

BEGINNING THE JOURNEY.

A MEMORABLE DAY.

Saturday, the 24th June, was a memorable day in the annals of labour in this country, and it was also the day which the hundreds of thousands of the readers of the *Dundee Weekly News* have been looking forward to for some weeks with the most intense interest. It was, besides, a memorable day in the annals of journalism, as it witnessed what may be termed the inauguration of the greatest and most unique enterprise ever undertaken in connection with any newspaper in Great Britain. This was the departure of the Artisan Expedition to America, organised and despatched by the proprietors of the *Weekly News* for the purpose—in addition to visiting and inspecting the World's Fair at Chicago—of inquiring into and reporting as to the whole conditions of labour in the United States and Canada, more especially as regards their bearing on our home labour problems, and with the view of improving the circumstances of the great mass of wage-earners in this country. The selection of the men to form the Expedition called into force a voting power compared with which the polling of the largest parliamentary constituencies of Great Britain sinks into insignificance. The outcome of this unique election was that working men of exceptional ability and superior intelligence were appointed. Since then arrangements for facilitating the work of the Expedition and promoting the comfort of its members have been actively pushed on, and the original conception of the project has been greatly outgrown. A portion of the Expedition, including Mr Andrew Osler, farmer, Kintyre, near Kirriemuir, who is to act as Special Commissioner of the *Dundee Courier*, will traverse the American Continent from ocean to ocean, and visit Vancouver, and this enormous extension will permit of other places of interest being seen. Another detachment of the Expedition will include the Maritime Provinces of Canada within their tour, where the resources of mineral wealth are such as to deserve careful inquiry. Cordial invitations to the Expedition have been extended from all parts of America, and the great establishment of the Carnegie Steel and Iron Company, of Pittsburg, is only one amongst many works where the members are assured of a friendly welcome.

As was natural, the real starting point of the Expedition was Dundee, though Mr Osler was the first to leave home, setting out on his journey of 12,000 miles on Friday evening. At Kirriemuir station many of Mr Osler's friends had assembled to bid him God speed. A vigorous cheer was raised as the train moved off, and fog signals were exploded in honour of the occasion. At the Tay Bridge Station, Dundee, on Saturday morning Mr James Murray, the conductor of the Expedition, was the first of the party to make his appearance, but within a few minutes Mr D. C. Thomson, the managing proprietor of the *Weekly News*, who conceived the idea of the Expedition, arrived, and along with him was Mr Osler, who had been with Mr Thomson overnight. Mr Mungo Smith, powerloom tender, Dundee, the representative of the textile industries; and Mr David G. Watson, locomotive enginedriver, Dundee, the delegate of the railway servants, were on the platform almost immediately afterwards, and a few minutes later the North British express steamed in with Mr James Taylor, Raesmill, Arbroath, who was elected

by the farm servants to look after their interests. This completed the first section of the Expedition. The delegates were accompanied to the station by many of their relatives and friends, and amongst those who also attended to see them safely off were several members of the staff of the *Dundee Courier* and the *Dundee Weekly News*, including Mr Frank Boyd, of the latter journal. The necessary introductions having been made by Mr D. C. Thomson and the booking over the delegates took possession of the splendid corridor carriage specially reserved for them, and at 8.10 sharp the Expedition started with the hearty good wishes of all assembled, the railway servants who had gathered to give their representative a cordial waygoing, singing out Mr Watson for a special demonstration.

