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THE

POPULAR OVERLAND GUIDE.

HINTS TO TRAVELLERS

BY THE

OVERLAND ROUTE

TO

INDIA, AUSTRALIA, AND CHINA,

viâ

MARSEILLES AND SOUTHAMPTON,

CONTAINING

RATES OF PASSAGE — OUTFIT — MANAGEMENT OF BAGGAGE — HOTELS—DEPARTURE FROM SOUTHAMPTON—OUR FELLOW-PASSENGERS—DESCRIPTION OF STEAMER—LIFE AT SEA—AMUSEMENTS—CAUTION—CURE FOR SEA-SICKNESS—GIBRALTAR—THE LIONS OF PARIS—MARSEILLES—EGYPT—JOURNEY TO THE EAST—OBJECTS OF INTEREST *EN ROUTE*—HISTORICAL SKETCHES —ADVICE ON ARRIVAL,

ETC., ETC.

WITH

AN APPENDIX,

GIVING A VARIETY OF VALUABLE AND USEFUL INFORMATION FOR PASSENGERS AND FRIENDS IN ENGLAND.

RULED PAGES FOR THE TRAVELLER'S JOURNAL, AND INVENTORY OF BAGGAGE.

AND A MAP SHOWING THE TRACK OF THE STEAMERS.

LONDON:
WARD AND LOCK, 158, FLEET STREET.

AND TO BE HAD
AT THE PRINCIPAL EAST INDIA, ARMY, AND SHIPPING AGENTS, AND AT ALL BOOKSELLERS IN ENGLAND AND THE COLONIES.

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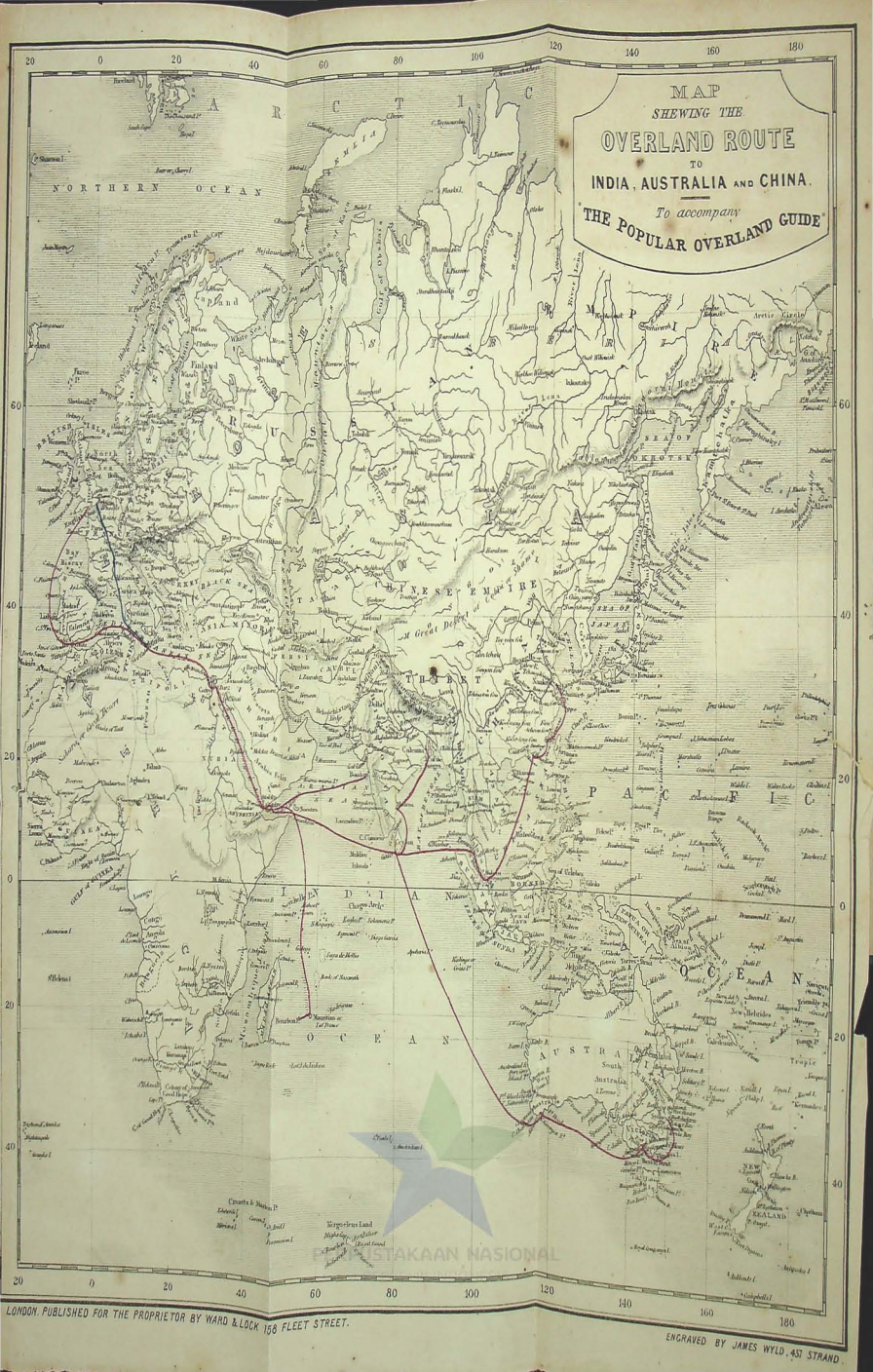
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PREFACE.

In presenting the following pages, the writer does not desire to assume the position of a professional *Cicerone*, but rather that of a friendly Counsellor and Companion; it has been his endeavour to explain, in the simplest manner, "what to see, do, and avoid," and how the journey to the East can be performed with the *maximum* of pleasure and the *minimum* of inconvenience. In the advice tendered on the selection and purchase of an outfit, regard has been had at once to economy and thorough efficiency; and throughout the work no information, however apparently trivial, which is likely to save the Traveller annoyance, has been omitted: at the same time, he trusts the style and subject-matter will render it interesting to Friends in England, for whose benefit special Tables regarding the arrival and departure of mails, postal rates, parcels, &c., have been added.

PERPUSTAKAAN NASIONAL
REPUBLIK INDONESIA

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HINTS TO TRAVELLERS

BY THE

Overland Route

TO

INDIA, AUSTRALIA, AND CHINA.

