A STEERAGE PASSAGE.

A Herald Commissioner Crosses the Ocean as a Steerage Passenger.

His Experience Among the Foreigners and the General "Comforts" Below Decks.

The Food That Could Not Be Eaten and the Food That Had To Be Eaten.

The Emigrant's Hard Lot Aboard Ship

Outrages by the Crew and No Protection from the Officers.

A Sample Emigrant Voyage in the Egypt.

THE PROFITS OF THE STEERAGE BUSINESS

The Defects of the System and How to Remedy Them.

The steamship Egypt, of the National line, sailed from Liverpool on the 28th ult. and arrived at this port June 9. On the evening prior to her sailing I was despatched from London with special instructions to cross in her and give a full account of the treatment shown emigrants in the steerage, and, of course, for the better execution of the object in view, to remain in the dark myself and not let it be known that I was on board as a HERALD commissioner. The investigation into the emigrants' conveyance from the Old to the New World is at the present day a matter which interests and concerns hundreds of thousands in every civilized country, and the subject is now engaging some attention in England. The English journals lately announced that our government had sent over from Washington, to the ports of England and Germany, a number of employés commissioned to return in the steerage after the best style they could manage to get up in order to escape detection, and for the purpose of reporting THE EMIGRATION PASSAGE.

Consequently, at Liverpool, I was not surprised to find a sharp lookout kept for the emissaries; and In fact the clerks and agents of the various lines have their eyes so wide open that it is not likely many government employes could pass over the ocean as bona Ade steerage passengers, and so obtain a faithful picture of the scenes on board. Nor, on the other hand, is it so easy, as might at first glance be thought, to avoid having your secret pried out by the inquisitive eyes and tongues of the passengers themselves. No little diplomacy and adaptability to circumstances are requisite in order to be "one of them"-namely, to prevent them from suspecting that you never have handled any instrument of labor whatever, and never could, by any manner of means. Happily for the successful fulfilment of my task, a knowledge of several of the Continental languages enabled me, as I found out, not only to engage their attention and neutralize any guesses that might be made, but also to procure information from them as to their past life and future prospects, their hopes of the country to which they were passing, and their opinions of

THE COUNTRIES LEFT BEHIND. them. In a measure one had (as one best might) to dress, eat, drink and be merry; to walk about on the decks and pull ropes, to hoist sail, to eschew reading, and writing "limited;" to talk and think like them-in a word, to commune with them; and, in fact, if la Commune may be said to exist anywhere it surely exists in the steerage of an emigrant steamer. For the time being I had to prove soul on board the Egypt suspected me of travelling in any other capacity than that of an emigrant. With the officers I did not desire to come into too close communication, nor did I aim to avoid them. Of course, if either officers or passengers had known that there was one among them taking notes to print little chance would have remaine to me of seeing things as they really were. All would have stood more or less on their p's and q's; even the crew themselves might spontaneously have be haved differently, and, in truth, I would only have had a peep at the outside of affairs. I succeeded in keeping my incognito religiously, and am thus able to lay before the readers of the HERALD an exact and impartial statement of what really does occur on the ocean steerage passage. On my application for a steerage ticket at one of the company's offices it was readily accorded without any ques tions, in return for the price or six guineas. On proceeding to the docks to take up my allotted ten days' home in the Egypt I found there a lively exeltement, and no little bustle and confusion. Men. women and children of all nationalities were embarking, amid hurried preparations and anxious expectations; some amid sad partings with relatives and friends. "Farewell" has always a more serious meaning to those leaving land to go down into the denths of the sear and in this instance it was quite clear, from the remarks passing around that the emigrants had read or heard of

THE PATE OF THE ATLANTIC. The scene was, however, even more queer, comcommon run of life) than sad. The dresses, attirements and equipments; the boxes, bundles, bags and baggage of all forms and outward colors; the going to and fro; the gesticulation in default of language; the calling, the laughing and the hum of voices; the shouting of the dock hucksters and venders; the bargaining of the emigrantsmany being reduced to pantomime of the best and most earnest quality-for knives and forks, tin cups, pans and plates and bedding, or mattresses and blankets, to lay upon the plank "hunks," &c .- all this went to make up a picture which any artist might well desire to represent on canvas. Steerage passengers were on board with their traps at eight o'clock in the morning of the appointed day of sailing. Saloon or cabin passengers came on in a tender at half-past four P. M after the steamer had left her station in the docks and taken up her position