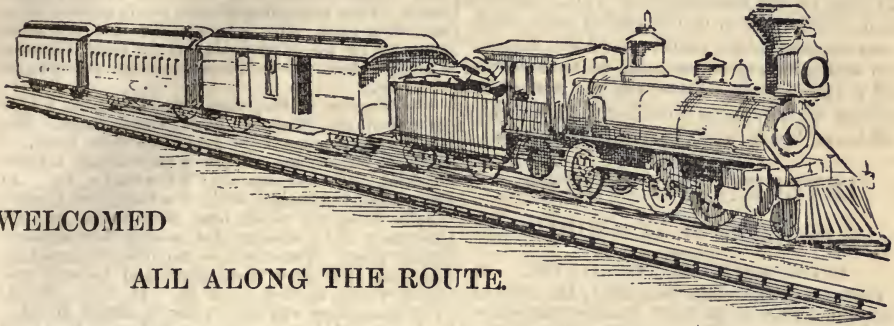
No sooner had the Tay Bridge been crossed than Mr Osler and Mr Taylor, true to their instincts, commenced to exercise their faculty of observation on the crops, and they noted with satisfaction the great improvement which the rains of the previous days had effected in the appearance of all kinds of cereals. At Edinburgh, which was reached at 9.40, Mr William Smith, papermaker, Denny, and Mr Robert A. Muir, miner, Hill of Beath, successively joined the party, and the express from the West brought with it a large contingent, consisting of Mr Thomas Logan, woodcarver, Glasgow; Mr John Sinclair, mason, Cambuslang; Mr D. Brown, shipbuilder, Govan; and Mr Robert Dunlop, steelworker, Motherwell. Along with these travelled Mr Andrew Anderson, of the *Weekly News*, by whom the western delegates were introduced and handed over to the conductor. Edinburgh was left at 10.10 a.m., ten minutes late, and as the train rushed through the fertile Lothians the condition and forward state of the crops elicited expressions of high admiration from the agricultural representatives. During this stage, and indeed throughout the whole journey, Mr Watson, who seemed to know every telegraph post on the line, was of great service to the party in locating the different places passed. The style of farming in the north of England did not, however, give so great satisfaction. Newcastle was reached at 12.45 p.m., and here the Expedition was completed by the inclusion of Mr Ebenezer Bennett, electrical engineer, many of whose friends assembled to see him off. From thence the delegates travelled to Middlesbrough, and by three o'clock were safely on board the large and splendid Thomson Line steamer *Iona*, which is conveying them to Montreal. Captain Sangster, captain-superintendent of the Thomson Line, and Captain Cummings, of the *Iona*, gave all a cordial welcome, and every arrangement having been made for their accommodation, each one was in a few minutes most comfortably berthed and in the best of spirits, and ready to commence the long sea journey before him.

Mr Andrew Osler, the Special Commissioner to the *Dundee Courier*, sent an interesting letter which appeared in that journal on Tuesday last, in which he makes mention of the various matters of interest to agriculturists that he intends to devote attention to in America.

The *Iona* left Middlesbrough at one o'clock on Sunday morning, and at 3.40 a.m. on Monday passed Dunnet Head at the entrance to the Pentland Firth.

SPLENDID PROGRESS IN AMERICA.

VISIT TO NIAGARA FALLS.



WELCOMED

ALL ALONG THE ROUTE.

From the Weekly News of the 15th July.

Mr Frederick Thomson, who remained in America to see the *Weekly News* Artisan Expedition fairly started, cabled to us as follows from Toronto:—"When I wired you on Tuesday last I expected the Iona would reach here on Wednesday night, but, owing to fog in the river between Father Point and Montreal, the steamer was delayed for over half a day, not getting up to the wharf at Montreal till the afternoon of Thursday. Notwithstanding the loss of the forenoon, the members have made good use of their time, and amongst other sights and industries they have visited at Montreal and here are the Canadian Pacific Railroad engine workshops, farm implement, electric, and furniture works; also schools, newspaper and other public offices, so have made a good commencement. The Expedition goes on from here to Niagara, where the members will rest for a day, then proceed straight to Chicago, so as to have plenty time at the World's Fair. The members all express their delight with the passage across the Atlantic, being favoured with fine weather the whole way. They are all in good health and spirits, and thoroughly enthusiastic about the great mission they are setting out to undertake. I intend leaving Montreal for home on the 12th by the Iona, before which I expect to have completed all arrangements. I am to travel with the Expedition to Niagara, where we part, and I go on from there to New York for a few days before sailing from this side."

The conductor of the Expedition cabled on Sunday as follows:—"After completing visits to various industries and establishments in Toronto, the Expedition travelled on to Niagara, which town was reached on Friday evening, and since then the members have not only had every

facility for seeing the Falls from various points of view from which they could be seen to advantage, but have been diligent in inspecting the various works carried on in the neighbourhood. The paper and pulp mills were of special interest to Mr Smith, the papermaker from Denny, while the electric works contained much to interest not only Mr Bennett the electric engineer from Newcastle, but all the others as well, and the whole of the members had the privilege of seeing the great turbine wheels which supply the motive power for all the factories and workshops in the town. They also inspected the Niagara Electric Railway, the power for which is got from the same source. The turbines are driven by water taken from the River Niagara above the Fall, and it is expected that in a few years Niagara will rank amongst the largest of the manufacturing cities of the Continent on account of the cheapness and cleanness of the motive power. The members are all well, but the weather in the meantime is very changeable. We are going straight to Chicago, which every one is eager to reach, so as to have ample time to see the many sights there. We are getting a hearty welcome all along the route, and are receiving every facility and freedom for examining and inspecting the various industries.