Among the many valuable achievements of the present century—and a glorious roll awaits the future historian—the establishment of the Overland Route to India, Australia, and China, possesses a fair claim to a place in the foremost rank. The immense benefit and advantage it has conferred on those countries, both in respect to their material development and their domestic institutions, cannot be over-estimated; and if, at any time, our right of way through Egypt should be obstructed—a contingency which certainly appears very problematical—our sway, especially in India, would receive a shock we might find it extremely difficult to overcome.

So far back as the year 1834, the possibility of shortening the journey to the East had attracted the notice of thoughtful and discerning individuals, but to the intelligence, perseverance, and exertions of the late Lieut. Thomas Waghorn, R.N., the adoption of the Overland Route may be fairly traced. After repeated efforts, he at length succeeded in proving beyond dispute that the passage to India, *vid* Egypt and the Desert, would effect a saving of from two to three months over the old course, *vid* the Cape, and public attention was at last aroused to the feasibility and the value of the proposition. It was not, however, until the year 1842 that the project at all assumed a practical form, but at that period negotiations were entered into with the then "Peninsular Company," which resulted in their consenting to take up the line suggested with their steamers, assuming the title of the "Peninsular and Oriental Steam Navigation Company;" and in their hands the service has prospered to the present time so successfully, that they now possess a capital of £2,000,000 sterling, and are proprietors of the most numerous and magnificent fleet of any private association in the world. It numbers fifty-one powerful steamers, constructed on the latest models—fifteen only being paddle—with an aggregate capacity of 71,815 tons, and 16,814 horse power, commanded by experienced officers, and employing some thousands of mariners and servants.

At the commencement of the undertaking, the projectors were enabled

to perform the journey from Southampton to Calcutta in about forty-five days, and that was far in advance of anything before attempted; but since the completion of the railway from Alexandria to Suez, and by certain judicious alterations, the time has been reduced nearly seven days, the actual period of the passage occupying, on an average, only thirty-eight days. Even this, in all probability, will shortly be curtailed, and it may yet be possible to travel from the Thames to the Ganges within a month, or by way of Paris and Marseilles, in twenty-four or twenty-five days.

Thirty years ago, the passage to India was an affair of at least four or five months. At the present time it can be performed, thanks to the admirable arrangement of the Peninsular and Oriental Company, with almost unvarying certainty, in little more than thirty-one days. What was formerly an undertaking of a truly serious nature, involving separation from home and friends, under the most favourable circumstances, for a year or more, can now be made a holiday tour of a few weeks; and a gentleman can as readily spend his vacation in a visit to Egypt, Ceylon, India, China, or Australia, as he could in a ramble through Italy or Greece. The usual civilizing influences of rapid communication with Europe have developed themselves on the journey, even in uncongenial soils, and the refined Englishman, accustomed to the comforts and the luxuries of life, can implicitly rely on his caterers, and will find, *malgré* the occasional *désagréments* inseparable from shipboard, every attention he could reasonably desire. It cannot, of course, be expected that the wind and waves will not sometimes disturb even the most perfect system, but from the moment the traveller embarks until he arrives at his destination, he will find that careful thought has been exercised with a view to minister to his comfort. Several attempts have lately been made to decry the efforts of the Directors and *employés* of the Peninsular and Oriental Company to promote the well-being of their passengers, and although their reputation is too well established to require advocacy from me, I think it but fair, as a disinterested person, and one of the public, to protest against the condemnation which it is endeavoured to fasten upon them. I feel quite sure that everything which can be, is, done to alleviate and soften the unpleasantness of ship life, and it is really too much to require, in the midst of the sea, that all the peculiar resources of land should be available at all times and at all seasons. Speaking from experience, I have always found a liberal, and even profuse, bill of fare; the wines, beer, and spirits are fair in quality, and served generously; the stewards and servants of the steamers are civil and obliging, and a little urbanity on the part of passengers will always command their attention. Every rational licence is permitted, and as the great majority of travellers hold a good position in society, the

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confinement of ship-board can be made very bearable. I have, however, one suggestion to offer to the Directors, and that is, to set aside certain cabins in every steamer as sick berths, for which there is great necessity. The promiscuous allotment of cabins to the healthy and unhealthy is very objectionable, tending as it does to their mutual discomfort; and even if it were necessary to increase the rates for those who may be put on board in a sick state, it would be highly desirable, both in a humane and medical point of view, to give them the attention of nurses and the quiet of separate cabins. I believe the medical officers of the steamers, and all old travellers, will confirm this view, and it is certainly worth the consideration of the Directors. In every other respect, their arrangements are worthy of all praise, and a reasonable person will have little cause for complaint. Wherever the steamers touch, the voyager finds well-ordered hotels, where every comfort is attainable, and the regularity and precision of the service will command his admiration.

CHOICE OF ROUTE.

Having decided on proceeding *viâ* Egypt, it will be necessary to consider which route to Alexandria will be most preferable, and to take your passage accordingly. The best time to leave England for the East is in the month of October or November, which will enable passengers to reach their destination in the cold season, a point of great importance to the unacclimatized. This being generally known, the steamers at that period of the year are rapidly filled, and it will therefore be advisable to secure a berth at the earliest possible moment, but, at all events, the departure should not be delayed beyond the end of January, as arrival in India during the hot weather is attended with considerable danger.

There are several ways of combining the journey with a continental tour; but the three places of embarkation are Southampton, Marseilles, and Trieste. The first is the most direct and least troublesome, and is especially desirable for ladies proceeding out alone to join their friends; but it has the disadvantage of a lengthened sea passage, and bad sailors, accordingly, seldom adopt it. The route *viâ* Marseilles is certainly preferable to that *viâ* Southampton for those who do not object to the hurry and bustle of the transit through France, as there is a direct saving of about five days, and the boisterous welcome of the Bay of Biscay is avoided. The time thus gained is often of some importance, and even if that is not the case, it can be agreeably devoted to a short stay in Paris, and will allow the journey to Marseilles to be very leisurely performed. The route to Trieste can be taken by way of Dover, Ostend, Cologne, Frankfort, and Vienna, but the number of passengers who adopt it is comparatively few, and it is not recommended.

PERPUSTAKAAN NASIONAL

The dates of departure are—For CEYLON, MADRAS, CALCUTTA, and CHINA:—From *Southampton* on the mornings of the 4th and 20th, and from *Marseilles* on the mornings of the 12th and 28th of each month.