AT ANCHOR IN THE MERSRY, off Princess' landing. Two steamers left for the same destination shortly before our hour of sailing and while we were all waiting to start the river was covered with small boats doing their service, and the landings were crowded with eager spectators. After we got out into the stream. about noon, there was still a delay until eight P. d., when the donkey engine was set to work to heave up the anchor: and when this was raised the big ship slowly steamed out of port with her live shore. While we were undergoing this delay all was still confusion. Many were still engaged hunting out and arranging their bunks and conveying about from deck to deck their small personal lug gage, in order to stow it away in some gotten at hole, and so prevent its being thrown and crushed amid the heavier down in the hold. Dinner the first was served up at 1 P. M., and a half hour later the medical examination was passed to see if the passengers were in a sufficiently healthy condition to be allowed to proceed on the trip without any fear of contagious diseases. All hands were mustered upon the upper deck and then made to pass a

given space in single file before one English doctor

and a French assistant. It was simply a walk by, when the passengers' faces were gianced at, but far too rapidly to detect the presence of illness or lurking maladies. The visit was unnecessarily rapid and superficial: there was plenty of time to have given each passenger a more thorough examination. An hour cannot be said to be too much time for the due sanitary inspection of nearly a thousand persons, yet the doctors of the National line got over their job in a very few minutes. One young woman was required in passing by to turn Italian Arabs, of the singing profession, were hastily shoved on one side for a more detailed exlowed to proceed on their way rejoicing. Too much cannot be said upon the necessity of a good medical examination in these ocean steamers so densely packed with living freight, yet the medical examination of which I am writing seemed to be that particular job most expeditiously transacted. In this connection the company's direction needs overhauling.

THE NATIONAL LINE claim in their handbills to own the largest steam ships affoat. It was a common remark on the Egypt, the boast of her subordinate servants, that we stood on the "largest steamer afloat," with the single exception of the Great Eastern. The company has no less than twelve iron screw steamers plying between Liverpool and New York, and enjoys a good reputation in England. I heard it highly spoken of both by "Manchester men" and "Liverpool gentlemen." It is a fact that the line is now very suc cessful and is reaping a rich harvest, especially from the conveyance of emigrants to the United States, athough at the outset of its career it was tried by many disasters encountered. These were met bravely and overcome with obstinacy. The ships composing the line are the following:—

я	Name.	Captain.	Tons
2	EgyptP	Grogan	5,064
н	Spain	W. CITECO	4,900
8	The Queen	. K. Andres	4,44
ĸ	Italy	. Griggs	4,30
я	Helvetia	pencer	3,974
8	Brin	Lawson	3.847
8	Holland	. I. Bragg	
8	France		
8	Canada	K Wobster	4 27
3	Greece	Thomas	4.30
	England		3,307

always books enough emigrants to fill them. On
the voyage in question she had nigh on one thousand emigrants in the steerage, with twenty cabin
passengers. On the voyage previous she brought
over 1,800. Since the beginning of this year she
has conveyed to the New World nearly ten thousand
settlers. At this rate the whole number of allens
who have emigrated to the United States from the
foundation of the government up to 1870, or, according to the report of the Bureau of Statistics,
7,803,000, will be largely increased in a very brief
period of time. The engines were built in 1871 by
Messrs. James Jack, Rollo & Co., the well-known
firm of Liverpool. They are double acting
engines, of 600 horse power nominally,
but really having the strength of 1,000.
They are constructed on the latest patent, which
is now being used on all steamers built on the
Mersey and at Blackwall. They combine high and
low pressure, so long a desideratum—the first
giving speed and the second steadiness. On securing permission I was enabled to examine, as
minutely as time would permit, their general construction, and it was easy to see they are expressly adapted for long and protracted voyages, if
necessary. They made during the voyage an
average of twelve and a half to thirteen knots an
hour, going at the rate of fifty-foar strokes to the
minute, or say something like one million strokes
for the whole voyage across the Atiantic. Every
stroke was duly registered by a most ingenious
contrivance. With a full supply of coal no engine
of this class need be the means of such disasters
as that which recently occurred near the North
Atianuc coast, and the Messrs. Jack &
Co. are entitled to credit for the
work they have put upon the Egypt.
They are engines made for graft—a term
that will be understood by engineers in general to
be relied upon. I made two visits to the engine
room, which is situated about fitty yards from the
stern of the ship, the bottom of her cylinders being
fixed on a par with the lower deck and placed in
line with the

square inch; cylinders 70 pounds per square inch. The condensing cylinder is 9 feet in diameter and the high pressure cylinder 6 feet 6 inches in diameter; length of stroke, 4 feet. To replace the old tackle her donkey engines are decidedly an efficient substitute. There are no less than eight pairs of them, and they do the litting with wonderful ease and rapidity. Six are on deck, for heaving the anchor, hoisting luggage, cargo, &c.; two below, one for feeding the hot water boiler, the other for hoisting the ashes and other refuse from the firing place, where the stokers appear to the eye of the looker-on as so many miners working in a coal pit. In point of fact, for mechanical appliances of the most modern character, the National Steamship Company's steamer Expyt may fairly be pronounced Al. It is hardly necessary to remark that these various modern improvements are a great help to the crew of such a large vessel, who, without them, would often experience the benefit of a good sweating.