Mr Frederick Thomson telegraphing from New York on Tuesday night, 11th July, says:—"Since I cabled you last Friday from Toronto, I travelled on to Niagara with the Expedition. The members were perfectly delighted with the sight of the great Fall. As intended, I left the Expedition at Niagara to come on to New York, but the Conductor will no doubt cable you regarding the visits to the water-works, turbines, &c. Amongst other things, I have just arranged in New York for the

artisans visiting the great shipbuilding yard of Messrs Cramp, Philadelphia, and the great paperworks at Holyoke. I find it is impossible to complete matters in time to get back to Montreal to sail for home to-morrow, so I am to sail direct from New York on Saturday first by the steamer New York, and will reach Southampton in the end of next week. I am confident the members of the Expedition will give a good account of themselves, and if they get on as well for the rest of the journey as they have done for the start they will bring home much useful information.

INTERESTING LETTER.

A SUCCESSFUL DUNDONIAN.

SIGHTSEEING IN THE STATES.

Under date Baltimore, 30th June, Mr Frederick Thomson writes to Mr D. C. Thomson as follows:—"I arranged at Chicago to see Illinois Steel Works at South Chicago, and I saw Messrs A. H. Andrews & Co., 215 Wabash Avenue, who have a very large cabinet making manufactory, and they also agreed right off to show representatives whatever they desired. Then I went out to Fraser & Chalmers, who have the largest mining machinery manufactory in the world. Their place is in Fulton Street, Chicago. Mr Chalmers, a very pleasant man, the chief partner in this gigantic firm, is originally from Dundee. Mr Chalmers will be delighted to see our men and show them everything about his place. Mr Chalmers left Dundee fifty years ago and came out to Chicago. When he arrived Chicago could only boast of some 4000 inhabitants, and for the first three years he worked for a grocer who fed him but gave him no wages, and Mr Chalmers said if he had had the money he would have left the place, but he had nothing to leave with or pay to get out of Chicago, and so remained on. He has a very large place, about three or four times the size of Gourlay Bros' Foundry, Dundee, with all sorts of different machines for making mining machinery. One driving wheel I saw measured 28 feet diameter and some 8 feet wide.

I have also got a letter of introduction for Mr Murray so that he may see Armour's elevators. Armour's have the latest and most improved elevators at Chicago. When going through Armour's packing place, stockyards can also be visited. Then cable car and electric car stations can be seen. I called at the Chicago Business College, Randolph Street, where 300 or 400 boys and girls are taught daily all the year round. Shorthand, bookkeeping, banking, typewriting, and other branches are carried out systematically. The teacher of stenography and typewriting kindly offered to show the Expedition men over their place, explaining how it is conducted, and also take them to any of the other educational institutions in Chicago. I am giving Mr Murray his name and address.

There is so much to be seen in the Exhibition that beyond the things fixed on the men will find their time fully occupied. In every department there is much to be seen and learnt. In the Agricultural Department, even although Mr Osler and Mr Taylor divide it between them, they will have hard work to get over things. There is new machinery for sowing, digging, lifting weeds, ploughs of all shapes, reapers of all sorts. In the Canadian section alone there are some 130 different

kinds of grain, suitable to all parts of Canada and North-West. Ohio has a good exhibit in agricultural section. Massey, Harris, & Co., of Toronto, have a capital exhibit of farm implements at the Fair. I am arranging for Mr Osler and the others to see their place at Toronto on way to Chicago. Massey, Harris, & Co. are the people who sell the "Brantford" reaper, which is now well-known in Forfarshire. They amalgamated with the Brantford firm, and their main place is now at Toronto. I have arranged for the party to stay at the Hotel Thomas, Chicago, about 100 to 200 feet from the entrance to the Fair.

