WAKEMAN'S WANDERINGS

ENGLISH CANALS AND CANAL FOLK.

With an Account of the Remarkable Man Who, Alone and Unaided, Has Rallied British Conservatism Into Measures of Relief for Enclosed English Children.

[Copyright, 1891, by Edgar L. Wakeman.]

CHURCH, England, Nov. 5.—Here in this Bible-backed English village, six miles of canal may pass the noble school town of Rugby. Here one of the most noted, and certainly one of the wettest, men of England. I use the word wet advisedly.

It is an humble abode, these stone-walled and cabin-roofed boats, but with paint and bags, brasses, low ceilings, tiny panel windows, and all manner of mysterious cubby holes, nooks and pockets, and with a little of the cleanliness, in England, neither and yet, being unknown, to give the quaint old place an overwhelming light and airy.

It is not the first time I have been here at Crick. It is my only home spot in a foreign land. When tired of wandering up and down the face of Britain I turn to where I come for rest. There are luck and delight in old, old Crick; rest, because it is one of the few English villages which stands just as it always stood; where the poor of the workaday world's activities never come; where the old parish church, the graveyard, the Rectory, the manor house, the long stone dormitories which house my families of dames, the quaint farm inferior, outspread, the river and mother water, and the simple village folk all invite to repose, and of delight because, with my best and friend, George Smith of Coalville, the man who, philanthropist and philanthropist, was wonder among English men, find old paths over English fields, hunt and fish in companionship, visit Eton playing grounds, talk of and visit the city sites and all the other lofty we both know and love, and altogether lead a life, for the few days we are happily together, saturated with envy, saturated by ambition and thrills to the fullest friendship and honest success.

All good men and women who believe in the bettering of the world through the saving of its men, freedom and almost dead foreign children, should know something of this man, George Smith of Coalville, as he is everywhere in England called. No other Englishman, perhaps no other man, ever accomplished so much for helpless children. He was born to a brickworker's life in 1831. His father before him was a brickworker. The force was in the misery and drudgery of the English brickyards. While still a lad of seven years his father, like thousands of other brickyard children, was to continually carry forty pounds of clay on his head from the brick pile to the table on which the bricks were made. Before he had reached eighteen years of age he had toddled nearly four times the distance around the earth in the same task.

He realized the brutality and misery which he suffered, and with which all brickyard children were surrounded, with a purpose. With every calf, kick and mistreatment was again clinched a determination to emancipate himself and his child. From the extra fee secured by watching the brick kilns two nights of each week, he secured four years' night schooling and a few books. When he had reached man's estate he became the "George Smith of Coalville," whose name all England now knows almost as a household word, by securing the management of a small red brickyard at that place. He made the owner rich, but eventually lost his position the moment he remonstrated against the terrible job wrecking agitation in behalf of the brickyard children. It is a long, heart breaking story, that of his starvation, suffering, contumely and sacrifice, which he made all England hear him. The grand battle for these helpless ones was made along all lines in moroseness and patriotic simplicity, but with the remorseless force of personal sacrifice and suffering. He had something to tell of campaigns in English brickfields and brickyards, and he "tailed it out," as he built out one in his work, "The City of the Child drawn from the Brickyards of England," in all "its largeness and shame."

In brief, as much as a lad of seven years, 10,000 girls and boys, many more youthful than himself, in a condition of abject, horrible slavery, vice, ignorance and misery responsible for the pen of even genius to describe. He wrested, starved and battled fairly years for these children, and finally, on the 19th of August, 1871, under the lead of the speaker of the house of commons thus out, "Give eyes here 10" on the passage of a bill which became the little charter of the "Factory and workshops amendment act," gave him the enthusiastic congratulations of the greatest men of England, left Lord Shaftesbury in solitude, "Bless God for his grace on your efforts," and he achieved for himself the free good citizens of his life. The school results were to accrue on Jan. 1, 1873, 10,000 half naked children out of the brick and the pots to school, and forever prohibit girls under eleven being employed in the form of labor.

