

THE SEMI-WEEKLY MINER.

WEDNESDAY, APRIL 19, 1882.

The failure of the First National bank at Buffalo may spur Congress in taking favorable action on the bill now pending in that body to retire all National banks as their charters expire.

We willingly yield editorial space to an interesting letter from London written by one of Butte's most prominent citizens. We bespeak for it ready readers wherever the MINER goes this morning.

The Republican Board of Aldermen is severely censured in the "rousing address" of the Republican Central Committee, which address is kept standing in the columns of the *Inter Mountain*. The members are struck in the house of their friends.

Delegate Maginnis writes to a gentleman in this city that he will do all that lies in his power to secure a new legislative apportionment by Congress. Should he fail in this, and the Governor refuse to call an extra session of the legislature to make the apportionment, it is questionable whether the next legislative assembly will be a legally constituted body.

Mr. Parnell's release is not unconditional but he is simply let out of jail on parole for a week, or perhaps longer, for the purpose of attending the funeral of his sister's child at Paris. One of the conditions of the parole is that he is not to engage in any political demonstration during his absence. When it was learned that his release was temporary and conditional the general rejoicing was turned into expressions of bitter disappointment, and regret. It is presumed Mr. Parnell will return to his old quarters in Kilmainham jail when he returns from Paris.

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And all Montana owes the Mining Record a debt of gratitude for its intelligent, persistent advocacy of the silver mining interests of this Territory. It is sound on the silver question and sound on the Chinese question and sound on every other question affecting the interests of the miners of the West. As a reliable mining journal the Record stands at the head of the list.

Senators Hoar and Daves are now compelled to take a little of the same medicine which they delighted in forcing down the throats of Conkling and Platt. When Garfield appointed Robertson Collector of the Port of New York without consulting the Senators from that State, Messrs. Hoar and Daves approved the act and commended the President for his independence. Now Arthur has appointed Worthington Collector of the Port of Boston without so much as saying "by your leave, gentlemen," to those Senators. They are now throwing their aesthetic heels high in the air and doing some "tall bucking." But they have to take their medicine amid the audible smiles of their brother Senators. Surely the whirligig of time brings its own revenge.

Anti-Chinese Convention.

In accordance with a resolution adopted at a recent meeting of the Trades Assembly of San Francisco, the Executive Committee of the Assembly has issued a call to the people of the Pacific Coast States and Territories for a convention of trades and Labor Unions, local assemblies of Knights of Labor, Granges, Caucasians and all organizations of a bonafide labor character to meet at San Francisco on the 24th inst, to take into consideration the present aspect of the Chinese question and to consider the best means to settle it. The call recites the efforts that have been made to arrive at a peaceable solution of the question through national legislation, the failure to arrive at it by the votes of two successive Presidents, and expresses the belief that no relief of a permanent and effective character may be expected from that quarter. It is therefore, left to the people to settle the matter now and forever in a manner as may seem best to them. The call claims there is enough patriotism, determination, honesty and unanimity among the people of the Pacific Coast to do this. The Convention is to be of practical and non-political character. No denunciations of individuals, violent remarks or suggestions will be tolerated, hence it is requested that no organization will send any politician, demagogue, crank or lobbyist to represent it. The Trades Assembly desires to arrive at a settlement of the question, as far as the labor problem is concerned, in a cool, deliberate and rational manner. The proceedings of the convention and the result reached by it will be awaited with no little interest by the laboring masses of the Pacific slope.

OUR LONDON LETTERS.

A Trip Across the Atlantic—The Several Ocean Steamship Lines—Parting With Friends—Life on Ship-Board—The Games and Amusements—Gratuities—Sighting Land—Arrival at Liverpool—Off to London, Etc.