At Niagara, if they stop over the night, I have arranged the Niagara Falls Hotel there. The papermaker can see the Pettibone Mills there. I saw Mr Porter, and am giving papermaker a letter to him. Others can see Waterworks, &c. At Pittsburg I arranged with Westinghouse Electric Light Company to see over their works, and Mr Torrance is to arrange for seeing Westinghouse Brake place. There will be no difficulty to get in. He can also show them glass and tobacco and snuff works, if they want to. If they stay at Pittsburg, they will stay at the St James' Hotel.

I saw and had a pleasant chat with Mr Carroll Wright, chief of Labour Department at Washington. He will be pleased to see and show all his Department to them. He is taking quite an interest in our scheme.

CROSSING THE ATLANTIC.

A SUCCESSFUL AND EVENTFUL VOYAGE.

EXPERIENCES AT SEA—INTERESTING INCIDENTS.

FIELD ICE, BERGS, AND WRECKS.

ARRIVAL AT MONTREAL.

From the Weekly News, Saturday, July 22, 1893.

The members of the Dundee Weekly News Artisan Expedition, as already announced in our columns, left for America on Saturday, June 24th. Middlesbrough, in the north of England, was the port of embarkation, and the vessel in which the voyage was accomplished was the fine, large, new Thomson Line steamer Iona, commanded by Captain Cummings. The ship having been loaded up,



CAPTAIN CUMMINGS.

slipped from her moorings about midnight, and having cleared the dock—an operation which, in consideration of the great size of the steamer, necessarily occupied some time—she proceeded down the Tees. Her movement for some time was comparatively slow owing to the narrowness of the channel and the intricacies of the navigation, and it was about two o'clock on Sunday morning when the bar was crossed. At this time the delegates, all of

whom were still on deck, witnessed a beautiful display, made all the more striking on account of the darkness which then prevailed. At Hartlepool, on the north bank of the estuary, there are some large blast furnaces, and every few minutes waggons of red-hot "slag" were seen being hurled along to the top of a high bank and tipped over, the burning material then rushing down the declivity with great speed, leaving behind it a huge fiery trail, and on reaching the lower ground breaking out into a great flame, which for a few minutes brilliantly illuminated a large surrounding area. The effect produced was to some extent similar to that which might be caused by a well-charged rocket being shot downwards. As the morning advanced the delegates retired to their berths, which were in the centre of the vessel, adjoining the large, roomy, and beautifully-finished cabin, and of the most comfortable character, and thoroughly appointed in every way for the trip. "Rocked in the cradle of the deep," the delegates were quite refreshed by a few hours' good, sound sleep, and all of them were on deck at an early hour on Sunday morning to find the steamer off the coast of Northumberland, and making rapid progress to the northwards. A stiff head wind was blowing, accompanied by a heavy swell, but the vessel was behaving nobly, and although the most of the passengers had thus early acquired their sea legs, a few were constrained to pay devotion to old Father Neptune. The Longstone Lighthouse, the scene of Grace Darling's brave exploit, and the Farne Islands were the first objects of interest passed, and although we were too far out to see the May Island, the Bell Rock was within the visible horizon, and in steaming for Kinnaird Head a fine though distant view of the Forfarshire and Kincardineshire hills and coastline was obtained. The delegates were not long in discovering and fully appreciating the great advantages which the run out on a Thomson liner gave them over a trip in any of the ordinary passenger vessels, and everyone spontaneously acknowledged the foresight and consideration shown in their behalf by the proprietors of the *Dundee Weekly News* in so ordering the arrangement.

A Whale—No Jonah on the Steamer.

When off the Bell Rock about midday on Sunday the captain quickly brought all the delegates to the bridge deck by shouting "A whale!" And sure enough about 100 yards off on the starboard bow a stream of water was seen projected into the air to the height of 8 or 10 feet. This was repeated at short intervals, and between the "blows" the path which the fish was pursuing was easily traced by the oily appearance of the surface of the sea. On one occasion the whale in a sportive mood showed a large part of his body above the water. It was then seen that he was a huge fish, and the remark was made that with whales so near home there was no necessity for vessels going all the way from Dundee to the Antarctic Ocean in search of them, but Captain Cummings explained that this was merely what was known as a herring whale, and of comparatively small commercial value. A suggestion was made that if there was a Jonah on board now was the opportunity for getting rid of him in an appropriate manner, but no one would own to any sort of connection with the historic individual of that name, and in a few minutes the fish, possibly scared by the propeller of the steamer, went down into the water, and totally disappeared from view. Some other whales and numerous porpoises were also observed in the course of the passage. A number of white porpoises were also seen in the St Lawrence.

