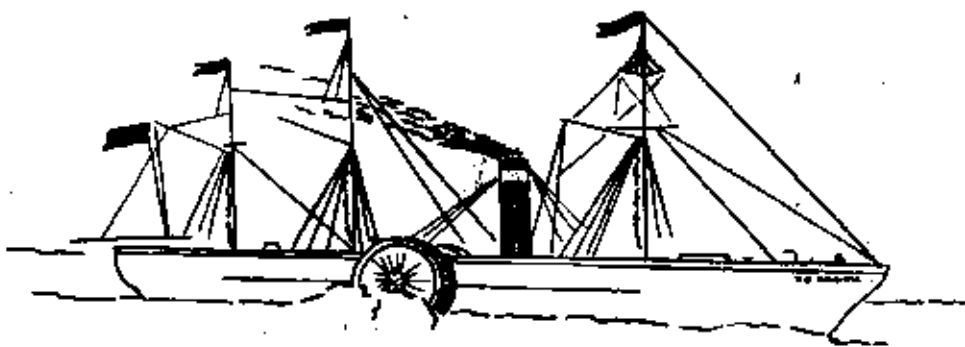


**DIARY**  
**"A VOYAGE TO EUROPE"**



**S.S. Pacific**

**Ben F. Van Meter**

**1853**

# THE KENTUCKY STATESMAN

Semi-Weekly

Vol. IV No. 47.

Lexington, Ky.

Friday March 11, 1853

Published by:

THE KENTUCKY STATESMAN

Printing Co. Office on Main Street

immediately opposite Phoenix Hotel

Edited by:

B.B. TAYLOR

A.M. Communication to be addressed, post paid to the Editor.

Messrs Charles T. Gerrard, of Bourbon, Nelson Dudley, of Fayette, and Solomon Van Meter of Clarke the committee intrusted by the Northern Kentucky Stock Importing Company, with a commission to proceed to England, and there make purchase of improved stock to bring to Kentucky, left this city on their mission, on yesterday morning. We understand that they are intrusted with a discretionary power to make such purchases of horned cattle, horses, hogs and sheep, as they shall think best suited to this market and this stock-growing region of Kentucky; though they expect to confine themselves exclusively in the purchase of horned cattle, to the shorthorned Durham variety. They will also probably purchase a couple of stallions, of the best improved breed for the harness and the road. These gentlemen are conversant with the stock-growing business exceedingly well qualified to perform this task intelligently, and are among the most respectable, energetic and wealthy farmers of this region of Kentucky. The company has certainly made a happy selection of agents to perform this important trust.

## INTRODUCTION

My grandfather, Benjamin Franklin Van Meter, gave me this diary when our family lived with Grandmother and Grandfather at 225 South Ashland Avenue, Lexington, Kentucky, from 1909 to 1914.

When Grandfather gave me the diary he explained that he was very anxious to go to Europe with his older brother, Solomon, who was one of three men being sent to purchase stock for this region of Kentucky. He asked Solomon if he would take him along. Solomon said, "Yes," if Ben could get the money.

Ben then asked his father, Isaac Van Meter, if he could have the money which his father would spend on his education. Ben was planning to return to the University of Virginia for his second year. Isaac said, "Yes," he could use the money for the trip if Solomon would take him. So all was arranged.

It is recorded in the back of the diary that Solomon gave Ben \$730.00 on March 10, 1853.

Ben's money did not last long enough, so he had to return to the U.S.A. before the party returned. However, he saved out enough money to visit Niagra Falls on his way back to Kentucky.

When he finally reached home, he "was as glad to get home as he was to get started."

Martha P. Van Meter

## A VOYAGE TO EUROPE

In company with Messrs. Charles Garrard, Nelson Dudley, and Solomon Van Meter, I start from Lexington, Kentucky, on the 10 March, 1853. We arrive at Cincinnati, 8 P.M. in a crowded stage-coach. One lady in the company, Mr. Garrard seated upon one side of her and I on the other; all three occupying the front seat, very crowded indeed. I sympathise with the lady and admire her fortitude. From a slight conversation we found her named Mrs. Rhodes, formerly of Covington, her husband a steamboat captain. They have a daughter, away at some boarding school. We take lodging at the Denison at corner of Fifth and Main, Cincinnati, and there remain until the next day when we take passage on the packet of the line, Alleghany. After a pleasant trip on a fine boat with good fare and an accommodating captain we arrive all safe at Pittsburgh on Sabbath evening. After putting up at the Monongahela House on Front Street we take a stroll through the black city. Find the streets narrow and dirty; gutters filled with a kind of mud formed of coal-dust and soot. Pass many ladies on the street who look well varnished in defense from the coal-dust, but would not do to compare with the Kentucky ladies. We pass several large churches together with an immense Catholic cathedral, not yet finished but had already cost seventy thousand dollars and will cost twice as much more when finished.

We leave the fine hotel at 3 A.M. in an omnibus for the depot. Then the cars for Philadelphia and go some thirty miles to breakfast and then eat before daylight. The day is cool but clear before we reach the mountains, but before we reach the summit we are in a snowstorm. And near the summit I see several ponds covered with thick ice. Within sight of the road in every direction there are heavy forests of very tall slender pines, intermingled with thick underbrush, principally consisting of laurels. We passed several small villages on each side as well as the summit of the mountain, where I suppose the people live principally by trading and hunting, for the country seems admirably adapted to game of many kinds. The genius of man is well exhibited by the mode in which the cars are conveyed up and down the inclined planes on

either side of the mountain. There are separate locomotives for every level track between the inclinations. The cars are conveyed up this plane by means of a stationary locomotive situated at the top of each plane, to which there is a large wire rope attached which works around two large wheels, one at the bottom and the other at the top of the inclination similar to the band of an old fashioned horse-mill. The cars are fastened to the rope near one of these large wheels and by its revolution drawn up. The cars are well conducted, the road well constructed and with good company it is pleasant traveling. The train in which we came over the mountain met with a slight accident and was thrown off the track, but as we were going very slowly at the time there was no personal damage done and we were detained but a short time.