Ben George Smith of Coalville had only begun. His mother pleaded with him to behalf of the canaling children. As a boy she he had toiled in brickyards adjoining the canals. In those times and targes he saw thousands more children employed in a drudgery equally murderous and living in a condition infinitely more degrading. Perhaps 125,000 people—men, women and children—are employed in the canaling some 25,000 boats year nearly 4,000 miles of canals and navigable rivers in England. They were so secluded from the world, so erudite had women a poetic glamor about them. Their poor children had dropped out of sight. They were growing up in the stuffy cabins almost like wild beasts. Thrashed, kicked, beaten with ropes, sticks and heavy iron bars, many became as stupid as the mules which they drove. Blasphemy, drunkenness, thieving, incest and immorality became legislation among these folk unknown. This children's friend determined to rescue them from hell or be as bad rescued the brickyard children.

He made thousands of letters and sketches, formed societies, wrote to the canal banks, stormed the newspapers and hedged parliament, and all the while himself and family were enduring those suffering for bread. Finally, in 1884, he managed to publish his book, "Our Canal Population." With this he made England stand still and listen again. In 1886 he had succeeded in enlisting the government so far as to institute official inquiries and take evidence, and then Lord Shaftesbury asked to frame a bill. This was blocked in all manner of ways to remonstrate, and for a time the measure seemed lost, but on the final day of the session of parliament in its end, 1887, through an old Nonconformist Conscience had been raised in Commons House for an informal reproof to the matter with the queen, who has always taken the liveliest sympathy and practically a friend of this unfortunate philanthropist, the second great triumph for England's lowly children was achieved, and to his own unannounced present—since, but leaving with temper and anxiety, and with not a sixpence in his pocket, he set to the canaler's gallery kindling bed for what had been seven years.

Really, this bill present for the very fashion of all schedules in England, the contrary authorities precisely in case as any indifferent legislation, which Alderbeff enclosed the future abomination of the canal boat and carrying character of the girl cradle. It brought on the most excellent children have the education act, so that by a system of case books they were enabled to trace every school where they might be temporarily serving. It abolished, by inspection on the part of men authorities, all possibility of illicit relations of unchaste kind, the sexes and age, kept under an authority and supervision. It limited the number of sons, sexes in the cabin, it prohibited cabins, and it refused to consignment footing of therefore vessel full of England to homes along the canal banks. Bills of course still exist, but the change for the better has been of a marvelous character.

George Smith of Coalville not only practically saved the canal boat, with canal boat schools, but he has so far succeeded as agitator in using that the provisions of the bill have been carried into effect. He has traced hundreds of cases in doing this by long tramping with his and family six kinds, selling, infinitely more than the cost of the journey, by the pleasing open, which seem to constantly pierce the very marrow of humanity, knocks and scenes of some side, tribes and tramps, and recognition, being found everywhere in England among the rough. His face, form and figure are just as familiar to the objects of London sidewalks and streets of the mill, where, to cause very blunt words and ways to make the foreigners help the unfortunate and to get it him. And on some occasions he walk of parliament house is some scenes, usual and behind, even by those who oppose his efforts in behalf of children, than to the man who has no social right to any of conditions privileges which are his. It was Ben George Smith, of Coalville, man of the Everybody, and he is known to every schoolmaster more powerful than any minister or leader—the millions of British children, and the millions of British capital would otherwise too restlessly unknown.

Perhaps these people are dearest at Birmingham, Manchester, Goole, Wigan and Bromsgrove. The extensive distribution of manufactured goods at Birmingham, or imports as well as manufactures at Manchester, of Yorkshire manufactures and exports at Goole, by way of the seaport of Hull, the tremendous shipments of Lancashire coal at Wigan and the bringing of the Cornish white clay to the Staffordshire potteries through the Mersey, via Runcorn, with the return craft laden with pottery wares, account for all this.