For KING GEORGE'S SOUND, MELBOURNE, and SYDNEY:—From *Southampton* on the mornings of the 20th, and from *Marseilles* on the 28th of each month.

For BOMBAY:—From *Southampton* on the mornings of the 12th and 27th, and from *Marseilles* on the 5th and the 20th of each month.

For MAURITIUS and REUNION:—From *Southampton* on the mornings of the 20th, and from *Marseilles* on the 28th of each month.

Passages may be secured by letter addressed to the Secretary of the Peninsular and Oriental Steam Navigation Company, 122, Leadenhall Street, E.C., inclosing a cheque; through any East India agent; or personally, on application between ten and four daily.

The following table shows the new rates from Southampton to each port touched at by the steamers of the Company, which came into effect on the 1st of January, 1861. Persons proceeding *viâ* Marseilles, are allowed a reduction of £5 from these amounts:—

RATES OF PASSAGE MONEY.

FROM ENGLAND TO—	ADEN.	BOMBAY.	CEYLON.	MADRAS.	CALCUTTA.	PENANG.	SINGAPORE.	HONG KONG.	SHANGHAI.	MAURITIUS.	KG. GEO.'S. SND., MELBOURNE AND SYDNEY.
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£
Gentlemen or Ladies travelling singly, for one Berth in a General Cabin .	70	100	100	105	110	110	115	130	150	100	150
Married Couples, occupying a Reserved Cabin .	200	250	250	260	280	280	300	330	370	250	370
Children with the parent—3 years and under 10 .	35	50	50	53	55	55	58	65	75	50	75
One child under 3 years (no Berth provided) . . (Should more than one child under three years be conveyed, one quarter of first-class rates will be charged for each child, exclusive of the one taken free.)	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free.
Servants in Fore Cabin,—											
European . . .	35	50	50	53	55	55	58	65	75	50	75
Native . . .	18	25	25	27	28	28	29	33	38	25	—

In addition to the foregoing the charges of the Egyptian Transit Administration, for conveyance of passengers through Egypt, are,—

For each first-class passenger £7 0 0
For each second-class passenger 3 10 0
Children above three and under ten years, half fares.

which can either be defrayed by the traveller on his arrival in Egypt, or paid to the Peninsular and Oriental Company with the passage money, which is the usual, and infinitely the better course. With reference to the second-class passages, it should be stated that the Company does not offer them to all comers,—their whole accommodation being generally needed for first-class travellers. A few second-class berths are, however, provided for the personal servants of the latter; and if one of these should be vacant, a passage *may* be had, but there is often great difficulty, and in most instances it is refused, except by request of a first-class passenger. As the servants and the second-class passengers mess together, and the latter are not admitted on the quarter-deck, their social status is lowered in public estimation, consequently few avail themselves of the lower rates, except under very peculiar circumstances, where time and expense are equally of importance; and in that case it is always done *sub rosa*. I believe, however, the dietary is very good, and the quarters comfortable.

Passengers are strongly recommended, when engaging their berths to effect insurances on their baggage, which can be done without the least trouble, by simply stating the amount desired to be covered. The Peninsular and Oriental Company are not liable, without such payment, for any loss or damage which may occur; and although accidents at sea attended with loss of life are fortunately rare in the service, still it sometimes happens (as in the cases of the *Alma*, and more recently the *Malabar*) that steamers are wrecked even within sight of land, when the effects of passengers, if not totally lost, are generally completely spoiled by immersion in the sea. The first thought of the captain and officers, in the event of a calamity of this kind, is naturally the safety of the passengers, and to this all other consideration must give way. The loss of an entire outfit would be a great misfortune to a young man commencing his career; and when a small payment will insure him against all risk, it would certainly be blameable not to adopt such precaution.

The following are the rates for insurance of baggage and personal effects of passengers proceeding to the East Indies or Australia, including the risk of transit through Egypt:—

£50	including stamp	£0	16	0	£250 including stamp	£3	18	0
100	„	1	11	0	300 „	4	13	0
150	„	2	7	0	500 „	7	15	0
200	„	3	2	0				

An additional charge beyond those rates, of eleven shillings for every £100 insured, will be required from passengers to the Straits, Hong Kong, and Shanghai.

Plans of the steamers to Alexandria, and from Suez, can be seen at the offices of the Company, where passengers may select their berths, against which their names will be marked. Ladies are generally located in the saloon cabins when room can be found. Gentlemen are also provided with accommodation in that part of the steamer, as well as in the fore; but a great deal depends on the time the passage is secured as to what choice is at command. The cabins in the fore are better ventilated than those in the saloon, and most gentlemen prefer them, the quarters being somewhat more free; but bad sailors should avoid the stern cabins, especially of screw steamers, and endeavour to obtain a berth as near the centre of the ship as possible, where the motion is not quite so perceptible. A berth *across* the ship is considered the best for those who suffer at sea, and (in that case) especial care should be taken to select one on the *lower* tier, as nothing can be more unpleasant than to mount to an upper berth when prostrated by sickness.

On payment of the passage money, a receipt showing the number of the berth engaged in the steamer on either side will be given, together with a voucher for the Egyptian Railway, which must be carefully preserved. The former will have to be signed at the foot by the passenger, as evidence of his consent to being bound by the rules and regulations of the Company, and will have to be given up when claimed on board the steamer. The railway ticket will be required to be delivered in Egypt previously to entering the trains; and in the event of its loss, great inconvenience may be experienced.

The above payments include table, wines, bedding, linen, and all requisite cabin furniture, together with medical attendance, and the services of experienced male and female servants. The only extras are soda-water and lemonade, which can be had on board at the rate of Rs. 2 (4s.) per dozen.

GENTLEMAN'S OUTFIT FOR INDIA.

The purchase and selection of an outfit, involving as it does considerable outlay, and necessitating a knowledge of the wants which will require to be met in a different climate, demands some little explanation and attention. It is evident that persons residing in regions near the tropics require more frequent changes of apparel than those who live in a colder temperature; and, therefore, a good supply of under clothing is indispensable to travellers proceeding to the East. These should be of the thinnest texture, the material known as "India gauze" being the best and most comfortable.

The practice of wearing thin flannel at all times next the skin is considered very beneficial, but in any case linen should not be used without an under waistcoat of either of the above materials. A good stock of shirts will also be found necessary; and these should be made for studs for the front, at the throat, and wristbands, as Indian washermen have a knack of destroying buttons wherever they can be found.