We arrive at Philadelphia, 1 o'clock the same day that we left the "Iron City." After walking about a mile from the depot to the Washington House, took lodging. Then and as soon as we had eaten a large dose of oysters (the first I had ever eaten) and the major and myself having drunk a hot whiskey punch, we retired, cold and weary. We remained in Philadelphia three days, during which time we traversed the city in many directions, visiting the many scenes of beauty, interest and amusement, among which were the Independence Hall, from which we took a view of the city, the dockyard, Navy and dry-dock, in which we saw guns of all descriptions (cannons that I could nearly crawl into) and the houses in which ships are built and the dock covered with ships with their tall masts standing like winter trees in the forest. The mint with its splendid machinery, the theatre with its crowds of spectators, and the rooms of paintings, etc. The city, all things considered, is the neatest and cleanest and most pleasant city I ever visited. We leave Philadelphia on 2 o'clock train of cars for New York City. Go with electric speed across the Jersey state to Amboy on the Raritan. There we take the boat for the metropolis of America and landed here safe about 7 P.M. On passing through New Jersey I found it a low level country with poor marshy soil which has been made tillable only by the most persevering industry and economy. Fruits are the principal production for market, and from the cars we were scarcely ever out of sight of large peach orchards, often containing

many acres, from which it is said they clear more profit than a western farmer does from four times the amount of land.

We find New York City very little like Philadelphia as regards cleanliness and beauty. Every one seems to apply the maxim "Every fellow for himself," and all the business portion of the city is crowded from early to late—thousands of vehicles of every description crowd the street while men of all classes and conditions are thick upon the pavements. We put up at the Irving House, Broadway, near the City Hall. We take checks for our fare on the Pacific, of Collins line of steamers, at the office of the agents of that company where we pay our fare (one hundred and twenty dollars each). We convert all the funds for our expense into English currency (pounds, shillings, pence) at the broker's office.

We leave port at 12 o'clock on Saturday the 19th of March for Liverpool. Are conducted out of the harbor by a pilot of the New York port according to law. He (the pilot) releases us after we have sailed about two hours and returns to port in a small craft; after which we hoist sail, the wind being fair (aft-quarter) and glide smoothly and swiftly over the deep, applying both steam and sail. The water seems now to be in a kind of lazy commotion which is its natural condition when calm. We have already sailed out of sight of the city and are now leaving the land on each side of us farther and still farther in the distance. About 4 P.M. the last of land, which lay to the left of our course (Long Island) passed from view. I remain upon deck until late in the evening viewing and admiring the water-scape. Contrary to the predictions of some of my friends I feel no fear nor anything similar, but am rather carried away with an overabundance of pleasant emotions, which I expect, however, to exchange for some of a reverse character before twenty-four hours more.

I retire to the upper berth of Stateroom 37, where I sleep soundly little heeding that we are in reality at sea, until I arose and attempted to dress when I commence tumbling about the room, bumping against the wall, trunks, etc., which reminded me of a fact that I had been told, viz; that I would have need for a pair of sea-legs. At length I am prepared to go upon deck where I find the balance of our company already sick and vomiting. And after amusing myself with them for some time I at length fall a victim to seasickness myself, and we all spend the day in

puking and laughing in our turns. On the morning of the third day of our voyage, we have all recovered and the weather being fine we spent the day very pleasantly on deck. The fourth day is still pleasant and spent in the same manner, I finishing a book titled "Uncle Tom in England," and considering it a lie in literature. I lay it upon the sofa in the smoking room where some fellow hooks it, perhaps thinking that he has a treasure. On the night of the fourth we have a high wind which for the first time makes us feel the effects of high waves. When lying in our berths the ship seems to swing as through an arch of about thirty degrees and we feel as if we were in mid-air about half the time; but the wind calms after sunup and the day is pleasant although the water continues rough the greater part of the time and also for the sixth day.

On the night of the sixth the rain and wind commence and continue for three days without any change for the better (from Friday evening until Monday night) the waves continue to increase in magnitude all the while. During the greater portion of this gale all of our company were sick, and toward the last there was not one third of the whole number of passengers well enough to sit at the table. Within were groanings and sounds of misery, while without the thundering waves drowned all noise and thought save of themselves. I could not prevail upon one of my company to come and stand in the door of the second deck where the sight without could be seen, they being too sick.

The waves, to be short with my description, bore a greater similarity to the upper part of Clark County in a snowstorm than to anything to which I can compare it. Its grandeur however can by no means find comparison on land, and can only be conceived by those who have realized it. The vessel within was very disagreeable. It was continually rolling from one side to the other with so much violence that one could not walk from place to place without holding to some part of it. The spray was continually flying in every direction and coming in showers through every door and crevice. Anon some some large waves would strike the bulwark and break over, with a violent crash which would bring a squeak from some of the suffering ladies. The water would sometimes run through the second deck (a kind of passage) with such violence that it would have wet a man

over his boots. There was indeed something picturesque in the scenery, if it hadn't been of such duration that it became very disagreeable both within and without.

On the morning of the ninth day out, the sun came out, the wind became more calm, and the waves, (by degrees) went down until one by one the passengers would come straggling out on deck with the expression of joy upon their countenances as they cast their eyes around upon the deck, to find some acquaintance, to whom he might make some remark as to the beauty of the morning, the condition of the water, or the past gale. The stern is now decreased and the old Pacific shakes herself in defiance of the conquered wave, and through her mighty nostrils, laughs at the subdued winds, as the sturdy captain orders up her massive sail in token of her victory.

The day is now fair and mild, the deck is covered with passengers walking to and fro in the finest spirits. The ladies on board are few in number but deck the deck today. The next days continue fair until we land in Liverpool, which is on the 31st of March. We take boat from the ship, which anchors out in the river about a mile from the wharf. We got to the bar about 12 o'clock but could not cross until the tide arose, which was about 3 P.M. Then we went up opposite the city without any trouble. As soon as we came ashore we went to the Waterloo House, where we engaged lodging and took breakfast, and then went down to the Custom House, where our trunks were examined, duty paid and the trunks conveyed to our rooms. We prepare for comfort and visit the balance of the day.