The EMBRANN'S BED OF ROSES.

On leaving her place in the docks the Egypt was fitted up with bonks made of inch boards for the temporary sleeping accommodations. The bunks, or beds, were ranged on both sides of the ship, each compartment containing twenty, or two tiers of ten beds each, divided by a single board. At a glance they bear very much the appearance of a casual ward in a poorhouse. Down the cortre between these bunks were placed temporary tables, also of boards. This arrangement was the same for the entire length of the ship from stem to stern—half the length of the ship from stem to stern—half the length of the ship from stem to stern—half the length of the ship from stem to stern—half the length of the ship from stem to stern—half the length of the ship from stem to stern—half the length of the ship from stem to stern—half the length of the ship from stem to stern—half the length of the ship from stem to stern—was the same for the endinery of the engines being boxed up and intervening in the centre of the ship). St stewards and cooks appeared to be favored at monie and without respect to nationality. In return, some of the lassies seemed to have the run of the kitchen, which is truly a great point for those who have a good stomach on shipboard. There was a great deal of what might be set down

There was a great deal of what might be set down as

LOOSENESS OF MORALS,
but nothing appeared that was positively immoral in an obseene sense. The opportunities for immoral proceedings must needs be many and frequent in such a throng so placed; on the Egypt they were assuredly not diminished by adequate supervision on the part of trustworthy keepers. The guardianship, as exercised, was by no means sufficient; entrance was had, with or without pretext, and favoritism and tipping held sway there as with the cooks. There was plenty of groaning on the part of seasick women, crying on the part of the children night and day; plenty of untidiness and uncleanliness, perhaps on account of the young ones and the scantiness of water. All things considered, my conclusion was that greater attention should be bestowed on the women's department and a far stricter vigilance kept over it. The women were required to leave the upper deck at dusk, or eight p. M., very properly, and this rule was well enforced. In regard to the sleeping accommodations, there is one disagreeable feature connected with the bunks which was much complained of. In consequence of their being put up in the most temporary style and without the adequate means of protection for each compatiment, those passengers who have small tuggage and personal requisites with them (and they must keep some) in the bunks) remain in constant fear of being robbed, as there always must be among so many emigrants and sailors a class of individuals on the

on the

LOOKOUT TO BETTER THEMSELVES

at the expense of their neighbors. This might easily be prevented by a more permanent system of constructing the bunks, and that, too, without in the least interfering with that most important consideration—viz., ventilation. Gaps sufficiently they through were left consideration—viz., ventilation. Gaps sufficiently wide to push a boy through were left on all sides. Those who had anything portable were compelled to sleep with it under some part of their bodies for fear lest on opening their eyes in the morning they might have to open them still wider upon the absence of all their

worldly possessions. This is a great drawback, and could easily be prevented by fitting the bunks up properly in the first instance, instead of building them in the present loose manner. Upon taking them down to make room for the return cargo the parts could simply be marked or numbered, just as the details of the engines, and could always be found for their places. A little additional care on the part of the ship's carpenter would afford this protection. The oft recurring remark of a fellow steerage passenger in regard to this little grievance was, "No, it's the old story; no money, no protection, holds as good on water as on land." The company's landbills state that passengers are provided with

protection, holds as good on water as on land." The company's handbills state that passengers are provided with

and drink, and this is a statement nearly correct. Only it is to be added that they are offered much more than they can eat, for the simple reason that it is impossible to eat some of the provisions at all. Sait junk one day and the lunk without the sait on the next were the substantial portions of the menu, and there were very few who partook heartily of such wretched fare, most eating it only to prevent the gnawings of hunger. Others abstained from touching it, or threw it wholesale out of the port holes. None but the most ravenous could feast on the meat or she furnished. Three meals a day were given; breakfast at eight A. M., dinner at one P. M., supper at six P. M. The atewards always hurried the passengers through their meals, which they invariably anticipated by a full half hour over the times appointed in the regulations. Eating and drinking were not over sometimes before they took up their brooms and shouled to all, "Go up on deck, on deck!" "On deck! became a parrot cry among the facetious. The stewards, moreover, were very lough, when not surly, in serving the passengers, and on their part it was one unceasing volley of oaths and foul language, addressed indifferently to those who could understand them and those who could understand them and those who could not a troop of sheep could not be milder than were the foreigners from the Continent, and they were ready to put up with a good deal. Among all, I only saw one gentieman from Cork take down the pride of a steward boy by giving him "a piece of his mind," sharply spoken.

THE BREAKPAST COURSE,

as promised, was as follows:—"Coffee, sugar and fresh bread and butter." The coffee was wretched and insufficiently sweetened. There was plenty of it. The bread was fresh and passably well baked for ship; but only one small loaf of eight ounces was given out every morning. The butter was very good throughout and sufficient in quantity. As to a dose

As to a dose of oatmeal porridge and molasses promised by the bill of fare by way of variety, it was conspicuous for its absence. Nobody ever saw either article.