Carrying the "Males."

Early on Sunday afternoon we sighted some distance ahead the Avlona, Captain Baxter, another steamer of the Thomson Line, and which had left the Tyne on Saturday evening also for Montreal. The Iona being the larger and more powerful vessel of the two gained steadily on the Avlona, and when opposite Peterhead the two steamers were almost abreast of each other. Seeing that he could not keep up with the Iona Captain Baxter ran up some flags, and these were found to read, "Can you take me in tow?" Captain Cummings we found to be one of the most obliging men on earth, but with such an important freight as he had on board he could not afford to lose the time which would be involved were he to comply with the request made to him, supposing, of course, that it was seriously meant. After cudgelling his brains for some minutes he hurriedly said—"I have it!" and certain flags were promptly run up by the officers of the Iona. These interpreted signified—"Sorry I cannot; I am carrying the mails." This, it may be explained, was a joke of the Captain's, as the mails which he meant were really *males*—the *Dundee Weekly News* delegates to the World's Fair at Chicago. But it passed muster with Captain Baxter, who at once hoisted "A pleasant passage to you," which was acknowledged with "Thanks" from the Iona. The Avlona made a plucky attempt to keep up with the larger vessel, but the sea and other elements were against her, and in a short time she had completely lost the advantage which she had gained in starting, and was following up as fast as her powers would permit in the wake of the Iona.

Chicago in Sight.

Considerable sensation was caused on the afternoon of Monday, June 26, when the Iona was steaming along to the north of the Hebrides by the captain reporting, as a piece of important information, that Chicago was only some distance off on the starboard bow. Those of the delegates who were below hurried up to the bridge in a state of some excitement expecting possibly that the city, which was their objective point, was thus early within sight, and those who were still suffering from the pangs incidental to what is known as *mal de mer* were congratulating themselves that by some miraculous intervention all their troubles were near over, and that they would soon again be on *terra firma*. These fond expectations were, however, quickly doomed to disappointment, and the captain and the others had a good deal of amusement at their expense, as what was reported to be Chicago was only a steamer of that name hailing from Sunderland, and also on the outward passage. Everyone at once realised that she could not have the World's Fair stowed away in any part of her, and made up his mind that the passage would have to be continued. The disappointment over, the delegates ventured suggestions as to the probable destination of the Chicago. In this discussion an appeal was made for assistance to Mr King, the chief officer, who appeared to be a good authority on not a few subjects even apart from those connected with navigation. This gentleman with a gravity which well became him said that he had made smoke analysis a special study, and that the conclusion which he arrived at after a close and careful observation of the smoke emitted from the funnel of the Chicago was that, like the Iona, she was bound for Montreal. Some were disinclined to accept this theory, and Captain Cummings, who formed his conclusions from other premises, declared his belief that the vessel was on her way to

some United States port. We passed some distance off, and as the Iona gradually showed her heels to the Chicago, the discussion slackened as that vessel fell out of sight astern.

A Large Addition to the Expedition.

When loading at Middlesbrough the officers exercised great vigilance in order to prevent any of the "wharf-rats" or "stiffs," as the sailors term them, from getting on board, and obtaining a free trip to America, but although they put ashore several who had, without permission, fixed up quarters on board, they were not altogether successful in this respect, this, no doubt, being due to the fact that the departure was made somewhat in a bustle and in the dark. On Sunday, June 25, a man, very much in the condition in which he was produced by nature, crawled out from amongst a quantity of bunker coal in anything but a fossilised state, and on the following day the Expedition was further augmented by the discovery of no fewer than four unaccredited members. One of those was found in a large barrel used for holding water for the cattle, and another in a ventilator fitted up for conveying fresh air to the cattle in the 'tween decks. The remaining two were stowed away in the fore-castle—one underneath a fireman's bunk, and the other in the fore peak. When they were brought before the officers four of the men stated that they wished to get away from the old country because times were bad there, and they wanted to make a new start in the "land of the free." The fifth said that he was bound for Chicago, and that he would join the *Dundee Weekly News* Expedition if the Conductor would accept him, but, if not, he would beat his way there on the cars. This meant that he intended to conceal himself on the goods waggons or "freight cars," as they are called in America, and obtain a *gratis* ride over the second as well as the first stage of the trip. Suitable work on board ship was soon found for these adventurous, although poorly-provided-for, spirits.