The morrow is rainy and rather unpleasant, but we see Brown, Shipley, and Company, prepare our financial affairs and make other preliminary arrangements. In the evening we look at a gentleman's stock whose estate is situated some four or five miles from Liverpool. Although he is absent we see all of his stock. Nothing superior. His name is R. Lounds.

Leave Liverpool April 5th at one-fourth past 2 o'clock, bound for Leeds. Pass through several tunnels, one of which was one and one-half miles in length and another three miles seventy-five yards, and several manufacturing towns, among which were Manchester, Ashton, etc. The tunnels pass through several high ridges which are called



the "mounds." They are the highest mountains in England and extend through the middle of the island. We stay at Ottery, a little inland town on the river Wye, the night after leaving Liverpool. This river Wye is but a small stream, but the water is pure, and it meanders through a beautiful valley of some considerable length, bounded on each side by tall mounds which in this season are covered as well as the valley with green grass, early flowers, and small timber. It is indeed beautiful, especially to a "country-gouger" who has been shut up since winter in bustling cities, or placed on vessels where nothing is to be seen but the busy brine. These hills and dales are owned by aristocrats who know nothing of want. Many of them have as much money as the whole of Clark County is worth. The land property has been handed down for many generations from father to oldest son and show ages of improvement. Whole farms are fenced with high stone work of the best masonry or iron railing, of the most costly kind, or hedges of fifty-year growth. Their building improvements often cost more than our state houses. Superiority and inferiority are both seen in their greatest perfection.

We examine several herds of cattle, on the fifth, among which was a cow Alice (light roan) the property of Mr. Townley of Townley park near Beamley. Alice has the fame of being the finest cow in the world. Townley has another called Butterfly, which is little inferior, if any.

Friday, April 8th, we return from the upper part of Yorkshire County to our place of rendezvous (Ottery) where we remain over night and start the next morning in another direction. We visit Mr. Maynard's herd, find a few superior cows and one bull (Crusade) very fine. We remain over Sabbath in the quiet old town of Borough-bridge, which is noted in the ancient history of England. On Sabbath evening we ramble along the banks of the river Ure on which the town is situated. It is a clear, narrow, and deep stream which is made navigable for small boats by means of locks and dams. It was formerly very much used but of late railway cars have taken its place. We arise early on Monday morning and walk out one half mile to see three monuments of ancient rites called "the devil's arrows," supposed to have been erected either by the Romans or early Britons in memory of some of their victories. They are about

eight feet in diameter at the base and nearly thirty feet high. They seem to be solid masses of hard stone without any sign of divisions or layers and are standing about one hundred yards apart in a straight line, situated in open grass lots.



We return on Monday to Mr. Maynard's, examine his herd and buy a cow and a calf (Yorkshire-Maynards) of his at one hundred and twenty guineas. His residence, Martin le Moor, is three miles from Boroughbridge. We next visit Mr. Richard Booth, near Northallerton, who has a superior herd of stock and is the most distinguished bull breeder in the kingdom. Lets his bulls for from fifty to one hundred pounds a season, has stock scattered over England, Ireland, and Scotland, but refused to price a hoof of his stock under any consideration. The hardest old case that we have as yet met with. We thence proceed to Northallerton and the next morning to the Mr. Maynard's (brother of the former) where we find quite a common herd of short horns but a superior horse of the Cleveland breed, which we afterwards purchased. Named "The Young Lord." Price one hundred and twenty pounds. All of the aforementioned

breeders are in Yorkshire County. The country is undulating and the soil is considered first rate. Wool and mutton is raised in abundance, and of the best quality.

From Northallerton we proceed to York—arrive there late Saturday evening. Put up at the Black Swan and there remain over Sabbath. Find the hotel one of the first class and are well attended on, have fine fare of every description but find that they charge for it all when we come to settle.

We all take a stroll through the old city in the afternoon and make our way to the old cathedral where we find an old gentleman in readiness to gratify our curiosity by conducting us through it.

Sabbath evening April 17, 1853, about 4 P.M., we pay a visit to the St. Peters Cathedral situated near the center of the city (York) and occupying about an acre of ground. We enter the enormous fabric through a large iron door into the largest apartment said to be about three hundred feet in length and of nearly the same breadth. In this there are a great number of engravings as large as life with a deal of superior architecture of the ancients. There is also an image of one of the saints placed over his grave which is near to the altar and thirteen images of the thirteen ancient Saxon kings with many other old tombstones in memory of their departed saints. Next we are conducted into one of the smaller apartments where even to this day after the lapse of twelve hundred years there is worship held every Sabbath. Here we see very little except superior architecture until we are conducted through an iron gateway into another part of the same chamber where we find a vast number of relics of the ancients. One old chair in which the ancient kings received their crowns is very much worn eaten and the skin with which it was once covered has nearly all dropped off. There are engravings in the large stones of which the wall is made. In the west end of this apartment there is a window thirty feet in width and seventy-five in height with panes of glass of many colors in which there is impressed a vast variety of images and pictures. Upon many of the tombstones we see Greek and Hebrew writing which time has almost obliterated. We next go to a large circular apartment in which there is not a seat or a bit of furniture of any kind except a small pulpit. We ramble through

the old fabric in every direction. We find all the flooring is made of smooth flat stone. Some of it is colored as if it had been varnished with something indelible. This fabric has been twice on fire, once by accident and the other time wilfully—the perpetrator of the latter was detected and beheaded. The moss covered temple is indeed interesting.