All the English enclosed canals are of far less capacity than our own. The boats are in the form of an inverted arch, and the locks are only 7 feet wide. Consequently canal boats here are very diminutive. They are usually only from 25 to 30 feet boats, 6 feet 8 inches wide, 65 feet long, and with only 2 feet of hold. The cabins are therefore scarcely one-fourth the size of those of our boats. They are only 5 feet wide and high and 6 feet long. From 3 to a dozen of their bright pretties above deck. The exposed sides are always covered with most wonderful pictures representing the highest conceptions of art among these lowly folk, and a dog kennel invariably surmounts the decorated cabin top. Within this 300 cubic feet of space are a bed for the business and wife, a bunk beneath for the children, a stove, locker and hanging table, with an extraordinary collection of crockery and cooking utensils, considering the space, and opposite is a bench which is the parlor and dining room by day and bunked for a grown up son or daughter, or a male "mate," at night.

Like the gipsies, the English canal folk live well, but everything is tasteful. Huge pieces of beef and herrings, with the top stakes which are got for a song, or for the asking, along their pleasant way, are the favorite. More than two thirds live in their own homes and, while still another for the boats, or families, the little cabins are strong enough for a long and very necessary accommodations for a short journey. Beside fully one third of the boatmen own the boats they bestride, as well as many others. Another one-third hire boats at about ten shillings per week, supplying their own help, animals and food, and earning good profits from their responsibility and labor. The remainder are owned by manufacturing concerns which employ their own boatmen.

The dress of these lowly people is quite distinctive and often unique. The men are always attired in flowed jackets and shirts, coat at the neck, and with a good hooded or black handkerchief under their wide collars, similar to the London costermonger, a billy cock hat, or for superb wear in winter and summer, moleskin or fine velvet corduroy and heavy, soleskin boots, in the front of which their trousers are tucked, and a jaunty neckpiece or flap, which falls down over the front, and which is invariably decorated with all manner of curious notches and punctures. All the women and girls wear flowing quilted calico sacks, similar in appearance to a small old fashioned "sun bonnet." Aprons match the boots. A boy and girl, dressed so as to appear in a massive breech, falls over the shoulders. The dress is of heavy woolen stuff, usually dark in color, with short petticoats, and beneath these scanty skirts "boys" hose called boots, laced with stout leather thongs. Understanding is absolutely a necessity.

The girls and women steer the craft, and the girls drive the animals, usually broken down nag horses or mules, sitting astride. Only about half the canal boats are drawn by a mule, as the English canalboat always "mules" for the night, and all "relieve" of steer are indicated by mudmarks, such as tunnels, locks, lies and bridges, and are not made in stated hours. At the side of every English canal may be found little villages, no more than a mile apart, which are always public houses, where there are also canal side wharves. These inns are the canal boat lodging for the night, and their owners keep of horse feed, consisting of mixed chopped hay, oats, bran and horse beans. Arrived at one of these for the night the horses repair to the hay loft, where "four six" or ten, as is the custom among the lounging classes everywhere in England, spend the evening, while pipes are open and smoked, and every pipe are smoked until the closing, at 10 o'clock. At last hour a hundred thousand canal folk are "turning in" for the night in these tiny cabins, roosted beside the leaky inside of canals to the slumberous English valleys while women, girls, the men afterward. And all these hundred thousand row still, simple and honest folk are up and away as early as 6 o'clock in the morning.

EDGAR L. WAKEMAN.

A Banana Tree That Bears.

Mr. L. Gillin has a genuine curiosity in the form of a banana tree, ten feet tall, bearing one bunch of bananas. He has a number of other banana trees, but none bearing their ears this one. The leaves are long and slender, and the motion of the wind causes the leaf to cut in two the ribbon. Until the ears ripe cause the leaf to open it much resembles a large red water lily bed tightly closed. This covering drops off in time, leaving the fruit lying closely side by side in rings.—Lexington (Mo.) News.

