It is alone among all the provinces the one where the fuel fluxes and ore occur close together, and the ore beds are generally easy of access near water or railway transport. Blast furnaces have been erected, and it can hardly be doubted that the iron and steel manufactures of Nova Scotia are bound at no distant date to occupy a very important rank amongst the resources of America. Mr F. Thomson, who arrived at Chicago a few days ago, has cabled that he has completed arrangements by which it will be possible for a detachment of the Expedition to make a visit to Nova Scotia, while other important extensions are in progress.

The interest excited amongst Scotsmen in America regarding the Workingmen's Expedition is evi-

denced in the following graceful lines. The author is Mr. Charles Campbell, of Forbush, Appanvose Co., Iowa:—

Long a voluntary exile from "Auld Scotia's hills and dales," I still dearly love my native land, and take a deep interest in all that pertains to the welfare of her sons and daughters. Having been a reader of your paper for some time through the courtesy of a friend, and thoroughly admiring the patriotism and public spirit displayed by your generous gift to representatives of the working classes to freely view the great object lesson of the age, I have written the enclosed more in a spirit of certainty that such will be the conduct of your representatives than with any intention of giving advice.

When from thy varied page I scan  
Thy gen'rous gift, thy noble plan,  
Whereby a band of toilers free  
This wondrous World's Fair shall see,  
I forward look with hopes of pride,  
That, safely landed on this side,  
Auld Scotia's world-wide fair renown  
They with fresh laurels still may crown;

And with a manly, honest heart,  
Each workman will do his part  
To add fresh lustre to her fame,  
And brighten anew the Scottish name.

And when before their eyes are spread  
This glorious feast, let it be said  
By those who Scotia's sons discern  
These men came here to see and learn.

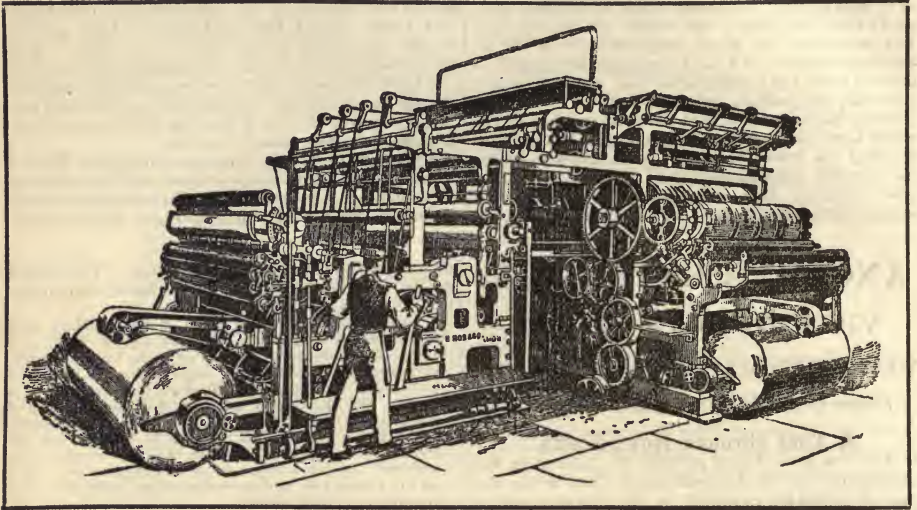
Let prejudices be left behind,  
Let liberal judgment rule each mind,  
For thus "prepared" alone is he  
Who seeks this World's Fair to see.

And when their glorious trip is o'er,  
And back they seek their native shore,  
May each a wealth of knowledge bring  
From which great good alone may spring.

It will be seen that another important extension of the Expedition scheme has been arranged for, and that while one detachment will proceed to the extreme west of the American Continent another party will penetrate into the extreme east. Particulars regarding some of the circumstances that render desirable the inclusion of the maritime provinces of Canada within the scope of the tour of observation are given in another column, and the information that is likely to be gained from the visit to Nova Scotia is bound to add to the value and interest of the object aimed at by the Expedition.

A SPECIMEN OF THE COMBINED SKILL  
OF  
BRITISH AND AMERICAN ENGINEERS  
AND  
PRINTING MACHINE MAKERS.

THE PIONEER QUADRUPLE PRINTING PRESS.



The above is an illustration of the large printing press now being completed by Messrs. R. HOE & Co., of London and New York, for the *Dundee Courier* and *Dundee Weekly News*, to print, fold, and count papers of 4, 6, 8, 10, 12, 16, 20, and 24 pages, at the rate of 48,000 8-page papers per hour. This machine will form the eleventh machine employed in the production of these papers.

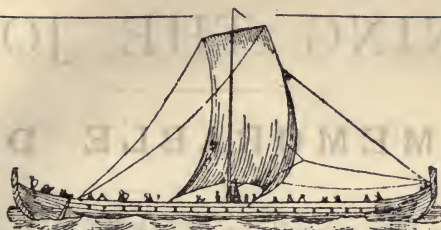
Although built in London, the plans are the result of a most careful investigation by Mr. D. C. THOMSON into the best machines on both sides of the Atlantic.