THE DINNER COURSE, as promised, was "Beef, or pork and sonp, with potatoes and biscuit, or fish and potatoes, and on Sunday pudding added." The sonp was good. The beef bad all the time, as above mentioned. For the most part it was gristle and as tough as oakum; and when it came in the snape of sait junk, wearing a reddish tinge, as on every other day, it was so much worse that but few could stomach it, and the slices went the way of the port holes. It was very clear that the company had looked forward to that increase of appetite which sea air is said to give liberally; little, it seemed, did they bear in mind that even French, italian and German peasants and aborers when at home know how to cook and are accordingly accustomed to their little dainties, however unodest. The pork was not seen. The potatoes were served up in true Hibernian stylenamely, with their jackets on; but I observed that the stewards and the crew got the first pick of them out of the kettles as soen as they came off the fire in the cook house. Indeed, for that matter, everybody on board fared better than the steeragers. There was never any bread of any describing given at dinner. Fish was given twice on Fridays; but it literally stunk and was of the toughest cod that ever swum. No species of sauce could have rendered it fit for table—that is, palatable—not even that of a Farislau chef de cuisins. It was by nearly all turned away from in disgust, and if given for the purpose of causing us to last on Fridays it certainly may be said to nave been a success. The pudding vouchsafed on Sundays was not good; but then no one looked for superflutiles of that kind, and all would have been contented with other and healthier solids of less pretensions.

THE SUPPER COURS,
as promised, was "rea, sugar, biscuits and butter." The tea was much better than the coffee, but, of course, not such as to

ing of the crew and the underlings with the steerage passengers, and are not held to see that justice
is done to the wants and rights of the almost helpless passengers entrusted to their charge. Neither
the captain nor the officers went below in the
steerage except to pay formal visits of inspection
every morning. They did not go around and took
into the management below thoroughly, or to inquire into and observe the practical treatment to
which the passengers had to submit. As a consequence the subordinates had things all their own
way, and they not only continually insuited and of the crew and the underlings with th which the passengers had to submit. As a consequence the subordinates had things all their own way, and they not only continually insulted and pushed the emigrants about, but several of the saliors used still rougher treatment. Of the ordinary saliors who did the work upon deck, some dozen or fitteen hands did their work pretty steadily, but whenever brought in contact with the passengers it was evident that they had not been taught to entertain any respect for an emigrant or a "foreigner." The passengers lying or moving to and from the decks were ordered about as if they were so many dogs. Many of the hands seemed to belong to that class of men who never take any interest in their work, and whose motto is, "Come day, go day, God send.

SUNDAY AND FLENTY OF GROG along with it." There were six officers, seven engineers, two mates, one purser, one surgeon, two head stewards, two interpreters, and they all seemed to know how to take care of themselves. The stewards were the greatest dignitaries, however, of all. They were never weary of giving orders to the emigrants; their whooping, yelling and shouting were something deafening and frightening to the foreign portion of the passengers unaccustomed to such a summary way of dealing and to having brooms and buckets brandished over their heads and shoulders. As a matter of fact the foreigners from the continental nations seemed by far the

and shoulders. As a matter of fact the foreigners from the continental nations seemed by far the most orderly, peaceable set of beings on board. They smoked, chatted and sung, and made the best of the new and, to them strange state of things. Among the passengers Pat was the most boister-ous, and several of his own countrymen considered that he was allowed to be too noisy and meddlesome generally. The animosity between the Teu-onic and Celtic races would break out now and

then in

PETTY QUARRELS AND BRAWLS,
which were soon hushed up, however, by the interposition of the more reasonable. The bulk of the
crew was Celtic, most decidedly—Irish in broque,
manners and working hands. Most of the Irish passengers got on at Queenstown, and they we not by any means deficient in baggage; but t passengers got on at Queenstown, and they were not by any means deficient in baggage; but the comical aspect of the various directions borne by that baggage was sufficient to create a smile on the features of the most phleymatical. The weird appearance and hallooing of the passengers themselves as they came up the gangway from the tender—some in dishevelled hair, tattered costumes and well worn rags—made another scene for the curious; and of course these arrivals were scanned closely by the others already ensoneed on board. There was no mistaking Pat, and still less chance of mistaking colors. The address upon the boxes commenced very near the bottom of the front sides, and, although begun in large letters, toward the end it tapered off in beautiful minuscules hardly perceptible. In several cases one portion of the word "America" was marked at one end of the box and the remainder at the other end. The German transfents were equally peculiar in their looks, manners and luggage—only they were always quiet. Hans' box was quite as old and finny as l'at's, but far more solid, and its contents, when opened, appeared more solid too. Many had their boxes fluied with bread which looked like the olic cake manufactured especially to latten cattle. However, none appeared destitute. All had on their boxes filled with bread which looked like the off case manufactured especially to fatten cattle. However, none appeared destitute. All had on their backs or in their bundles and bags coarse but good, stout clothing. For sate keeping some of their extra clothes were worn on their backs. The Gerstout clothing. For safe keeping some of their extra clothes were worn on their backs. The German matrons, particularly, looked more like animated bundles and packages than human figures. One of the altercations that arose between the Irish and German passengers ended in a fight. The Germans whipped out their knives and would have madly used them had not the ship's authorities interposed. It is only fair to say that they were unceasingly provoked and annoyed by the Irish. These German knives were somewhat formidable. They were cased and sing in a belt around the waist in the Italian banditti fashion. These veupons they used on all occasions—for eating, cutting tobacco or anything else.