Atmospheric Effects.

The delegates were privileged to witness some very striking and remarkable atmospheric effects in the course of the trip. On the morning of Monday, June 26, shortly after the Iona had passed through the Pentland Firth, a rainbow of great beauty and of exceedingly brilliant colours was visible right ahead. The rainbow was reflected in the sea in such a way as to appear an almost perfect circle, and when the Iona steamed in a manner right into the centre of it, it almost instantaneously disappeared. Some grand sunsets were also witnessed. On the evening of Wednesday, June 28, when the weather was bright and warm, with the sea like a mill pond—although, by the way, there was a fresh north-easterly gale with no scarcity of "white horses" or "cat's paws" on the preceding day—the sky in the north-west presented a scene of surpassing beauty. Just over where the sun had disappeared in a blaze of burnished gold, the clouds were so arranged as to represent a large and beautifully-arranged garden laid out according to strict geometrical lines with circles, oblongs, squares, triangles, &c., of flowers, bordered by perfect shrubberies, while a short distance to the north was what appeared to be a large lake with finely-wooded islands of various shapes and sizes. Such a scene will long live in the memory of those who witnessed it.

Passing the Time.

Those whose longest journey can be measured by hours can hardly realise what is involved in a passage of nine days in crossing the western

ocean. The first day, when land is probably still in sight and everything on board ship is novel, passes quickly enough, but it is when the steamer is ploughing her way across the broad Atlantic with nothing but

Water, water everywhere,
And not a drop to drink,

that time, as a rule, begins to hang heavily on one's hands. If he is not overtaken by sea sickness, he invariably develops an appetite similar to that of a rhinoceros, but, although the eating of meals forms a considerable part of the daily routine on board a first-class liner, the passengers cannot be always at table, and, as he generally does not feel himself capable of digesting even the lightest novel, the time not given to sleep must be put in somehow or other. By the foresight of Mr D. O. Thomson, the *Weekly News* delegates were provided with a good selection of literature for consumption on the passage—literature both of an entertaining and instructive character—which was read with much interest, but there were what might be termed periods of relaxation, and in these the officers on board the Iona exerted themselves to the utmost of their powers. While Captain Cummings spared no pains in order to make the time pass pleasantly and agreeably, Mr Walker, the chief engineer, showed with pardonable pride the large and powerful engines of the steamer, and also the electric light fittings, which elicited unstinted admiration. Mr Dykes, the second officer, and Mr Ross, the third officer, were equally active and energetic each in his own particular line, while Mr



MR KING, CHIEF OFFICER.

King, the chief officer, kept the passengers in the best of humour. His "yarns," as might be expected, had almost all a nautical bearing, and these were spun at every hour of the day, and night too, when off duty in such numbers as to lead one to believe that the storehouse of his experience and memory, or, as his brother officers termed it, his "manufactory" was practically inexhaustible. Several of his stories were perfect "hair-raisers"—although it would have been impossible to affect himself in this way as he had a serious loss in a gale of wind—and his conundrums were equally entertaining. As an indication of the latter, and as a proof that he was well up in Scripture history, at least in so far as it was connected with his own profession, the following may be cited:—"When was salt pork first introduced into the navy?" No one ventured a reply, and when all had confessed themselves baffled, Mr King, smiling as "he winked the other eye," said the answer was "when Captain Noah took Ham into the Ark." Another was—"What did the whale say to Jonah?" the answer being "Come in out of the wet." It was in this way that the voyage was relieved of any monotony which it might otherwise have had. The only drawback felt in connection with the whole trip was the want of the *Dundee Weekly News* at the end of the week, and it was indeed much missed.

A Sea of Ice.

About one o'clock on the morning of Sunday, July 2, the officer on duty reported the appearance of an iceberg, and the delegates having, in accordance with a previous arrangement, been duly advised of the circumstances, rushed on deck with an eagerness and agility which some of them possibly would not have displayed in the matter of church attendance, in order to witness what was to them a novel spectacle. The berg was of large size, and in shape was somewhat similar to the roof of a house. The Iona was then about 100 miles to the



ICEBERG, 100 FEET (SKETCHED BY MR LOGAN).