On Monday morning we make an early start from the old city and go to a farm known as the Fairfield Stud Farm where we find several very famous blood-horses among which was "Flying Dutchman" who beat all England for speed and afterwards sold for five thousand pounds (nearly twenty-five thousand dollars) and now stands at eight guineas per mare—forty dollars. Also Chanticleer, a gray, and several others of not so much note and about one hundred mares and colts, some of them the most noted in the kingdom, such as Bluebonnet, Belona, Equation, own sister to Her Majesty's horse, Euclid. Equation was sold for eight hundred pounds.

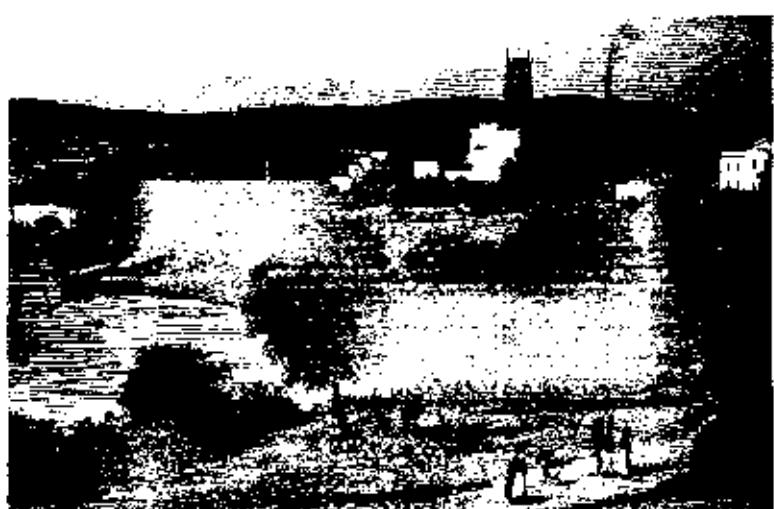
Buswing, twenty years old, was a great winner and it was remarked that the county could not buy him. The stable is indeed a grand establishment—owned by a company of very wealthy gentry. Saw a lady who soars in the first society, riding about the stable appearing to be engaged in admiring the horses. (Rather out of place).

From the stables we returned to the city and thence went to a gentleman's residence between York and Howden to examine some coach horses. After looking at what we could see here, we went to Howden, where was being held a fair, but arrived after the show had concluded, but in time to see a few cattle, (which as a sample satisfied us) and a number of fine horses for which the surrounding country is noted. We priced several of the best but purchased none. And becoming sick and tired of the dirty little town we hastened to leave it and rode over to Selby about ten miles distant on the river, where we stayed all night. The next morning we made an early start for Ottley, where we arrive early in the afternoon.

There we are now leisurely waiting the arrival of the stock which we have been purchasing and trying to engage the service of some trusty person to manage our stock across the water. Agreeable with an invitation, we visit Mr. Fawkes' herd a second time, he having refused to sell us anything upon our first application.

At length we succeeded in getting a price on several of his cows and purchased three head of his to be kept until ordered to Liverpool for shipping.

We leave old Ottley and I hope for some time. On the morning of the 29th of April for Liverpool, via Burnley to reexamine Mr. Charles Townley's herd. We purchased five of his which are to be kept and delivered in the same manner of Mr. Fawkes. We remain in Burnley over night and take a morning train for Liverpool, where we arrive in safety about 4 P.M. Upon the company's holding a consultation about the best manner of proceeding, it is determined that Sol and I shall prepare immediately and take the 9 o'clock P.M. train of cars for Glasgow or Aberdeen, if they go through as far, and if not remain in Glasgow over Sabbath and take the earliest Monday's train for Aberdeen. We did as was determined and arrived in Glasgow about 7 A.M., and finding the inhabitants not generally awake we concluded although it was quite light, to take a nap. Accordingly we are shown to a room and soon find rest. We arise about 10, breakfast, and go to church, where we hear a good sermon from an old Scotch Presbyterian minister, after which we take a stroll through the streets of the city. Find many things to attract attention and draw expressions of admiration. Among the latter were the monuments to memory of Sir Walter Scott, one to the memory of King William and one to the late Lord Wellington, one also to Sir Thomas Moore. The monument of Walter Scott is more than two hundred feet high, thirty feet in diameter at the base, built of granite in the center of a square near the middle of the city, and topped with a cylindrical stone some ten feet high on which stands the statue likeness of the venerable dead to whose memory the monument is dedicated. The one to King William is not so high, with a likeness of the King upon horseback upon its summit. The one to Sir Thomas Moore is of the size of the last mentioned with his statue sitting with his pen and paper. The one to Wellington is also very fine. The city of Glasgow has several large and substantial public buildings, among which are the Royal Exchange, the house for the poor of Scotland, and several large and handsomely built churches. It has an extensive port for shipping on the river and is a neat and pleasant city.



We take the cars for Aberdeen at 6 A.M. and arrive there safe at 3 P.M., passing within sight of a very ancient castle which I learn was the building in which the ancient kings and queens were crowned, now occupied and owned by the Earl of Mansfield. It is a romantic looking place on the side of a hill and near a small pure stream which winds somewhat around it. We take lodging for the night at the Royal Hotel, get our dinners, and proceed upon our mission, which was to examine the herd of stock belonging to Messrs. Cruikshank and brother. On enquiring we find that the gentlemen own a mercantile establishment in the town and on repairing to it we find one of the gentlemen, and he proposes to accompany us to the farm some twelve miles distant. We immediately hire a hack and ride out to it and find upon examination that he has a large fine herd of about one hundred and fifty, among which are three bulls, one of which is as fine as I ever saw (Matadore) and his half brother which is also very fine, but he refused to price the first, and the second is priced at one hundred and fifty guineas which my company consider too much for so little. Sol gets several of his cows on price and has permission to consider the matter for a few days. We take the 6 o'clock train from Aberdeen to Liverpool and arrive safe about 10 P.M. and join our friends at the Waterloo Hotel, find them in very low spirits because of the bad prospects of getting

shipment. Wednesday morning we all agree to let the shipping go and attend the great Chester races which are to take place near Chester. Accordingly we take the boat, cross the bay and then we ride first class at half price as it is to the races, but I never saw as much crowding and jamming about getting seats in my life. Women and men jam together in the greatest imaginable disorder. But we manage to procure our seats all in one car and make the trip in an hour. The old town of Chester is entirely surrounded by a large wall, the top of which is about six feet wide with bannisters on each side so that one may safely walk on it all around the town. It is said to have been built by the Romans and was very strongly fortified. The Queen has at this time a strong force stationed there, a portion of the standing army.