Plenty of Young Vipers.

While Theodore Burns was cutting hay on a farm near Hooker the sickle cut a striped viper into four pieces. It was over two feet long and within it were found eight live little vipers, four to six inches long. The snake literature of Missouri this season is unusually prolific and variegated.—Fulton (Mo.) Sun.

DR. LESLIE'S SPECIAL PRESCRIPTION

IS THE ONLY KNOWN REMEDY IN THE WORLD THAT WILL ABSOLUTELY CURE

SICK HEADACHE!

TESTIMONIALS.

TOD E. CRAWFORD,

Commercial Merchandise and Jobbers in Building Material.

SALT LAKE CITY, UTAH, Jan. 15th, 1891.

Prince Medicine Co.

Gents:—Inclose of the 12th received. I shall keep on sending orders for your medicine, for I believe it will do the business. Yours truly, TOD E. CRAWFORD.

Dear Sir:—Your Prince Medicine has for years been my great stand, myself having been a sufferer from Sick Headache, Dyspepsia, Constipation, etc. I can safely certify, speaking from experience, that it is the best medicine of its class. Yours truly, WM. TOBIN.

Price 25 Cents.

SOLD BY ALL DRUGGISTS.

Prince Medicine Co. - San Francisco, Cal.

RAILROADS.

Rio Grande Western Railway.

STANDARD GAUGE.

CURRENT TIME TABLE.

In Effect Sunday, November 1, 1891.

SOUTH AND EASTBOUND.	No. 6.	No. 2.	No. 4.
Lv Ogden	8 00 a m	12 05 a m	7 00 p m
Ar Salt Lake	9 00 a m	1 05 a m	8 00 p m
Lv Salt Lake	9 10 a m	1 15 a m	8 10 p m
Ar Provo	10 45 a m	2 45 a m	9 45 p m
Lv Provo	10 55 a m	2 55 a m	9 55 p m
Ar Thistle	12 40 p m	4 40 a m	11 40 p m
Lv Thistle		4 50 a m	
Ar Helper		5 10 a m	
Lv Helper		5 20 a m	
Ar Green River		6 40 a m	1 30 a m
Lv Green River		6 50 a m	1 40 a m
Ar Grand Junct'n		10 40 a m	5 40 a m
Lv Grand Junct'n		10 50 a m	5 50 a m
Ar Gunnison		3 40 p m	1 40 a m
Lv Gunnison		3 50 p m	1 50 a m
Ar Marble		7 40 p m	5 40 a m
Lv Marble		8 00 a m	6 00 a m
Ar Glenwood	1 45 p m	12 05 p m	10 05 p m
Lv Glenwood	1 55 p m	12 15 p m	10 15 p m
Ar Grand Junct'n	5 40 p m	4 40 p m	2 40 a m
Lv Grand Junct'n	5 50 p m	4 50 p m	2 50 a m
Ar Green River	9 40 p m	8 40 p m	6 40 a m
Lv Green River	9 50 p m	8 50 p m	6 50 a m
Ar Spanish Fork	12 15 a m	11 15 p m	9 15 a m
Lv Spanish Fork	12 25 a m	11 25 p m	9 25 a m
Ar Thistle	12 45 a m	11 45 p m	9 45 a m
Lv Thistle	12 55 a m	11 55 p m	9 55 a m
Ar Provo	1 40 a m	12 40 a m	10 40 a m
Lv Provo	1 50 a m	12 50 a m	10 50 a m
Ar Salt Lake	3 25 a m	2 25 a m	12 25 p m
Lv Salt Lake	3 35 a m	2 35 a m	12 35 p m
Ar Ogden	4 35 a m	3 35 a m	1 35 p m