Turn down collars are the coolest and most pleasant, with ribbon ties, or cravats of a thin, washable material. A few coloured flannel shirts will be extremely useful for the journey, and they can be worn in India during the cold season.

A supply of "pyjamas," or sleeping drawers, is indispensable. They are made of striped or coloured calico, very wide and loose, and are fastened at the waist by a running tape. During the hot nights no bed-covering is used, the pyjamas and a gauze waistcoat being sufficient. They are also worn while dressing, or proceeding to the bath, and are inexpensive. One or two pairs of flannel pyjamas will also be found useful. Half a dozen thin nightshirts will be ample. Fine cotton socks should be provided in rather large numbers, those unbleached being the best and strongest: also a few pairs of soft woollen socks. Half a dozen Baden-Baden and soft Turkish towels, with a like number of the ordinary description, should be taken.

With regard to outer clothing, a good deal, of course, depends on the amount to be expended; but one dress suit, and two or three ordinary changes, are all that are really needed. The first should be made of very thin and fine cloth; the other suits of a light texture, bearing in mind that dark colours are not desirable in a warm climate. Black coats are, however, worn both in promenade and during business,—alpaca being a favourite material. Two or three brown Holland coats will also be useful. Strict orders should be given to have everything made to fit easily, especially at the arms, as nothing is more trying than tight-fitting articles under a tropical sun.

An entire suit of grey tweed will be found the most comfortable dress for travelling. The coat should have good deep pockets in front, and the waistcoat be made to shut closely up at pleasure. White clothing can be purchased much cheaper in India than in this country, the "Durzees," or native tailors, being able to make from a well-fitting pattern at a very trifling cost. White trousers and waistcoats are commonly worn during the hot season, and a large supply is needed. Very little pedestrian exercise being possible, boots should be made with thin soles, and very easy. One or two pairs of dress and walking boots will be sufficient, and a pair of white canvas shoes for ship use. A cotton dressing-gown, three or four pairs of fine sheets, with blankets and pillow-cases to correspond, will be needed. A "solahtopee," or Indian helmet, with a puggery or turban twisted around it, will be

found the best protection for the head while on shore; and a Scotch cap, or the new turban-hats, are the most convenient for board-ship. A "chatta," or Indian umbrella, made of a white material, with a green lining and double top, to prevent the rays of the sun penetrating, is indispensable, and can be purchased at most outfitters.' Among articles which the traveller will find useful on his journey, may be named a portable chess-board, and a courier-bag with several divisions, to contain gold and silver, keys, passports, a small telescope and thermometer, a knife and corkscrew, needle and thread, and other articles; it should have a black leather strap, by which it can be slung across the shoulders, and a good lock in addition to the fastening. A sandwich-box and brandy flask and cup will not be unacceptable, and a bottle of Rimmel's, or some other good toilet vinegar, will be found a great luxury to the traveller when heated. A pair of patent leather boots are best adapted for the journey, as they are readily cleaned, and a large plaid shawl should be purchased before leaving.

If the eyes are at all weak, a pair of blue or smoked glasses, with sides, will protect them from the glare of the sun, which is sometimes very trying. Care must be taken to provide a black leather or carpet-bag, to be carried on shore by the traveller, which will be the only package available between Alexandria and Suez. It sometimes happens that passengers are detained in Egypt twenty-four, or even forty-eight hours, and in any case a change of linen, slippers, brushes, soap, and other appliances of the bath and toilet, will be appreciated after the confinement of ship-board. A supply of books will be valuable, but their number need not be great, as many steamers are furnished with a small library, and you can always exchange with other passengers.

If, however, the studious are desirous of finding occupation while on board, and of acquiring information as to the history, customs, and language of the countries they are passing through, or to which they are proceeding, a selection from the following works can be made:—

Lord Elgin's Mission to China. By Oliphant. 2 vols. 8vo. 42s.
Atkinson's (Capt.) Curry and Rice; or, our Station in India, 21s.
——— Indian Spices, Facetiæ. Oblong, 16s.
Buchanan's Christian Researches in India. Fcp. 3s. 6d.
Mundy's Pen and Pencil Sketches in India, 7s. 6d.
Prinsep's Indian Antiquities. 2 vols. 42s.
Rural Life in Bengal. Illustrated. 18s.
Atkinson's Amoor; and Russian Acquisitions in China, 42s.
Tennent's (Sir E.) Ceylon. 2 vols. 50s.
Minturn's India, China, and Australia, 7s. 6d.
Morehead's Diseases of India, 21s.
Martin's Tropical Diseases, 16s.
Mackenzie's Mission Camp and Zenana.
Huc's China, 6s.
Fowler's Life in Australia, 1s. 6d.
Cobbold's Chinese Illustrated, 9s.
Baker's Rifle and Hound in Ceylon, 4s. 6d.
Thornton's Gazetteer of India, 21s.
Murray's Hand-book for Egypt, 15s.
Smyth and Thuillier's Manual of Surveying for India, 42s.

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Parbury's Hand-book for India and Egypt, 12s.
Murray's Hand-book for Bombay and Madras. 2 vols. 24s.
South Australia, by an Editor, 3s. 6d.
Forbes' Hindustani Manual, 3s. 6d.
———————— Grammar, 10s. 6d.
———————— Dictionary, 42s.
——— Bagh-o-Bahar. Text, 12s. 6d.;
——— translated, 8s.
——— Tota Kuhani, 8s.
———. Baital Pachisi, 9s.
Gholam Mohamed's Colloquial Dialogues, in English and Hindustani, 2s. 6d.
Shakespere's Hindustani Grammar, 14s.
———————— Dictionary, 63s.
Taylor's Confession of a Thug, 2s.
Heber's Indian Journals, 2 vols. 12s.
Hursthouse's New Zealand, 15s.
Trevor's Sketch of India, 3s.
Perry's Bird's-eye View of India, 3s. 6d.
Milne's Life in China, 6s.
Twelve Years in China, 10s. 6d.
The Boat and the Caravan, 7s. 6d.
Taylor's (Bayard) Visit to India, 3s. 6d.
Histories of British India:—
Murray's, post 8vo., 6s. 6d.
Taylor and Mackenna, post 8vo., 7s. 6d.
Nolan's. Illust. 2 vols. roy. 8vo., 45s.
Thornton's, 8vo., 16s.
Elphinstone's, 8vo., 18s.
Mill and Wilson's. 10 vols. fcap. 56s.
Ludlow's Lectures. 2 vols. fcap. 9s.
Maps of India:—
Allen's, large, 52s. 6d., 21s., and 12s.
Phillips's, 10s. 6d. and 5s.
Stanford's, 25s.
Wyld's, 20s., 12s., and 7s. 6d.