The races were run on a very fine track just without the wall. The track was said to be a mile in circle, and constructed in the shape of an amphitheatre, the track being about thirty yards in width, entirely level and covered with a fine green sod. It was so constructed that many hundreds of thousands of people could stand and witness the whole race, and I never saw more than half as many people collected together before. I could form no estimate of the number. But the race was neither run in a very short time nor very closely contested. The horse that got the start in the great race kept ahead and won, but the start was protested very strongly by a great many. There were thirty-six horses on the track and the race was contested by only six. We return to Liverpool by the 4 o'clock train, and arrive safe although the hindmost cars of our train ran off the track. The company make futher enquiry about ships and on Thursday evening make an engagement with the owner of the ship Crown or rather they charter the "poop deck" of his ship for the sum of six hundred and fifty pounds. Then after making the other arrangements concerning the stock we leave Liverpool on the express train for London Saturday evening and arrive there safe about 11 o'clock. Take lodging at the Hotel Castle and Falcon, near the general post offices. Sabbath morning we sleep very fashionably, arise about half past nine, breakfast at ten, and take a stroll through the streets until near 2 P.M. during which time we visit Westminster Abbey, during services. From there to the Queen's garden near her

residence—Buckingham Palace—Westminster. I had read of it and find that it suits the description "a tremendous old building," covering more than one acre of ground. Within it there are a great number of engravings scattered here and there, with tombstones to the memory of some noted sages of by-gone centuries.

Buckingham Palace and Her Majesty's garden is a great place of resort for all classes and sexes on a pleasant Sabbath's afternoon. The garden contains about sixty to seventy acres in which an artificial lake with a fountain at each end of it and "aquatic" fowl of every variety swimming on it, swans, geese, and ducks of every color. The garden is surrounded by a high iron fence, with six or eight gates entering it and at each gate there is a red-coat stationed with his musket shouldered and "bayonet-set." Near Her Majesty's front gate there are stationed two armed men on guard and at each side gate the same number. These walk back and forth for hours without stopping. Every entrance to the palace is continually guarded, while within the barracks there is always in readiness a strong armed force which can be set in motion with a moment's warning. The palace is a large mansion built of the common stone of this country with nothing peculiarly grand about its external appearance.

Monday morning we visit the Smithfield Market, which surpassed anything of the kind I ever saw. A greater number in a smaller space than any market has them in our States; as for quality and size, it was very good indeed but not entirely better than we have.

Monday evening we ride out of town about eight miles to examine a herd of stock belonging to Mr. Tanguary and have the pleasure of the company of Mr. Strafford, who is well acquainted with his herd. After examining the stock we return to the hotel having several of them on price and Mr. S. to trade with and on examining the Herd Book, and finding them satisfactory the Agents purchase one heifer—Orphan-Nell at sixty guineas and a bull, Fuselier at seventy guineas. The gentleman has a large herd and a right fine one. Tuesday morning I procure a passage for May 18, at the house of E.G. Robarts and Co., agent for steamers in London while the Company—Garrard, Dudley, and Van Meter were attending to their private business, after which we conclude to pay a visit to the Tower of London, which we find indeed a building, replete with historical associations. Never



have I seen so much of the ancients, their armor, their weapons of war and waxen representations of men, and men on horseback, and innumerable collections of ancients' vessels and articles of all kinds, among which were the armor of several of the early kings of England, with the cloak upon which General Wolfe died at the Battle of Quebec and a vast number of relics of antiquity of this description. But the grandest and most costly things that I saw in connection with the Tower, or in fact that I ever saw, were in an apartment set apart for them and encased within a costly glass frame surrounded by high ceiling. The golden bowls, pitchers, waiters, spoons, crowns, and walking cane of the ancient kings and some of which are now used at coronations. One of the crowns will be worn by the present oldest prince when he becomes of age. One crown was worn by Queen Elizabeth and one by Anne Boleyn, with a cane used by George which weighs nine pounds of pure gold and many other articles too numerous to mention. The valuation of the precious metal and stone in this room alone was over three million of pounds equal to fourteen million four hundred thousand dollars. One diamond larger in circumference than a dollar, and placed in a silk velvet case, as fine as can be made. The number and varieties of curiosities within the old Tower are so vast that it would be folly for me to attempt a detailed description of them.

Next we visit the old St. Paul's Church which covers two-and-one-half acres of ground and is four hundred feet high, having taken forty years to build it. It is built entirely of stone (floors, roof, and all). The ground floor is of large square stone of different colors laid in such position as to form the outline of different figures. The lower hall or large apartment is for holding services. Several smaller rooms seem to be used for other purposes. Within this larger hall are a great number of sculptured monuments in memory of departed great ones of the country with inscriptions of different kinds on them. Among these are Lord Nelson, Sir John Moore, and a vast number of others famed for their gallantry shown in some great battle on land or sea. The next apartment that we visit is the library room which contains about four thousand volumes, written in Latin, Greek, or Hebrew, and of the most ancient writings that have been preserved and handed down. The next higher apartment is the whispering gallery, a

large circular room about two hundred feet from the basement story and about the same distance to the "ball" above. We next go up another winding stairway to the circular portico on which we stand, view the whole city of London, we begin already considerably above many of the surrounding church steeples, although we are yet thirty to fifty feet from the highest stand. From where we are the city seems to be a "place to live." The men and horses look like chickens and the streets in a distance are very narrow and appear as striped as a carpet. We again proceed upward on a kind of stepladder which at each turn is more and more steep until we come to the last which is entirely perpendicular with two iron rods to hold and climb by. I now feel entirely out of my environment and scarcely stay two minutes before I turn about and seek the earth. The ladder partakes of my trembling motion as I back down it and in passing through the dark skuddies indeed it tries my nerve. "I feel all over." There are some very Catholic looking cells about half way up the winding stairway, thick iron doors leading into small apartments which when the door is closed admit not one ray of light. Rather similar to Milton's description of the infernal regions. We now have the invitation to visit the basement apartments or rather the subterranean cells but being very tired from walking up and down six hundred steps,



FRANKLIN SQUARE N. Y. 1858.

we while away some time in examining the many monumental sculptures around the walls of the large hall, and then return to our hotel leaving the old fabric to stand a lasting monument to show the might of man and the folly of kings.