WEST AND NORTHBOUND.	No. 5.	No. 1.	No. 3.
Lv Ogden		1 00 p m	7 00 a m
Ar Salt Lake		2 00 p m	8 00 a m
Lv Salt Lake		2 10 p m	8 10 a m
Ar Provo		3 45 p m	9 45 a m
Lv Provo		3 55 p m	9 55 a m
Ar Thistle		5 40 p m	11 40 a m
Lv Thistle		5 50 p m	11 50 a m
Ar Helper		6 10 p m	12 10 p m
Lv Helper		6 20 p m	12 20 p m
Ar Green River		7 40 p m	1 40 p m
Lv Green River		7 50 p m	1 50 p m
Ar Grand Junct'n		11 40 p m	5 40 p m
Lv Grand Junct'n		11 50 p m	5 50 p m
Ar Gunnison		4 40 a m	1 40 a m
Lv Gunnison		4 50 a m	1 50 a m
Ar Marble		8 40 a m	5 40 a m
Lv Marble		9 00 a m	6 00 a m
Ar Glenwood	2 45 p m	12 05 p m	10 05 p m
Lv Glenwood	2 55 p m	12 15 p m	10 15 p m
Ar Grand Junct'n	6 40 p m	4 40 p m	2 40 a m
Lv Grand Junct'n	6 50 p m	4 50 p m	2 50 a m
Ar Green River	10 40 p m	8 40 p m	6 40 a m
Lv Green River	10 50 p m	8 50 p m	6 50 a m
Ar Thistle	12 15 a m	10 15 p m	8 15 a m
Lv Thistle	12 25 a m	10 25 p m	8 25 a m
Ar Provo	1 40 a m	11 40 p m	9 40 a m
Lv Provo	1 50 a m	11 50 p m	9 50 a m
Ar Salt Lake	3 25 a m	1 25 a m	11 25 a m
Lv Salt Lake	3 35 a m	1 35 a m	11 35 a m
Ar Ogden	4 35 a m	2 35 a m	12 35 p m

ACCIDENTAL ARRIVALS.

LEAVE SALT LAKE CITY.

Leave Salt Lake 8 00 a m, 4 00 p m, and 5 00 p m, arrive Salt Lake 10 45 a m, 6 45 p m, and 7 45 p m.

Arrive Salt Lake from Provo and Springville, 10 30 a m.

BINGHAM.

Leave Salt Lake 8 00 a m, 4 00 p m, and 5 00 p m, arrive Salt Lake 10 45 a m, 6 45 p m, and 7 45 p m.

D. C. DODGE, A. E. WILTS, J. H. BENNETT, Asst. Supt. Gen. Pass. Agt. Gen. Ass't Gen. Agt.

Utah Central Railway

TIME TABLE.

In Effect April 1st, 1891.

Passenger Trains will Run Daily, between Salt Lake and Park City, as Follows:

SALT LAKE CITY.

Train Leaves Salt Lake for Park City at 8.00 a.m.
" " " " " 2.00 p.m.
" " Leaves " " " " 5.00 p.m.
" " Arrives " " " " 6.00 p.m.

PARK CITY.

Train Leaves Park City for Salt Lake at 10.30 a.m.
" " " " " 4.30 p.m.
" " Arrives " " " " 5.30 p.m.

Office and Depot corner Second South and Main streets.

T. A. HACKNEY, G. P. & T. A.

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THE

Denver & Rio Grande Railroad

TWO SUPERBLY EQUIPPED TRAINS DAILY

TRAVERSING THE

GRANDEST SCENERY OF THE ROCKIES

Glenwood, Aspen, Leadville, Pueblo Colorado Springs and Denver.

Pullman Sleeping Cars.
Parlor Cars for Colorado Springs, Chair Cars Free.
Dining Cars.
Open Observation Cars.
Regular Dog Lunches.

For further information call on or address

W. A. DRUMMOND, General Agent, 36 W. Second South St.

A. S. HUGHES, Traffic Manager, Denver, Col.

H. SMITH, Gen. Manager.

S. K. HOOPER, G. P. & A.

Utah Cracker Factory,

MANUFACTURERS OF THE

Silver Brand of Snowflake Sodas

AND

FINE CAKES.