THE TEUTONS' UNCLEANLINESS.

et in minding their own business peaceably, cer-tai my it may be said the Germans carried off the paim. So far, so good; but in point of cleanliness they exhibited themselves behind all other nation-alities. Never on any single occasion were they seen to roll up their shirt sleeves when performing their morning abilitions, or roll their collars down

to wash their sunburnt necks. They seemed to be all in a shiver whenever their fingers came in contact with water. Not one of them, except the very young, had anything like a clean, healthy complexion, and their hands and faces were enveloped in shining grease, quite waterproof. They were very sober, folly and sociable among themselves, and enjoyed famous appetites, toe. They ate all they could get and more than anybody else. The satiors themselves were astonished at not finding any of them to get seasick and vomit. Among others on board John Bull was also present, although numerically far inferior. Some were there who had left wife and family behind, trusting to inture good fortune to enable them to send them over the means to follow suit.

GOOD REASONS FOR EMIGRATING.

There were wives who had abandoned their husbands for reasons of their own; children in arms; old men and women aiready past or very near passing the ailotted period of life, and who, in all human probability, would never cross the broad Atlantic again. Then came Poles, Hungarians, Swedes, French and Italians. On fair days they all stayed upon decks, laid outstretched, sleeping, singing, playing cards, smoking, chatting and generally passing the time as well as they could. Notwithstanding all the movement the ship was kept very clean and admirably ventilated, its immense foom being favorable in this respect. There was no preacher on board, and no divine service read on Sundays. A few read fellgious books or sung hymns; others played at cards—Italian cards, French cards, German cards, and Pat indulged in his favorite game at forty-dves. There were several Jews from Foland and Hungary on board, but they kept somewhat aloof from the rest of the passengers and did not cat, of course, at the same table. They had the privilege of cooking their own provisions in the kitchen and serving them up among themselves. They were very dirty and ragged, but seemed exceedingly pious. Night and morning they stood up on deck, in a cluster, and went through the services laid down in their Rebraic books. If their peculiar features had not made us aware that we had israelites among us, their peculiar usages, customs, readings and cookings would have done so.

BAD TREATMENT BY THE CREW.

I have said the treatment was rough. On Sunday, June 1, an old Hungarian by the name of David Klein had his face blacked on the upper deck, amidst all the crowd, by one of the saliors called "Wickins"—the way of the crew and a species of pet, appfarently, with the officers. This salior was commissioned to keep a clear passage throughout the length of the deck. He deliberately called up the Hungarian and blacked his face out of pure wantonness and solely to make others law, have the pressing the Hungarian too hard, and carrying the matter with too high

there. The young boy did not resist, but shrunk away frightened and mortified. These are incidents of, perhaps, something more than "rough" treatment which feil under my eyes. Doubtless others occurred that I did not see. The ill-treated passengers, had, however, paid their six guineas like the rest of us. Perhaps the company might think it fair to try and prevent such conduct for the future. I talked freely to all the foreigners about these proceedings, and they all manifested the greatest indignation and disgust. Many proclaimed that they would never cross again in ships where such things are possible.

A YOUNG PRUSSIAN.