eastward of the Strait of Belle Isle, and as the Strait was approached, the bergs became more numerous, until from 30 to 50 could be counted at the same time from the deck. These were of various shapes and sizes, some towering up like church spires to the height of about 100 feet, a few bore a striking resemblance to the Bass Rock, others had the appearance of rough jagged cliffs rising abruptly from the water's edge, while several presented large surfaces almost flat. A number might also be compared to volcanic mountains. All were, of course, given a respectable berth. Early in the forenoon the entrance to the Strait was made, and then the first field ice was seen. This was in pieces here and there, which were easily avoided, but as the vessel steamed into the Strait some thick bands were found, and eventually the ice became so densely packed that the engines had to be slowed down for the sake of safety, and the steamer crept along at the rate of from only three to four miles an hour. The blocks of ice were of greatly varying dimensions, and in many instances assumed most fantastic forms, whales, elephants, lions, swans, ducks, &c., being often represented, while



ICEBERG (SKETCHED BY MR LOGAN).

mushrooms, in particular, were very numerous. Some of the pieces presented a remarkably beautiful appearance, through the sun striking them, and giving them a bright green hue, with other tints. An idea of the density of the ice may be obtained from the fact that, when about a quarter through the Strait, we sighted the steamer Nihsdale, also bound for Montreal, steaming slowly back, having been unable to make a passage. Captain Cummings, however, carefully and skillfully navigated his vessel through the apparently impenetrable ice field, and at one o'clock in the afternoon, after four hours' slow steaming, he had the satisfaction of entering more open water, although ice floes were still quite numerous enough, and bergs, some of which were stranded on the Labrador and Newfoundland coasts, were frequently met with. Altogether the ice field was about 150 miles in width. One of the Radical members of the Expedition remarked that, if mainers were like British landlords, they would post a notice across the Arctic current to the north of Belle Isle with the legend—"Icebergs beware! Trespassers will be prosecuted." It may be mentioned that at this time we were in the latitude of London, and the readers of the *Dundee Weekly News* would, no doubt, be a little surprised if they were to find the Thames blocked with ice on the 2d of July. That it is not we have to thank the Gulf Stream, and we have



ICEBERG (SKETCHED BY MR LOGAN)

also to be grateful that as yet, at least, no vindictive Yankee has been able to divert its warm current from the shores of Great Britain. For a considerable time the thermometer stood at 38 degrees, or only 6 degrees above freezing point, and greatcoats and waterproofs were much in evidence.

The Perils of the Ocean—A Striking Illustration.

Scarcely had we passed through the Strait of Belle Isle than the delegates had a striking illustration of the perils of the ocean. On approaching Point Amour the steamer Sicilian passed the Iona homeward bound, and signalled to report the Lake Nepigon ashore. A short time afterwards a boat was seen approaching the Iona from Labrador, carrying a piece of bed linen as a flag of distress, and on coming up it was found to contain the captain of the Beaver Line steamer Lake Nepigon, another officer, and eight of the crew. The captain reported to Captain Cummings that he had left Montreal some days previous for Liverpool, with eighteen passengers, 331 cattle, 99 sheep, and a general cargo, and that on Saturday shortly after entering Belle Isle Strait he struck a piece of submerged ice, which knocked in some of the plates of his vessel, and allowed the water to enter No. 1 hold. Finding the steamer sinking, he turned round and beached her in Forteau Bay, a short distance to the west of Point Amour, at

the lighthouse at which the passengers found accommodation. Before being beached the fore-castle head of the Lake Nepigon was level with the sea, and her forehold was full of water. At his request Captain Cummings agreed to forward at the earliest possible moment a telegram to Montreal for assistance in the shape of tugs, with pumps and divers, but so outlandish was the locality that some days would necessarily elapse before these could arrive. The Iona was remarkably fortunate in getting bright clear weather in which to pass through the Strait, as the captain of the Lake Nepigon stated that a dense fog had prevailed there for some days, and had lifted only about two hours before the arrival of the Iona. The Strait of Belle Isle, it may be explained, is frozen over every winter, and is rarely, if ever, open before the end of June. By taking it instead of going "south about," steamers save fully 200 miles on the passage.

The St Lawrence River.