Packed in 1 and 2 Pound Boxes for Pic-Nic Parties, Travelers and Families.

SOLD BY ALL DEALERS.

MAX GEISLER,

DEALER IN

Parrots, Canaries and other Singing, Fancy and Talking

BIRDS!

and RARE ANIMALS.

BIRD CAGES, BIRD GRATERS, etc. Taxidermy in all its branches. Dogs and cats a specialty. Write for Price List.

75 W. Second South St., Salt Lake City.

"JOSEPH SMITH AS A PROPHET."

A very interesting and instructive lecture by Elder Andrew Jenson, in pamphlet form, just the thing to send abroad to friends or for missionary use. Only 5 cents per copy. At DESERET NEWS office.

LEGAL NOTICE.

In the Probate Court of, and for Salt Lake County, Utah.

In the matter of the estate of James Sheridan, deceased.

Notice is hereby given that the undersigned, administrator of the estate of James Sheridan, deceased, has filed his final account of said estate in said court, and that the same stands for hearing and settlement on the 14th day of December, 1891, at 10 o'clock a. m., at the county court room, in Salt Lake City, in Salt Lake County, Utah, at which time and place all persons interested in said estate are hereby notified to appear and show cause why the said account should not be settled and allowed, and the distribution of said estate be made to the persons entitled thereto.

Dated October 12th, 1891.

M. W. KAHN, Administrator.

LEGAL NOTICE.

In the Probate Court of, and for Salt Lake County, Territory of Utah.

In the matter of the Estate of Eugene S. Hoff, deceased.

Notice of time and place for the hearing of petition for admission to Probate of Will.

Pursuant to an order of said Court to me made, notice is hereby given that the 1st day of November, A. D. 1891, at 10 o'clock a. m., at the county court room, in Salt Lake City, in said county, in the court room of said Court, the time and place appointed for the hearing of the petition of Elizabeth M. Hoff and praying that the instrument filed herein be admitted to probate as the last will and testament of said deceased, and that Elizabeth M. Hoff be appointed executrix thereof, without bond, pursuant to the last will and testament of said deceased, when and where all persons interested may appear and contest the probate of said will, if they shall see fit, if competent to petition, or contest for or against probate.

In witness whereof, I have hereunto set my hand and affixed the seal of said Court this 10th day of November, A. D. 1891.

(SEAL.) CHAS. E. ALLEN, Clerk of the Probate Court.

By O. S. Stanton, Deputy Clerk.

LEGAL NOTICE.

In the Probate Court of the County of Salt Lake, Territory of Utah.

In the matter of the Estate of Henry Moore, deceased.

Notice is hereby given that I have filed in the estate of Henry Moore, deceased, his final account of the administration of said estate, and that the heirs of said deceased are the distributees of the residue of said estate, and that the same stands for hearing and settlement on Thursday, the 19th day of December, A. D. 1891, at 10 o'clock a. m., at the court room of the Probate Court, Salt Lake City, Utah County, Utah Territory, and that the heirs of said deceased are hereby notified to appear and show cause why said account should not be settled and allowed, and the distribution of said estate be made to the persons entitled thereto.

Dated November 9th, 1891.

C. E. ALLEN, Clerk of the Probate Court.

SUMMONS.

Territory of Utah, County of Salt Lake, In the Justice's Court, Precinct No. 2, Salt Lake City, Utah.

Jesse N. Smith, Plaintiff, vs. Frank Pierce, Defendant.

The People of the Territory of Utah send Greeting to Frank Pierce, Defendant.

You are hereby required to appear in an action brought against you by the above named plaintiff, in the Justice's Court, Precinct No. 2, Salt Lake City, Utah, and to answer the complaint filed herein within ten days from the service of this summons—if served within this county, or if served out of this county, or if served out of the county, or if served out of the county, or if served out of the