Among the passengers was Maurice Bernhard, by trade a gardener, who is from Gusow, a small village thirty-two miles from Berlin. He is twenty-three years old, and is now free from active military duty. He would have started for the United States before, but he wished to leave only after having fuifiled all the requirements of the military laws, so as to preserve his privilege of returning to his native land without house station whenever he should feel like doing so. His passage ticket, \$31, had been sent to him from America; when it should be liquidated by his work he would look out for every opportunity to better himself. He didn't like the food, in fact couldn't eat it. It made him sick, and for two days he had had nothing to eat. At last, stung by hunger, he concluded to spend eighteen pence with the cook, and so procured something extra from the kitchen. He was very intelligent, and spoke English remarkably, as Prussians do, without accent, sometimes. He had complained for one of his countrymen to the first officer, but in valin. Did not fancy such treatment, nor the behavior of the frish toward the Germans. He had found the best way of dealing with the sailors was to look not fancy such treatment, nor the behavior of the Irish toward the Germans. He had found the best at them sternly, and they would turn away from a sharp, angry eye. The Germans were unaccustomed to deal with such men. He had tried to associate with the twelve Alsatians on board, but they would have nothing to do with him. Although German, they would not even speak their own language before him. He could account for their conduct only on the ground of its him. Although German, they would not even speak their own language before him. He could account for their conduct only on the ground of its being based upon unreasoning passion. He admitted that perhaps the French authorities had been a trifle softer and milder than the Frussians naturally were, and hence the loss of the softer rule might be the cause of the Alsatian bitterness towards the Fatherland and yearning after la belle France. He had been to school until fourteen; then worked in Germany, then in France; then four years in Germany again, and lastly litteen months in England. He had found the English to be lazier than the Germans. He considered the treatment on board rough, or, to use his own words, Es ist rohe Behandlung.

Patrick Hesher, aged thirty-one, from Galway. He had been earning eleven shillings per week on railway work. His worldly possessions left in Ireland when he departed were one milch cow and six acres of land; they were in charge of his brother. On being asked if his name was not a little German, he replied, "No, bedod. They are the dirtiest creatures I ever knew." When in Ireland his monthly gains altogether had been £2 10s., and he could have lived on it scantily if alone; but he had a lamily. He raised oats, potatoes and wheat on his six acres—250 busifels of wheat

£2 los., and he could have lived on it scantly it alone; but he had a ramily. He raised oats, potatoes and wheat on his six acres—250 busfels of wheat to the acre. The turnips were given to the pizs for food. He had found guano excessively dear in Ireland, and had paid fitteen shillings and sixpence per hundred, and hence could not stand the hardness of the markets. He was on his way to lilinois to seek work.

nardness of the markets. He was on his way to lilinois to seek work.

AN ALSATIAN.

Louis Philippe Rogenmoser, a native of the last village next to Beifort, St. Dannemarie, ceded to Prussia. He was twenty-eight years old. Being in Champagne at the time of the option, he had opted for the French nationality and secured a declara-tion to that effect from the French Mayor. He will settle in Augusta, Georgia, where he has a brother established in business. He had found the Prus-sians, during a recent visit to his old home, to be looked upon by all as the plague wherever they went. They had no regard for the people under them.

which the latter was killed. A love abair, jealousy, &c.

A couple of fisticul fights took place on Saturday
night, June 7, at the bar. One of them was between two Irish passengers, over the rightful and
unrightful possession of half a crown, and the
other between the boatswain and a sailor, who
was eager to interfere in the quarrel.

SANTARY.

There was one death during the trip, but, for the
rest, the health of all on board was perfect. The
death was that of a young boy of sixteen, named
Mack McHunt, from the county of Clare, Ireland.
He died in hospital from the effects of sunstroke,
on Sunday, June 8. He was immediately buried,
in the deep, off Sandy Hook.

FIRST GLIMPSE OF AMERICA.

Eager glances pierced the horizon as we advanced
in American waters. The new coming land had
been the theme of many a long and animated conversation on board, and at last, as the first glimpse
of Sandy Hook was caught, every countenance

been the theme of many a long and animated conversation on board, and at last, as the first glimpse of Sandy Hook was caught, every countenance brightened and cheers were given for the luture and the promised land of work and reward. One of the Italians could only express his joy by stating the fact, according to him, that Columbus first discovered New York. Standing on the prow he went on to repeat the story of Columbus and the egg as appropriate to the time and place.

We left Liverpool at eight O'clock P. M., May 28, and arrived off Queenstown at three P. M., where we were detained by fog until eleven A. M., May 30, when we sailed for New York at half-past nine P. M. June 8 the Egypt grounded off Sandy Hook shortly after picking up her pilot. As the tide was low her anchors were let down. At a quarter-past four A. M. succeeding she availed herself of the rising waters to steam off the sands and into harroor. After the usual health visits she dropped anchor of her pier in North River at nine A. M., thus making the voyage from Queenstown to New York in ten days, three hours. There was a long delay on board polors setting to Castic Gardon—ten hours

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THE LIGHT HAS BEEN SHED.

An Appeal to the United States Government.

Fornaris y Cespedes Testifies to the Herald Men.

Indignant Remonstrance by the Cuban Patriots to the Spanish Republicans.

Documents from the Rebel Lines Brought by Mr. Millen, the Herald's Secret Commissioner.

Letter from President Cespedes. RESIDENCE OF THE EXECUTIVE, ? April 26, 1873.