Wednesday, still in the Queen's city, take a "cab" for a cloth shop a few squares off where I purchase and order to be made a coat and pair of pants, which are to be sent around to the hotel by half past 6 P.M. I then take a "cab" for the gardens of the Zoological Society which is some four miles distant, which I find a most magnificent place and a great resort for parties of the young and gay of both sexes as for "what is in it," there are specimens of all plants, birds, beasts and "creeping things" and everything that flies, walks, swims, or crawls and besides the gardens containing some forty to fifty acres is laid off in most magnificent style with houses built for each different species of animals, from the elephant to the wren or the smallest fish. Some of the animals have small parks made separate and covered over with an iron frame to prevent their escape.

Thursday, May 12th, still in the great metropolis. Captain Garrard and Sol went out to examine a fine herd of sheep belonging to Mr. Jonas Web on yesterday, and not having returned according to promise we (Major and I) are still at the "Castle and Falcon" waiting their return. We go again to Westminster Abbey and are shown through all the different apartments and examine the old monuments and tombstones, and engravings being interested at the same time in the explanations and expostulations with which our guide favors us.

Mr. Garrard and Sol return to London where we are, having purchased six superior southdown sheep (four bucks and two ewes). We remain in London until morning when the company leave on the 7 o'clock train for the south to hunt sheep, leaving me at the Castle and Falcon. I take the cars for Liverpool on Saturday and arrive safe at half past 3 P.M. intending to remain here and "go out" on the 18th of May. Take lodging at the same old Waterloo Hotel and then hurry down to the office of Brown, Shipley, and Company with the hope of getting some letters and arranging and procuring ticket for my berth but find to my sorrow that they have closed for the evening. So I must make myself content until Monday, while away the Sabbath with books and newspapers. While sitting in the "smoking room" I

learn the opinion that a Yankee has of a "Western man," while sitting silently and unobserved listening to a conversation between a company of New York "sharper" who are near by drinking and smoking. I find that they always put on the highest prices when they find that they are dealing with a western man knowing that they buy nothing but the highest priced articles and one remarked that they have plenty of money but neither know how to spend it nor keep it. "Charge them fifteen dollars per bottle for champagne and they will buy plenty but charge them the half of it for wine just as good and they will take very little." We must confess that there is too much truth in it. Beware of a "New York sharper."



THE COMPANY'S OFFICE

Monday, have been to Brown, Shipley, and Company's office and taken a receipt for my berth and received two letters for Sol which according to his request, I have broken open and derived a great pleasure from reading, one from sister Sue and the other from Mr. W. Dunkin. Next ramble through the streets, go take a look at a few sheep which the company have in "Lucius Stables" a few squares distant and while away the day as best I can. Form several acquaintances with passengers for the Arctic on Tuesday and receive a call from Mr. Stafford in search of "the company" as also the Ohio agents for the same purpose. Solomon arrives just in time for my tea which I was just ordering when he came.

Wednesday the 18th. Up early and ready for the ship. Sol and myself go down to Brown, Shipley, and Company's office where we receive a partnership letter from Father and John M. which is really a treat. I pocket the letter to read over and over at "sea" which will be a fine plaything when I am seasick. Return to the Waterloo, where we find Seaman (my chum for the voyage) just preparing to go down and we all go together. Brother Sol favoring us with his company to the ship which lies about a half or three quarter mile down the river. We take the tugboat Sampson No. 5, which is pretty well crowded and go out to the noble old Arctic which lies fast by the anchor but bellows long and loud for freedom. Men and baggage are taken on board with the greatest possible dispatch. Then the bell is soon tapped and off goes the tugboat with Solomon and many others in similar circumstances, leaving acquaintances, friends and relatives while here and there you may spy a "tear unwelcome come" to the eye of some female who is left on board. Three loud huzzas are given by the friends who leave us and are promptly answered by the passengers, I participating strongly to drown the needless thoughts.

Soon the mail boat drives 'long side and delivers her baggage, and then the captain's voice is heard, "hall in." It's finished, we are off; two hours brings us below the bar. We bear down along the barren shore of the Emerald Isle, while to our left as far as eye can see, "old ocean undisputed lies." To lunch a while, then dinner a while and then tea. Eleven o'clock retire in fine spirits but barely hoping to enjoy tomorrow's breakfast. But contrary to expectations, we nearly all make it out another day, the weather being fine. But the next "oh my" and the next "Oh, for Kentucky." The next - "Bless me. If I get to Kentucky once more, I will let others try this fun." The next the weather moderates so that we can stay out on deck and we get along better, but the wind is antagonistic and the weather unsettled; after this we have variable weather, see a school of porpoises and have a pretty fair time considering the weather. Have a jolly company on board who try many schemes to get up a game for sport. Some singing, some laughing, some walking the deck, looking very sober and some having seemingly given up. Don't care much whether they live or die. In the meantime some man, a Mr.