Special Correspondence of the MINER.
Perhaps your readers, while enjoying their Sunday morning breakfast, might be interested in catching a few glimpses of "life on the ocean wave." If so, and they are willing to accept the eribblings of an unpretentious pen, it shall render them service. The principal lines of steamships plying between New York and Europe are owned by English companies. There is one German line to Bremen, and one to Hamburg; one French line to Havre, and one American line between Philadelphia and Antwerp. The Cunard and White Star lines are the favorites. It is well known that the Cunard line has never lost a life. The names of their ships end in *ia* and are generally the names of countries, as "Abyssinia." Those of the White Star line end in *ic*; those of the Guion line bear the names of States and Territories, and those of the Inman the names of great cities. The Britannic, of the White Star; the City of Berlin, of the Inman; the Arizona, of the Guion; the Servia, of the Cunard, and the Elbe of the Hamburg line are all fast ships. The Servia on her February homeward voyage made the trip from Sandy Hook to Queenstown—these being the points between which time is reckoned as a measure of speed—in seven days, seven hours and forty-one minutes, which is claimed by the Cunard people as the fastest time on record. The Arizona, however, claims to have beaten this time by a few minutes, and the question is not settled. The Servia is the newest ship afloat and indicates the rapid progress in the art of ship-building. Her length is 530 feet, width of beam 42 feet, tonnage, 8,000, and her engines have a nominal ten thousand horse power, and her cabins are capable of accommodating four hundred passengers. The saloon is finished in light wood, like the latest Pullman sleepers. The panels are elaborately decorated with pictures representing various scenes and fruits, leaves and flowers. The inlaid woods of different colors, and the gilding and frescoing are all done in the most skillful manner, and the vessel is a model of elegance and strength, combining all the comforts known to sea-going people. The ship is lighted by the incandescent electric light, which exhibits its palatial splendors to advantage and enables one to read as if in the day time.

Fortunately, on reaching New York I found this ship nearly ready to sail. The usual bustle preceded our departure from the pier. The decks and saloon were crowded with visitors who, notwithstanding the rain, came down to take leave of their friends. Flowers, the usual parting gift, yielded everywhere their grateful perfume. Promptly at the hour for sailing, which depends on the tide, the bell is rung, the cry "all ashore" is given; then the fond embraces, the tearful farewells, and the bridge is drawn. Steam tugs are employed to move these monster ships out into the river. While this is being done the passengers remain on deck; the dock is thronged with lingering friends, and handkerchiefs in motion, like aspen leaves, speak the last good-bye. In two hours we are in the bosom of the great ocean and even now there are many who begin paying tribute to its relentless god. No remedy has yet been discovered for sea-sickness. A few are exempt from it, others are sick but for a day or two, and some continue so during the entire voyage.

The service on the Servia is well arranged for those inclined to sickness, as all meals may be ordered *a la carte* at almost any hour from eight o'clock in the morning until ten o'clock at night, the chairs being arranged at the tables on pivots so that, should occasion demand, and this is not infrequent, the passenger may turn upon his seat and take his leave. To those not subject to sea-sickness the ocean voyage to Europe is an agreeable episode. We have here a little isolated world. Men, women and children from many lands and speaking many different languages, are here brought together for a time under one government. The regulations of the ship, upon the whole, salutary and generally satisfactory, are rigorously enforced. The saloon, music room and smoking room are all closed at half-past eleven o'clock, and half an hour later, when the bell is struck eight times, and the watch on duty cries out, "twelve o'clock and all's well," the lights in the state-rooms are promptly put out; then all is silent except the pulsations of the mighty engine which propels us onward or the angry mutterings of the mightier turbulent sea against which it is battling. During the first two or three days considerable reserve is maintained among the passengers; this gradually wears off after frequent meetings, and acquaintances are soon formed, which oftentimes result in warm and lasting friendships. It usually happens that

there is some musical and dramatic talent on board and the evenings are pleasantly passed in the enjoyment of these accomplishments.