*The above and preceding 16 pages is a reprint of the preliminary pamphlet, issued to show objects of Expedition.*

LIBRARY FOR USE OF DELEGATES.

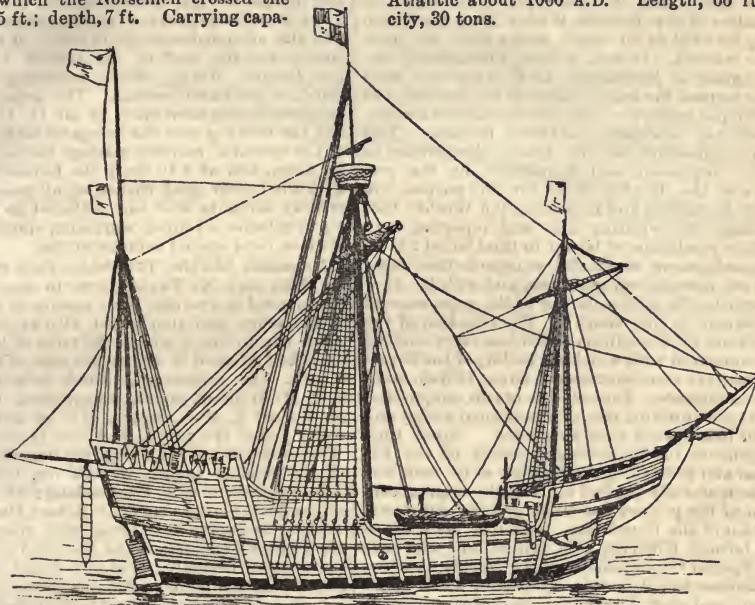
It may be mentioned that ample provision was made to enable the members of the Expedition to pass the time both profitably and pleasantly at sea. Quite a small library was provided for their especial use, amongst the books included being—"The American Commonwealth," by Professor Bryce, M.P.; "The Americans at Home," by Rev. David Macrae; "The Labour Movement in America," by Professor

Ely; "America and the Americans," by Craib; "United States Constitutional History," by Sterne; "Profit-Sharing," by Gilman; "Wealth and Progress of America," "Triumphant Democracy," by Carnegie; Booth's "Darkest England;" "United States Pictures;" U.S. and Canadian Blue Books, besides an extensive variety of lighter reading.



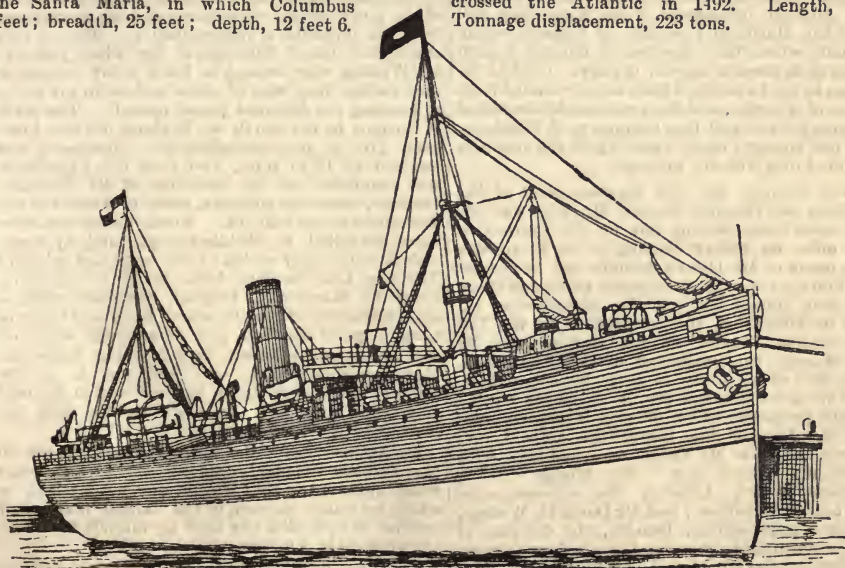
Viking Ship, remains of which are in the vessel in which the Norsemen crossed the breadth, 15 ft.; depth, 7 ft. Carrying capa-

Christiania University Museum. Type of Atlantic about 1000 A.D. Length, 66 ft.; city, 30 tons.



The Santa Maria, in which Columbus 71 feet; breadth, 25 feet; depth, 12 feet 6.

crossed the Atlantic in 1492. Length, Tonnage displacement, 223 tons.



The Thomson Line Steamer "Iona," in which the Members of the Artisan Expedition crossed the Atlantic, in 1893. Length, 360 feet; breadth, 44 feet; depth, 29 feet 6 inches. Tonnage, deadweight, 5,200 Tons; displacement, 8,000 tons.