Notwithstanding the increased price which most goods of European manufacture bear in India, I by no means recommend that a larger stock of apparel should be purchased than is absolutely required for immediate use. Care should be taken to have the measures registered by the various tradespeople in England, so that a further supply can be readily forwarded when needed by the Overland route, or by ship, at a moderate charge. When expense is not of importance, it will, however, be well to provide on a liberal scale, both as regards the wardrobe and other supplies, such as cutlery, fire-arms, saddlery, &c.: but those commencing their career will find it better for their future prospects to curtail their expenses in every possible way until they have tested their powers in their new country.

In purchasing, articles of the best quality will, in the end, be found the cheapest, and everything should be carefully marked with the owner's name.

The trunks should be of the description known as "Overland," being made extra strong, with trays, and should have white canvas covers with the name and a number painted on the top, and the initials and the number repeated on the ends,—the *destination* being marked on a separate piece of canvas, and stitched on the cover, so that it can be removed afterwards, if desired. The most convenient form of writing equipage, is a portable writing-case, containing ink, pens, stationery of all kinds, blotting book, cards, &c., with a patent lock, the whole shutting into a cover the size of an octavo volume; or a manifold writer, by which a letter, and two or three copies, can be obtained at one operation, is very useful. A portable folding iron chair is indis-

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pensable for the voyage, and it will be found valuable during the time of residence in India. The following I believe to be as moderate an outfit as a young man proceeding to India can well do with, although the list includes a sufficient supply to carry him through the journey and his first season. Many of the articles will, of course, be already possessed, and need not, therefore, be purchased expressly for the voyage.

			s.	d.	£	s.	d.
30	Long-cloth shirts, linen fronts	at	6	6			
4	Dress shirts	„	10	6			
6	Flannel or Cashmir shirts	„	12	6			
36	Shirt collars	„	0	9			
2	Sets of studs for shirts, collar and wrists	„	2	6			
4	Night shirts	„	3	6			
12	India gauze waistcoats	„	6	0			
12	Elastic cotton drawers	„	4	6			
6	Thin Pyjamas, or sleeping drawers	„	3	6			
2	Flannel Pyjamas	„	9	6			
6	Ribbon ties, muslin or silk	„	1	6			
2	Black silk cravats	„	4	6			
30	Pairs cotton half hose	„	1	1			
6	Pairs woollen do.	„	2	0			
24	Pocket handkerchiefs	„	1	6			
12	French cambric do.	„	2	6			
6	Pairs kid gloves (in tin)	„	3	9			
6	Pairs cotton or thread gloves	„	1	6			
2	Pairs braces, and 2 extra ends	„	4	0			
12	Towels	„	1	0			
6	Baden-Baden and Turkish towels	„	1	6			
1	Cotton dressing-gown	„	25	0			
1	Cloth cap, or turban-hat	„	6	6			
1	Indian helmet	„					
1	Turban	„	3	6			
1	Clothes-bag, with lock	„	6	6			
3	Pairs sheets	„	7	6			
6	Pillow-cases	„	1	3			
2	Blankets	„	9	0			
6	yards Flannel	„	2	6			
—	Tooth, nail, hair, and clothes brushes, combs, soap, perfumes, &c.	„	50	0			
1	Blue or green veil	„	3	6			
—	Housewife, needles, &c.	„	5	0			
—	Roll dressing-case	„	35	0			
—	Writing-case (portable)	„	10	6			
—	Stationery	„	10	0			
1	Indian tweed travelling suit	„	60	0			
1	Dress suit, fine thin cloth	„	126	0			
2	Fancy trousers and waistcoats	„	35	0			
1	Frock coat, fine thin cloth	„	80	0			
	Carried forward						

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		s.	d.	£	s.	d.
	Brought forward . .					
2	Brown holland coats	at 7	6			
1	Light waterproof coat	„ 30	0			
2	Alpaca coats, black and grey . .	„ 21	0			
1	Railway wrapper or Maud shawl .	„ 18	0			
1	Pair patent leather boots, stout soles .	„ 30	0			
2	Pairs walking boots, elastic sides . .	„ 21	0			
1	Pair dress boots	„ 25	0			
1	Pair slippers	„ 5	0			
1	Pair canvas shoes (for deck) . .	„ 7	6			
2	Overland trunks	„ 35	0			
2	Canvas covers for ditto . . .	„ 5	0			
1	Leather hand-bag, lock and key . .	„ 8	6			
1	Black silk hat	„ 15	0			
1	Leather hat-box	„ 8	6			
1	Indian umbrella	„ 8	6			
1	Portable iron chair	„ 45	0			
1	Courier bag, with lock, key, and leather strap	„ 18	0			
—	Thermometer, small corkscrew, telescope, cutlery, and sundries . .	„ 100	0			

LADY'S OUTFIT FOR INDIA.

The foregoing remarks on the subject of a gentleman's outfit apply also in a great measure to that of a lady. While the exigencies of the climate require that a much larger wardrobe should be provided than would be the case at home, it is far from judicious to invest to a greater extent than will be sufficient for immediate use. Many articles can be purchased in India on very reasonable terms, and in any case, supplies can be obtained from England, when needed, with comparatively little delay, and at no very great expense. Where an excessive stock of wearing apparel is kept, loss is experienced both in deterioration from climate, and also from theft, besides being an incumbrance in travelling.

Ladies will find it advisable to procure patterns in calico of every article worn, carefully cut into the various parts, by help of which they will be able to have dresses and clothing of all kinds cut out, and made up by the "Durzees" in a really admirable manner, well fitting, and at a trifling cost.

Millinery and dressmaking by Europeans is a very expensive item in India, and the simple provision just noted, will enable a lady to be in a measure independent of their aid, as it will be only necessary to purchase the material in the piece, to supply herself with whatever she may require.

Several of the London and Paris fashion-books furnish patterns of the prevailing styles, which, with a little explanation, will suffice for the

guidance of the native tailor. Measurements should however, be left at home in case of being hereafter needed.