Service is always held on Sunday mornings, when the Captain or Purser, in case there is no minister, reads the English Church service. A concert is always arranged during the voyage, the proceeds of which go to the "Orphans' Home" at Liverpool. An extensive library is always accessible and many pass their leisure hours in reading. The smoking room is the great resort of all those bibulously inclined, and many amusing and ludicrous scenes occur there, generally at the expense of some "crank" that is sure to develop in the first days of the voyage. The ocean voyage, like "crossing the plains," has a wonderful effect in developing character. Gambling is permitted; poker being the favorite game, and sometimes the play runs high. "Boston," and that equinal game peculiar to the Rocky Mountains, are not known on the sea. On the Servia two nice-looking gentlemen, who played that they were strangers, were found, by the boys that were wont to back their judgment on a "good hand," to be too well acquainted before we reached Liverpool. They likewise discovered that a "king full" won't beat four aces. They left the ship several thousand winners, a certain Scottish Earl being one of the victims, the others principally Americans.

The great event of each day is pool selling on the run of the ship. Certain numbers supposed to embrace the limits of the range of possibility are sold at, say ten shillings each, which, if fifty numbers are sold make a pool of twenty-five pounds. The numbers are put into a hat and drawn out, by those interested, consecutively. Some ten or fifteen of these numbers lie in the range of possibility as compared with the others. The whole lot is sold at auction separately and several guineas are sometimes paid for these few supposed to be at or about the probable number of miles the ship will make. Half of the proceeds of sales goes to the owner of the number and half into the pool. The owner of the fortunate number may win several hundred dollars. The log is cast every four hours, from which "dead reckoning" is made in days in which the sun is not visible. In the latter case however, the meridian is obtained with the transit and the exact distance ascertained and the result posted in the companion-way.

The food on these ships is excellent, and the service, of the first order. One is expected to pay gratuities as follows: To the steward that serves you at table and the cabin steward each ten shillings; four shillings to the boat boy and half a crown to the smoking-room steward. On the day preceding the arrival at Queenstown, everyone is occupied preparing letters and dispatches to be returned from that point. A steam tug comes out to the entrance of the harbor for the mail, and any passengers that may be booked for that place. This requires but half an hour's delay and then the vessel proceeds to Liverpool, a run of about 13 hours. The Irish coast is first sighted about sixty miles before reaching Queenstown at Falcinet Head, from which place the arrival of the ship is signaled to Queenstown. If it be in the night, signals are made by throwing rockets of different colors, and by this means also, ships distinguish each other when passing during the night at sea. During the day a vessel at sea is first discovered by the smoke about twenty miles distant, then appears successively the sails, funnels and then the hull may be seen at a distance of about twelve miles. Land is always hailed with delight; the sea-sick are at once restored and all hearts are gladdened at the prospect of soon again putting foot on terra firma. In ascending the Mersey to Liverpool you pass by the great docks, miles in length, and a view of thousands of vessels bearing flags from every part of the globe soon increases one with the fact of entering the greatest commercial port in the world. The Servia is now anchored in the middle of the stream, and the passengers and luggage are taken ashore in a small tender. The examination by the custom officers requires but little time, tea, spirits and tobacco being the principle contraband articles. We found the officers very courteous in the performance of their duties. Cabs and carriages, loaded on top with packages and trunks, soon carry the passengers away to the hotels and railway stations. Our little community is now broken up, and its members will soon be lost to each other, perhaps forever, in the great thoroughfares of Europe.

There is little to attract the voyager to rest even for a day at Liverpool. So we are off at once for London, which city is reached in five hours by the Northwestern, or in five and a half hours by the Midland Railway, on either of which, whirling along at the rate of forty-five miles an hour, one may look out upon the green fields and lovely gardens of England from the windows of a Pullman palace car. C. LONDON, England, March 10, 1882.

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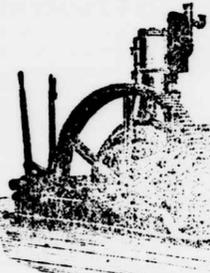
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