Longnecker, has made a miscalculation and his family is increased by a boy "Arctic" while on board. By good fortune they have an old experienced doctor on board and so "O.K." A few days later we see a school of whales in the distance. Can see their backs above the surface of the water and at intervals they "spout" and then disappear for a short time. The next thing curious is a kind of small duck or diver which we see in vast flocks off the coast of or rather the banks of Newfoundland for we saw no land whatever, but members of fishing boats taking codfish. The next news of interest is our landing, which was on the Sabbath morning of the 29th of May. The first land that greeted my view was the wharf at the port when I arrive and found the old ship stock still in dock and all hands unloading. I retired the night before. Before we hove in sight of land, but not withstanding I was rather slow about getting up. I was the second man to get away from the custom house officers. I engage a hack to the Irvin House but after taking breakfast, shaving, shampooing, bathing, etc., I find that they have put me up into the loft about four or five stories into a skuddy with a door at one end and a small window at the other. I request another but cannot get it and go to the Metropolitan where I am now writing.

Monday, May 30th, after having taken a cool and refreshing sleep of nine hours on land I arise refreshed and feel very well. Breakfast at seven and meet with Mr. Alexander soon after, who honors me with his company to the broker's office where by his aid and experience in such trade, I sell all my English funds to an advantage, getting four dollars and eighty-seven cents for Victoria pounds and four dollars and eighty-five cents for the older ones.

Having settled all my financials, I have nothing to do save gratify my curiosity with a view of the several objects of beauty, grandeur, or utility, for which this city is noted. First I proceed to the Crystal palace and the great Croton waterworks by the omnibus, which passes this hotel every few minutes, those places being but a short distance apart. After rambling about and around the Palace and viewing it from the walls of the reservoir until I was satisfied I make my way back to the hotel and take my dinner. After which I spend the evening in rambling through the city, reading the News, etc. After "tea" Mr. Alexander presses an invitation upon me to repair

to his room, and yielding to his invitation, he orders a mint julep to be sent to his room where we drink to the safety and success of the short horns, and drink and talk 'till long past ten. When I arise for the train to Buffalo I take breakfast at half past five and proceed to the cars crossing the river in a boat and arrive in safety. I leave my trunk at the American Hotel where I had stayed overnight and proceed by earliest morning train to Niagara. Men far famed for their powers of description and vivid imagination have attempted to describe this mighty work of Nature and as I find theirs was in vain, I shall not presume to attempt it. But surely it would seem that old Nature was greatly fretted when she attempted to unite these mighty sheets of fresh water, for when she dug the channel of Niagara she stove her mighty pick axe at this one place into the granite rock up to its very eyes. Then you know as she had made the rule that water tends to seek a level for a great distance below it is as deep as it is wide. The fall two hundred feet and the river below two hundred. After rambling around the falls all day, I return to Buffalo on the last evening train and take a boat across the lake for Cleveland, and as we made a late start (as is frequently the case) we were a little too late for a connection with the train of cars and are compelled to lay over until evening and then take a mail train and arrive in Cincinnati in the forenoon of the next day. Thence I proceed by boat to Louisville and home by cars. As glad to get home as I was to get started.

Ben

Stock purchased by the agents of the Northern Kentucky Importing Co.

Of Henry Ambler, Esq., near Halifax (Watkinson Hall) Yorkshire Co.  
White Bull - General Matson - 120 Guineas  
Roan Bull - The Count - 120 Guineas  
Red Bull - Orantes 2nd - 120 Guineas  
Red Heifer - Duchess of Sutherland - 70 Guineas  
Roan Heifer - Lady Caroline - 80 Guineas  
Roan Heifer - Mazurka - 150 Guineas

Of A.L. Maynard, Esq., near Borobridge (Martin le Moor)  
Yorkshire Co.  
Lady Stanhope - Roan Cow - 70 Guineas  
Yorkshire Maynard - Roan Bull - 50 Guineas

Of John Emerson, Esq.  
White Bull - Young Chilton - 120 Guineas

Of Mason Hopper  
One calf  
Roan Bull - Bellville 3rd - 200 Guineas


Of His Lordship Lord Feversham  
Roan Bull - Diamond - 120 Guineas

Of the Hon. Mr. Fawkes of Farnley near Ottley, Yorkshire Co.  
Red Cow - Lady Fairy - 120 Guineas  
Roan Heifer - Maid of Melrose - 150 Guineas  
Roan Bull Calf - Fortunatus - 50 Guineas