In ordering articles for the Indian outfit, the precaution already given to have everything made very loose and easy, especially at the arms, should be acted upon; the fashion of tight-fitting shoes, dresses, &c., being quite unbearable in the Tropics. Articles of inferior quality will not be found either good in wear nor economical; a small number, but those of the best description, should be taken as the rule. Gloves, sewn with thread, should alone be purchased, all others soon crack, and become unwearable. These articles are somewhat expensive in India, and a good supply should therefore be taken. A riding-habit and appurtenances will be a desirable acquisition, horse exercise being greatly practised by ladies, and medically prescribed. It can be bought in London cheaper and better than in India, a particular cloth of a light texture being however used. Work-boxes, writing-desks, &c., should all be very strongly made, and dove-tailed, those of a cheap description soon falling to pieces.

Passengers proceeding *viâ* France, can expend a small sum to advantage in Paris in the purchase of shoes, perfumery, gloves, fans, &c. A good sized dressing-bag, sufficiently large to contain a change of linen, brushes, soap, &c., must be provided for the transit through Egypt.

The cost of an outfit for India must inevitably amount to a considerable sum, even when selected with a regard to economy, but the following list which has been revised by a lady, is believed to be the smallest that it would be safe to recommend as a guide in purchasing.

			s.	d.	£	s.	d.
24	Long-cloth day chemises (very thin)	at	3	0			
12	„ night „ „	„	4	0			
4	Flannel petticoats	„	8	6			
12	White ditto	„	3	6			
2	Steel ditto	„	15	6			
12	Bodies, long-cloth or cambric	„	5	0			
12	Fine flannel or merino waistcoats	„	4	6			
1	White or printed flannel gown	„	28	0			
4	Dressing-gowns, muslin	„	10	6			
2	Corsets	„	15	0			
6	Coloured muslin, morning or white dresses	„	12	0			
12	Yards flannel	„	2	6			
36	Cambric pocket-handkerchiefs	„	2	0			
12	Fine French ditto	„	3	6			
12	Towels	„	1	6			
6	Pairs best kid gloves (packed in tin)	„	3	6			
12	Pairs white ditto	„	3	6			
24	Pairs fine thread stockings	„	2	6			
12	Pairs silk stockings (dress)	„	5	6			
2	Pairs shoes	„	6	6			
	Carried forward						

		s.	d.	£	s.	d.
	Brought forward					
2	Pairs thin boots	at 12	0			
1	Sun umbrella	„ 12	6			
1	Portable folding iron chair . . .	„ 45	0			
1	Clothes-bag (lock and key) . . .	„ 6	6			
—	Brushes, combs, soap, pomade, perfumery, &c.	„ 70	0			
1	Writing-desk (portable) . . .	„ 10	6			
1	Dressing-case or bag	„ 84	0			
1	Work-box	„ 70	0			
2	Overland trunks	„ 38	0			
2	Canvas covers	„ 6	0			
1	Leather bag (lock and key) . . .	„ 10	6			
1	Air-tight tin case	„ 45	0			
1	Deal case for ditto	„ 15	6			
1	Life-preserver	„ 10	6			
1	Green or blue veil (for Egypt) . .	„ 3	6			
	OTHER ARTICLES REQUIRED, SAY					
4	Bonnets					
6	Muslin morning dresses					
4	Evening dresses					
4	Fancy barege or silk dresses . . .					
2	Ball dresses					
2	Shawls					
1	Warm cloak					
1	Opera cloak					
—	Assortment of millinery, haberdashery, &c. .					
—	Parasols					
—	Riding-habit and hat					

MANAGEMENT OF BAGGAGE.

Although the Peninsular and Oriental Company advise all Passengers to use trunks of a moderate size, which are decidedly the most convenient, still, since the introduction of the railway through Egypt, the necessity which existed for making this compulsory when the transport through the Desert was effected by camels, is now avoided, and any package, unless of extraordinary or unmanageable dimensions will not be refused shipment. A list of the contents of each package, with the numbers, should be taken in the pages provided for that purpose at the end of the book, so that any particular trunk may be asked for, when articles contained in it may be required at sea. First-class passengers are allowed 336 lbs. of personal baggage, free; children and servants, half that quantity. Any excess above those weights will be charged at the rate of £1 16s. per hundred-weight. The baggage of passengers proceeding *viâ* Southampton, excepting one trunk or carpet-bag, which can be taken on board on embarkation, should be forwarded to the

care of Mr. T. Hill, Messrs. Hickie, Borman and Co., or some other shipping agent at that port, two days before the date of sailing, who, on being advised thereof, will do all that is needful at a trifling charge.

Passengers *viâ* Marseilles should also despatch the principal portion of their baggage *viâ* Southampton two days before the departure of the steamer; one Overland trunk being quite sufficient to contain the necessary articles for the journey through France, and the passage from Marseilles to Alexandria. The weight allowed on the French railways is 60 lbs., for any excess of which the charge is high. One extra suit, a change or two of boots, with a moderate supply of under clothing will suffice, the latter can be readily washed at any hotel on the road, and previously to embarkation.

Each passenger is allowed to retain one portmanteau or carpet-bag in his cabin, and in order to ensure its being placed there, care should be taken to have it legibly marked "cabin." Cases containing valuable articles, such as books, desks, and other things liable to damage by damp or sea-water, should be lined with tin and soldered down before the lid is fastened. Dresses, shawls, &c., should be packed in air-tight cases which are commonly made for that purpose.

The following information relating to this subject is extracted from the "Hand-book" published by the Company, and should be carefully attended to:—

All Baggage should be addressed in paint, in full, and in addition Passengers will be supplied on board the Steamers with printed "Destination Labels," which should be affixed to all packages, however trifling, before arriving at Alexandria or Suez.

All Baggage should be packed in Leather Portmanteaux or Trunks, with addresses in full painted on the top and end, and fastened securely with case locks, padlocks and leather straps, being liable to damage or removal. The Transit Administration will not be responsible for the safe conveyance of deal cases, bandboxes, carpet-bags, or other unsuitable and insecure Packages.

Packages containing Jewellery, Plate, or other valuables, must be specially booked, and Freight paid thereon. Packages containing Parcels, Specie, or Merchandise, are liable to seizure and confiscation in Egypt, and to detention for Freight by the Agents of the Company.

First-class Passengers are allowed 336 *lbs. of personal* Baggage free of Freight, and Children (over three and under ten years) and Servants 168 lbs. each.