Mr. JAMES GORDON BENNETT, New York :-Sm-The enterprises of men would be vain

and inefficient if the spirit of perseverance did not sustain them. For that you have worked out those that are calling the attention of the

To go through regions that barbarism and despotism desire to make eternally dark. unknown and terrible, the boldness of Mr. Stanley, who marched through the deserts of Africa in search of the renowned traveller, Livingstone, was not enough; it was necessary to explore also the mysterious fields of

THE GARDEN OF THE AMERICAN HESPERIDES. where men more barbarous and despotic than the petty kings of Africa, wish to rule others on whose feet they would put fetters, and drive them to be sold, like swine, in the markets of Cuba; masters who are still more dangerous from being clad in a deceptive garment that makes them

RESPECTABLE TO CULTIVATED NATIONS.

Mr. Henderson first comes; he visits a part of Camaguay, and goes away precipitately from the island, on learning the insidious intimations of the "Volunteers," who assassinated a foreigner because he wore a cravat as blue as the sky of Cuba; but he is succeeded by Mr. O'Kelly, who penetrates the mountains and plains of the Eastern Department, and is imprisoned, and who now runs

THE GREATEST BISK OF LOSING HIS LIFE. Notwithstanding this, following him, now

comes Mr. Millen, and, treading in Mr. O'Kelly's footsteps, gathers up, lest they be lost, those valuable data which, perhaps, the modern Vandals wish to destroy. This proves once more that AN IDEA DOES NOT DIE,

and that these men, representatives of an idea, will make it brighten in the eyes of their brothers even from the summit of Gol-AN APPEAL.

has been shed. You have resolved the problem. It now belongs to your government to convert it to a useful practice.

WHAT HAS BEEN SHOWN.

You have demonstrated that in the forests of virgin Cuba an entire virtuous people exist, brave and hospitable, who fight for their just rights; that the access to them is easy to the friends of the rights of humanity, and that to make it more free to the civilized world it is only necessary to press with a firm hand the ferocious bloodhounds who bark at our doors. THE HERALD MEN IN CUBA.

I shall conclude, sir, acknowledging with pleasure the perfect gentlemanliness and dispassionate views with which your correspondents have presented themselves in Cuba.

Yours, with the greatest consideration and appreciation, C. M. DE CESPEDES.

Letter from Fornaris y Cespedes. GENERAL HEADQUARTERS IN SEIBA, April 27, 1873.

Mr. JAMES G. BENNETT:-

SIR-Africa guarded in her deserts the secret of the existence of an eminent man; the world was anxious to know his fate; you sent an explorer to Africa to unveil her secret, and the world now knows that Dr. Livingstone is not dead. There was in the Southern States of the great Republic a terrible struggle: the American people wished to know its causes; you sent a commissioner to the field of action, and the American people are now informed of the motives of the mysterious con-

has Cuba struggled to conquer her independence. Spanish tyranny has surrounded in the profoundest darkness the cause of Cuba. The submarine cable, an element of progress for civilized society, has served as an instrument for the rulers of this great Antille to send to all parts the idea of our supposed weakness and of our unjust pretensions to constitute ourselves a free people. You, sir, wishing

FOR MORE THAN FOUR YEARS

TO THROW LIGHT ON ALL QUESTIONS that agitate mankind, sent here first Mr. Henderson, afterwards Mr. O'Relly, and later Mr. Millen, so that they would make clear our demands. You have done more than the government in Washington in favor of the emancipation of an American people. You know perfectly how to harmonise the interests of

your great journal with the general interests of civilization and of progress and with

THE CAUSE OF HUMANITY.

You merit, in consequence, the applause of all impartial men. Receive, then, that of a Cuban patriot, who profits by the first opportunity offered, and hastens to assure you of his ad" miration for your efforts in favor of science and liberty, and also of the appreciation and the highest consideration of your obedient

FERNANDO FORNARIS Y CESPEDES. Member and Secretary of the Cuban Congress.

A REMOVSTRANCE FROM THE CUBAY PATRIOTS TO THE SPANISH REPULICANS.

TO THE REPUBLICAN PARTY OF SPAIN :-

Again, from the territory of free Cuba, American. republicans address themselves to you, Spanish republicans.

If, in a tone of complaint, we send you the ex" pression of our sentiments touching the political attitude that you assume, which is so little consistent with those republican principles that you blazon abroad, great to-day is our wonder to see that, having made your doctrines triumphant and established the Republic in Spain, the tools of despotism continue-authorized by men who give them selves the name of republicans—to commit in Cuba the same crimes, the same assassinations, identical cruelties, presenting over and over the same scenes of savagery as before your advent to

We will not deny that, although the illusion lasted but a little while, we thought for a moment that, if not to us, whose opinions should be known to you, at least to those Cubans who are with you be conceded rights and privileges besides. those that are a laughing stock and a sanguinary farce in the name of your lauded Republic.