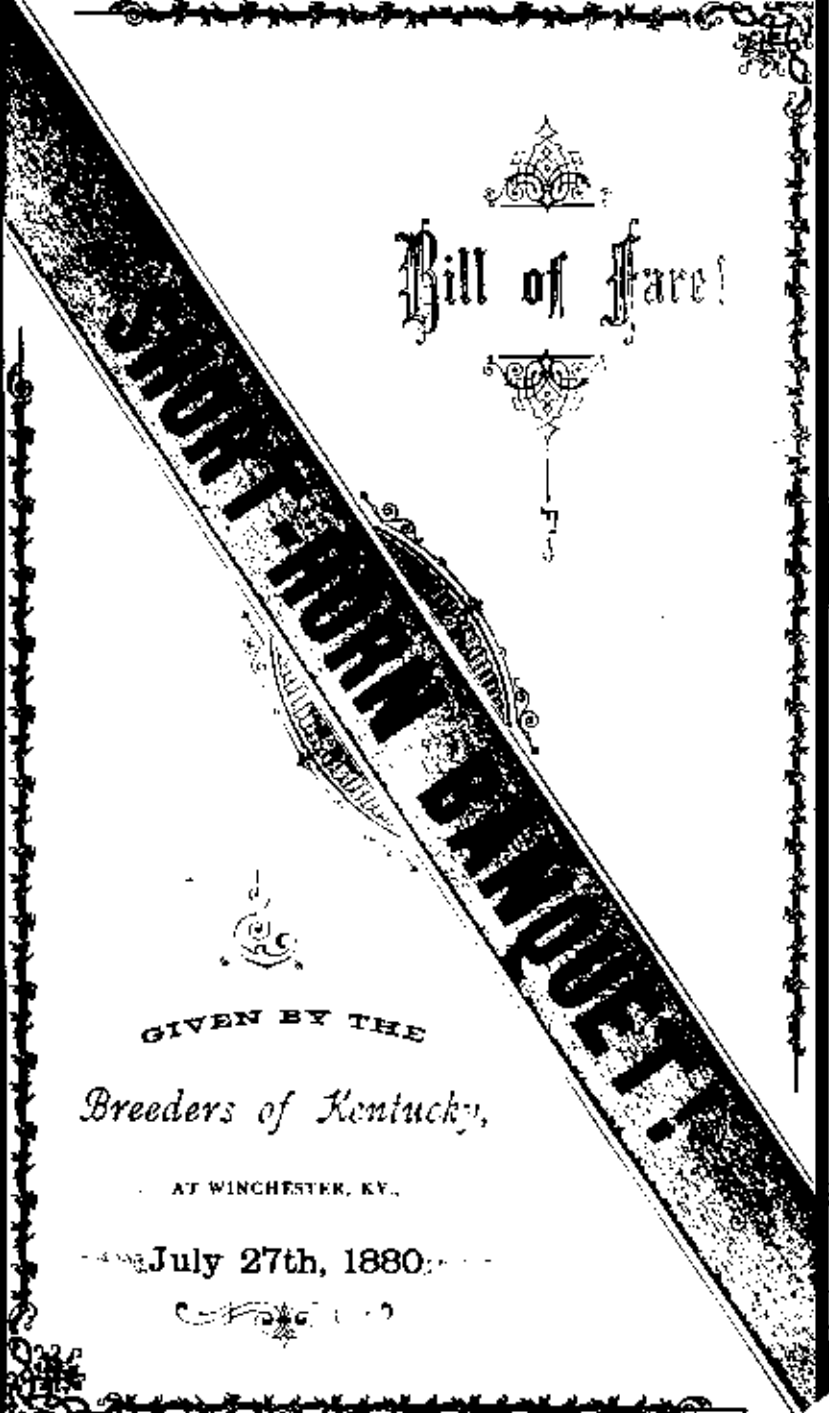

Of the Hon. Charles Townly of Townly Park near Burnley, Lan-  
Cashire Co.  
Roan Heifer - Gem - 150 Guineas  
Roan Twin Heifer - Necklace and Bracelet  
Roan Cow - Duchess  
Red Heifer

B.F. Van Meter received of Solomon Van Meter 730 dollars, March 10,  
1853.





Bill of Fare!



SHORT-HORN CATTLE




GIVEN BY THE

*Breeders of Kentucky,*

AT WINCHESTER, KY.,

July 27th, 1880.





# Bill of Fare.

Coffee.  
Broiled Chicken.

Tea.  
Broiled Steak.

## COLD DISHES.

Saddle Southdown Mutton.	Saddle Mock Venison.
Haunch Short-horn Beef, a la mode.	Sliced Buffalo Tongue.
Country Cured Ham.	Golden Ham Grated.
Dressed Fig.	Boned Chicken.
Stuffed Ham.	Sandwiches.
	Croquetes.

## RELISHES

Grated Cheese.	Chipped Beef.	Cucumber Pickles.
Chow-Chow.	Horse Radish.	French Mustard.
Tomato Catsup.	Lee and Perrin's Worcestershire Sauce.	

## HOT BREADS.

Worked Biscuit.	Rolls.	Light Bread.
-----------------	--------	--------------

## CAKES.

White Fruit.	Black Fruit.	Plum.	Plain White.
Black Marble.	Pink Marble	Citron.	
White Sponge.	Yellow Sponge.	Chocolate Jelly	
Jelly Coconut.	Fruit Jelly.	Ladies Fingers	
Plain Sponge.	Tea.	Egg Kisses.	

## ICES.

Vanilla Cream.	Orange Sherbet.
Lemon Sherbet.	Lemon Cream.

## FRUITS AND NUTS.

Apples.	Oranges.	Concord Grapes.	Figs
Peaches.	Pears.	Pecans.	English Walnuts.
Cream Nuts.	Almonds.	Raisins.	

# Wine List.

	Piper Heidsieck	
Pleasant Valley, extra dry.	America, extra dry.	
Catawba.	Claret	





# Toasts.

1. *A Welcome to Our Guests*—United States Senator John S. Williams, of Kentucky.

2. Response by Hon. W. N. Smith, of Illinois.

3. *The Short Horn Record Association: Its origin and Mission*—  
Response by B. F. Vanmeter, of Kentucky.

4. *The Pioneer Breeders of Short-horns: true benefactors of their race, they have made it possible to produce two pounds of beef where only one could be had before.*

Response by Hon. J. H. Pickerell, of Illinois.

5. *The Early Breeders of America: they were wise enough to appreciate the blood without which we could not now send beef to England.*

Response by ex-Chief Justice B. J. Peters, of Kentucky.

6. *The Cattle Breeders of the Plains: we may not compete with them in numbers; we can be of help to them in quality.*

Response by Col. Driscoll, of Texas.

7. *The Agricultural Department: let it not assume that crops should be the only objects of its care, nor forget how useful the cow has been to man.*

Response by Hon. C. E. Bowman, Com'r of Agriculture for Ky.

8. *Purity of Blood and Individual Excellence: they are Siamese Twins between whom no controversy can be raised by the true lovers of the Short-horn.*

Response by Hon. T. C. Jones, of Ohio.

9. *The Press: the handmaid of improvement in Short-horn breeding as well as in the other arts and sciences.*

Response by Phil. Chew, of Missouri.

10. *The Agricultural Fair Association: an important means for encouraging the production of Improved Short-horns.*

Response by Claude Mathews, of Indiana.

11. *Canada and the United States: May neighborly esteem continue between them, and full reciprocity be speedily established.*

Response by Hon. M. H. Cochrane, of Canada

12. *Our Country: Its statesmen can consider no question of more importance than how best to encourage its producers so that they may make its food supply keep pace with its increase in population.*

Response by Hon. J. C. S. Blackburn, of Kentucky.