A Passenger taking a whole Cabin will be entitled to take in the Steamers, free of Freight 4½ cwt.; and a married couple paying for reserved accommodation, will be entitled to take 9 cwt.

The Company cannot engage to take any excess of Baggage over the regulated allowance, unless shipped at Southampton on the day before sailing, and Freight paid thereon.

All Baggage must be Shipped not later than noon on the day previous to sailing, except Carpet-bags or Hat-boxes.

The Insurance of Baggage can be effected on very moderate terms.

Passengers embarking at Marseilles for India, Australia, and China, can have 336 lbs.

of their Baggage conveyed by the Steamer from Southampton free of charge; all in excess of that weight will be charged for.

Passengers outwards, proceeding *viâ* Trieste, and joining the Steamers of the Peninsular and Oriental Company at Suez, and Passengers homewards who have been conveyed to Suez in the Peninsular and Oriental Company's Steamers, can ship their Baggage by the Company's Vessels from Southampton to Alexandria, and *vice versâ*, subject to the following charge, payable in advance :—

For the regulated allowance of 3 cwt., 10s. per cwt. } Exclusive of the charge for transport made
For any excess over 3 cwt., 20s. per cwt. } by the Transit Administration of Egypt.

CAUTION TO PASSENGERS.—GOODS OF A DANGEROUS NATURE.

The Company will not receive on board of their vessels any goods of a dangerous or damaging nature. If any such goods be shipped without notice, the Shippers will not only be liable to the penalties imposed by Statute, but also for all damages sustained in consequence of such shipment.

N.B.—The Baggage of Passengers proceeding viâ *Trieste must be shipped at Southampton, so as to ensure its arrival at Alexandria a week in advance of the Passengers to whom it may belong. Non-compliance with this regulation is likely to involve loss or detention of the Baggage in Egypt.*

Passengers requiring information respecting their baggage during the voyage, can obtain it by application to the Officer in charge.

Passengers who may miss any package or Baggage on arrival to their destination are recommended to apply, *without delay*, to the Company's Agent, giving full particulars *in writing*, when application will at once be made to the Missing Baggage Depôt at Bombay or Southampton.

Baggage can be occasionally had up from the baggage-room during the passage by application to the Officer in charge.

No Trunks or boxes allowed in the Saloons or Cabins, but only small Portmanteaux or Carpet Bags.

FINAL PREPARATIONS.

Having completed all your business affairs, effected an insurance on your life, and made your will—ordinary, and very proper precautions for those proceeding to an untried climate—preparations can now be made for departure.

A supply of about ten or fifteen pounds in gold will cover the expenses of those proceeding *vid* Southampton, and more than this should not be taken. Letters of credit on India, China, or Australia, can be obtained for any sum that may be required on arrival, from any London bank having establishments abroad, and arrangements for family remittances, payments of school accounts, and other matters of this nature, can either be made through the same medium, or with either of the principal East India agents. A list of the latter, and the chief banking establishments connected with India and the Colonies, will be found in the Appendix.

It will be well to provide yourself with letters of introduction to residents of standing in India; as, although no particular result will be

gained by their aid beyond the usual courtesies, still it is agreeable to be in a position to obtain access to cheerful domestic circles, besides the opportunity such occasions afford of forming valuable acquaintances and connections. The tone of society in India is somewhat exclusive, and as all Europeans are in a great measure thrown, by the want of public amusements, upon the resources of private life, for recreation and pleasure, it is certainly desirable not to neglect any means which enable new-comers to be received on a friendly and familiar footing. Those, whose rank in life may entitle them to the honour of a presentation at Court, should endeavour to be introduced before leaving England, as it will be found the best passport to the fashionable world, and confers the privilege of *entrée* to Government House.

It is not advisable to delay your departure for Southampton beyond the morning of the day prior to the steamer sailing, but ladies frequently make a stay there of several days to obtain a little rest and quiet before embarking, which is greatly needed after the natural anxiety and exertion attendant on the preparation for a long voyage.

The following is a list of the principal Hotels:—

Kilway's Oriental and Australian Hotel.	The Royal Hotel.
The Crown Hotel.	The Royal George Hotel.
The Dolphin Hotel.	The Royal York Hotel.
Radley's Hotel.	The Star Hotel.
	Stephens' Hotel.

Passengers proceed to Southampton by the South Western Railway (Waterloo) at the following fares. First-class Express, 17s. 6d.; Second-class Express, 12s.: First-class Ordinary, 16s.; Second-class Ordinary, 11s. At the present date, trains run in the morning as follows: 6.0 (parliamentary); 8.0; 10.15 (mail); 11.0. (Express) Afternoon, 1.0; 3.0 (Express); 4.0, and 5.0. Evening, 8.30, (mail). On Sundays: Morning, 9.15 and 10.15; Afternoon, 5.0; Evening, 8.30 (mail). It will be well to compare these hours with the Time Tables for the current month, to see if any changes have been made, and passengers should be at the station at least ten minutes before the time for starting.

DEPARTURE FROM SOUTHAMPTON.

On entering Southampton it will at once be seen, that the head-quarters of the Peninsular and Oriental Company have been reached, and little assurance will be needed, that the constant influx of passengers exercises paramount influence throughout the town. A walk down its High Street, and through the ancient Bar, and a mere cursory inspection of the handsome shops will suffice to show how

much the comfort and requirements of travellers are studied, and any articles which may have been forgotten in London, notwithstanding all the care taken, can be readily purchased here. The town itself offers very little in the way of sight-seeing, but Netley Abbey in the immediate vicinity is an object of interest, and is worth a visit should time suffice.

In the neighbourhood of the docks, all is hurry and activity, everything around being devoted to the purposes of the graceful vessels which quietly repose alongside. As we approach the steamer destined to be our temporary home, we glance eagerly at her taper masts, her perfect lines and immense beam, and when we inspect her machinery, as bright and polished as the works of a watch, and witness the perfect order which reigns on board, even amidst the Babel of confusion around, we can feel no hesitation in committing ourselves to her charge.