We do not forget for a moment-we see it wellit was Spain only that was considered.

We thought for a moment that we were about to witness the logic of facts; that, laying aside your arms and ceasing to exercise a pressure on Cubans; that, taking away the apparatus of force, you would say to them, "You can, with entire liberty, deposit your vote." We hoped, illusively. that you would convoke, in plebiscite, that part of the people to know their opinion.

Foolishness, you are Spantards! In place of logic, crime; in place of right, force; for justice you have substituted the whip. The whip! yes, that even now crosses the shoul-

Of the slave! And you call yourselves republicans? And there is a phantom, an incomprehensible thing that is called the Spanish Republic; yet in Cuba slavery exists! And many of you have deceived the people, hundreds and hundreds of times, in delivering aboilitionist specches.

And you belong, in the greater part, to the Spanish Abolitionist Society!

Hereditary monarchy may have died in Spain, as you have written; but parliamentary, democratic, or elective forms have not yet been revived, notwithstanding your cry, as if to delude your consciences, "Spain, with honor!"

Marked, as we were, like so many reprobates, with the horrible stigma of slavery that existed in our country, we launched ourselves any way into the fight to wash away that stain; to throw off the weight that oppressed us; to redeem ourselves from that sin of poor humanity, comprehending that only the baptism of frightful misfortunes and ills without number and the atrocious martyrdom that to-day weighs over the poor Cuban people The fault was great; its atonement should be

immense. This consideration has cheered and given us strength to not vacillate in the presence of the fearful picture of the blood of innocent, sacrificed victims, shed in torrents; of that becatomb, the fruit of thousands land thousands of judicial and military assassinations, which have served in giving appetite to the sanguinary passions of the

Repeatedly, more to comply ourselves with a duty than because we expected any results from our suggestions, have we addressed the Spanish authorities of the island, asking that the might be regularized. Our efforts have been useless, and they reckon upon the fact of us expressing ourselves in the sense that a decision to this end would not imply on our part either the wish or the design that on that account we should be

Each petition of this kind was always followed b coarser perpetration of all kinds of crimes, greater violence, mutilations more frightful, a more savage color to the war, without quarter, that desolates the fields of Cuba : that has destroyed the greater part of her riches; decimated her towns; the same as to-day. Spain, calling herself a republic, in her impotent rage, in the agonizing convulsions of her power and rule in Cuba, shows herself more ferocious and sanguinary, invents new martyrdoms,

We-let us confess it-formerly liked your sympathies, not because you gave us assistance; not because you could have contributed anything towards the gaining of our struggle-no. by heaven !- but only because it was pleasing, thinking you true republicans-not to find ourselves sione in our ancient country in defence of reason; not to find ourselves isolated in the arena where right is sustained; not to be mean vassals where istica is invoked, but only because, as honorable men, we aspire to have followers, friends, co-

A curious spectacle that which the Republic of Spain affords in Cuba. Figueras, Castelar, Pi y Margall, Salmeron, de-

fending the right of conquest. Salmeron, Pi y Margall, Castelar, Figueras, patronizing slavery. Establishing in Porto Rico under the pretext of

abolishing it a slavery of new form. Simulating that they manumit beings when, on the contrary they condemn them! Republicans of the world, forget their speech

tear the leaves from their books; what they told you was false, what they wrote you, lies. People of Spain, those are your governors; re-

publicans of Spain, they are your chiefs. If we, patriots and true republicans, would have one day attempted to show to the world the false ness of your doctrines, the lying republic that in Spain has raised itself-never our efforts-never our mockery-would have reached the sublime ca-

ricainre presented in the peninsula. No, never could we have conceived so grotesque stain as that which is attempted to be represented by the Deputies of Cuba, who, it is sometimes said, will be elected when we (sic.) lay down our arms-as if the Cubans, who are in sympathy with them, should suffer for our faults. At other times it is said our social problems cannot be resalved without having that representation which even if once carried out, elected under the vigilance of the volunteers, who would punish with death the

ndividual who, by his vote, might disagree with them, the genuine and faithful opinion of the people can never be expressed. Spanish rule in Cuba was founded on rights that have disappeared, which you, spaniards, have pulled down and scoffed at. It was founded in conquest; afterwards it was made a part solely of the dynasty; later, it belonged to the monarchy, and your own history proves that you disavowed the first right and sanctified your own rebelliousness by treading upon the dynasty and then rending the monarchy in pieces. For none of these acts did you count upon us. The first, through the remote-

ness of time, it was not possible to deal with; the others happened in our own days, Why then, when speaking of us, do you invoke the integrity of the national territory? Why that

Considered by you as a herd of cattle, a thing hereditable, did you count upon our vote in those transformations? When you launched from the throne Dona Isabella, the second Bourbon, did you consult our opinion? When, as the product of foreign charity, and after a long time going about re-

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