After a good run Heath Point, the eastern extremity of the Island of Anticosti, in the Gulf of St Lawrence, was passed at 10.40 a.m. on Monday, July 3, and in the evening the Iona made Fame Point, the first land sighted on the south side of the St Lawrence. A little later we passed the Thomson Line steamer Fremona (Captain Stooke), home bound. Exactly at noon on Tuesday the vessel arrived off Father Point, 294 nautical miles from Montreal, and 1992 miles from Middlesbrough, the passage, notwithstanding the detention in the Straits of Belle Isle on Sunday, and another detention that morning, owing to a dense fog in the St Lawrence, having been accomplished in the remarkably short time of 9 days and 10 hours, which is the quickest on record. The run from land to land—Butt of Lewis to Belle Isle—occupied only 5½ days, or rather less time than that taken by the record-beater Campania on the New York passage, although the run of the Campania, it may be explained, is a good deal longer. On several days the log indicated that the vessel had run 300 nautical miles, or 345 English miles, in the 24 hours. After coming under the shelter of the land the thermometer rose suddenly to 75 degrees, the air coming as if from the funnel of a steamer. In running up the noble St Lawrence river a fine view was obtained of the land on the southern bank, which to begin with is thickly dotted with small houses, apparently those of fishermen, and in many places is densely wooded to the summit of the hills, some of which are about 2000 feet in height. The wind was coming from that quarter, and carried with it the sweet, invigorating perfume given off by the pine trees. By and by villages and towns—some of them of considerable size—were seen, and at remarkably short intervals churches with spires stood out boldly, indicating the pious character of the descendants of the original French settlers. At Father Point we took on board the pilot, and Captain Cummings despatched to Montreal a telegram announcing the stranding of the Lake Nepigon. Early in the afternoon another dense fog came down, and after the vessel had steamed slowly ahead for some hours it became so thick that at half-past four o'clock the anchor had to be dropped. The fog

continued until 6.20 on Wednesday morning, when the voyage was resumed, and the river being now more narrow the grand scenery on both sides stood out in bold prominence and was greatly admired. The river here is thickly studded with islands, and these, while adding to its picturesqueness, constitute a source of great danger to navigation, several vessels coming to grief on one or other of them every season. This was painfully illustrated as we passed Red Island, on which a barque was seen to be stranded, and the steamer Crane, of Newcastle, was also observed aground in another place, but the latter got off and proceeded to Quebec. At the quarantine station, about thirty miles below Quebec, we were boarded by a medical officer, when the officers and the members of the Expedition assembled on the bridge deck, and the seamen and the firemen were drawn up on the deck; and all having been certified in good health the steamer proceeded. As we approached Quebec, a heavy rain set in, but, notwithstanding, a good sight was obtained of the famous Falls of Montmorency, where a great volume of water dashes over a precipice from a height considerably exceeding any of those at Niagara. Quebec was made at seven o'clock, and a short stoppage being required here for the purpose of shipping another pilot, the quaint old capital of the province, familiarly known as the "Gibraltar of America," and the only walled city on the Continent, was seen to much advantage. When here courtesies were exchanged with the Thomson Line steamer Hurona, the sister ship of the Iona, then lying at Port Levis. On resuming, the Plains of Abraham, where General Wolfe, by his grand victory over Montcalm, captured Canada from the French, was passed, and ten miles further up we dropped anchor for the night, the pilot deeming it imprudent to proceed farther in the rapidly-growing darkness. A heavy rain had been falling for some time, but at two o'clock in the morning when we again got under way the weather was bright and clear, and the run up the remaining part of the St Lawrence was accomplished under the most favourable conditions, the delegates viewing steadily for hours the magnificent and ever-varying scenery of the great river. A short distance to the west of Lake St Peter we met the Thomson Line steamer Dracona on the homeward run, and the vessels passed so close to each other that Captain Cummings warned *viva voce* Captain Thompson of the dangerous condition of the Strait of Belle Isle. The Iona was berthed at the Thomson Wharf, Montreal, at 4.15 p.m. on Thursday, July 6, and the delegates were welcomed to Canada by Mr Frederick Thomson, one of the proprietors of the *Weekly News*, who had been in America for some time arranging for the work to be undertaken by the members of the Expedition there. Mr Thomson brought with him a copy of the *Dundee Courier* of June 27th, which was instantly torn to pieces and eagerly devoured by the delegates. The members of the Expedition then left the vessel in order to have a run through the city, but before doing so Mr Murray, the conductor, tendered to Captain Cummings and the other officers of the ship the heartfelt thanks of the delegates for the great kindness and attention which had been shown to them throughout the voyage, the trip having been greatly enjoyed by all.