But it is difficult amid the hubbub which prevails to concentrate our attention on any object. The deck of the steamer is thronged with passengers and their friends; shipping agents rushing frantically to and fro, accompanied by porters bearing heaps of baggage which are scattered broadcast wherever a vacant spot can be found. Officers and crew are busily engaged taking in cargo from barges alongside. The purser and stewards are receiving vast quantities of provisions, stores of all kinds, and the thousand and one articles required for the maintenance of a floating town. Engineers are giving the finishing touches to the machinery, and the fierce roar which escapes from the engine-room, with an occasional tremor in the vessel, announces that they are getting up steam. Important-looking personages, bearing equally important-looking despatches, pass to and from the captain's cabin; and the tide of clerks, hotel commissioners, and other persons connected with the shore ebbs and flows unceasingly. As the time for departure draws near, those passengers who have delayed to the last moment hurry on board, and soon the signal is given for all persons for shore to leave the vessel.

At last, the hour we have so long looked forward to with mingled hope and regret has arrived, and the silent but inexorable march of time has brought us to that which we all more or less dread—the necessity for bidding home, friends and country a long farewell. There is always something inexpressibly painful in the first separation of husband and wife; of parent and child; of lover and mistress; of friend and friend. At such a moment, spite of all our stoicism, there will come a choking, half-suffocating sensation, a swelling of the heart as if it would burst, a blinding sense of scarce suppressed tears; and as our gaze lingers on those familiar features, the terrible thought rushes across the mind whether they are about to be lost to us for ever. I do

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not envy the man who can witness unmoved the touching scenes which occur at the departure of each steamer, and it is because they unnerve and depress the spirits both of those who leave and those who remain, that I recommend all adieux to be made in London, when the sense of departure is not so immediate and overwhelming.

But little time is left for such sorrow; all are anxious now that the inevitable moment has come to put an end to it as speedily as possible, and passengers and crew impatiently await the arrival of the mail, which can now be seen approaching in several waggons escorted by Post-office officials, driven rapidly to the steamer. A few minutes suffice for its reception, and for obtaining the necessary signatures of its safe receipt, and the band strikes up a cheerful strain, while the last embrace and leave taking is made. Presently a ringing voice gives the order, "Cast off the ropes,"—a momentary pause—a vibration—one turn of the screw, or paddles—and the floating castle, like the ark of old, instinct with life, moves out majestically amid the cheers, prayers, and blessings of the crowd on shore. We watch the waving of handkerchiefs—the gesticulations,—the kisses wafted on the air—until they fade from our view, and when the possibility of return is passed, we turn our faces seawards, and realize how deeply our natures are bound up with the fate of those we love. But the attention of the voyager is shortly directed to other objects, and the necessity for action impels the mind to turn from dwelling on the pain we have just experienced.

The distance from Southampton to the Needles is only twenty-three miles, but many points in that short run are full of interest, while the broad bosom of the Solent, especially in summer, presents a spectacle which for animation, gaiety, and beauty can, even in England, be rarely equalled, but never surpassed. Netley Hospital, a magnificent and palatial looking structure, not unworthy of England's soldiers when struck down in her defence by shot and disease, first attracts special attention; then, in quick succession, come the picturesque towns of Cowes, Lymington, and Ryde, with their little steamers constantly plying to and fro, and pleasure-boats of all kinds and sizes dancing about like things of life upon the glad waters; now we catch a glimpse of the retreat of royalty at Osborne; and, frequently, the most charming views present themselves, of upland, dale, and wood, grassy fields and waving corn, extending far across the little *Isle of Delight*. These are scenes to be enjoyed and remembered, and which, though familiar to the eye, will bear comparison for their placid beauty with any that we shall subsequently meet. Next comes Hurst Castle, on our right, and not long after the usual signals have been exchanged, we find ourselves steaming out into the channel, passing the Needles close on

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our left, and the last English habitation, in the shape of a lighthouse, perched high and solitarily over the bleak rocky coast, a friendly guide and warning beacon, often earnestly sought after in time of danger by many anxious eyes.

As the land gradually recedes from our view, we at last find leisure to survey the noble vessel, and to glance at those among whom chance has thrown us as companions for the next few weeks. The passengers by any of the steamers from Southampton, offer a fair specimen of the mixed society which prevails at the banks of the Hoogly. Here may be seen, a bronzed, upright, military-looking gentleman, with a grey moustache, and a somewhat stern manner, probably a colonel of a regiment returning from his three year's furlough. By his side is standing, a fair, slim youth, whose eyes are scarcely dry from the tears he has just shed, but who may live to lead his brave band of companions into the very teeth of the enemy, with a proud smile and an unflinching brow. Yonder, a young couple lean on each other with a loving trust in the future opening out before them, and of which the first step has just been taken. Behind them stands a mild, benevolent-looking old gentleman, with silver-grey hair, and a cheerful laugh, who is probably one of the most important personages of the three Presidencies of India. Fair ladies on their way to join their lords, escorting blushing, and trembling charges; some of whom may be looking—perhaps from sympathy—more frequently than is ordinarily considered decorous, at the young couple before mentioned. Young civilians, victors in various competitive onslaughts, with light hearts, and the world for a foot-ball; steady, methodical gentlemen, portly and round, evidently connected with the mercantile interests. Here a group of laughing, bright-eyed children clinging to their matronly mamma, who is evidently accustomed to legislate for others. There a sombre, unimpassioned native returning to his family, to narrate the wonders he has seen in the land of the North. All are watching the changing coast as the steamer rapidly forges ahead, and not until we are fairly at sea, do we care to remove our gaze from dear old England. However, it is time to inspect our cabin, and those whose internal constructions are antagonistic to salt water are beginning to feel warning symptoms of an approaching mutiny.

We descend into the lower regions, and enter a handsome saloon, fitted up in an elegant manner, having a long table in the centre, unbroken save by the mast of the ship, which is neatly painted and gilt, uniform with the other appointments. Cushioned benches with backs are on each side; and on the doors of the cabins which open out of the saloon on either hand, are painted small landscapes, and other views, the whole having a very pretty effect. At the extreme end of the saloon, are lounges and settees, and the stern ports give ventilation,

and a view of the sea. At the head is fixed a sideboard, and close to it the entrance to the pantry, from which issues an inexhaustible flow of good things, under the superintendence of the head steward. Beyond the sideboard is a small saloon expressly dedicated to the service of Venus, and here no member of the black-coated fraternity is permitted to enter under any circumstances whatever. Unhappy is the man who ventures into those sacred precincts! Immediate expulsion is inevitable, and it will be well for him to make arrangements to transfer his plate to the table at the fore-part of the ship, and to keep out of the way of its fair guardians, the stewardesses. Having consulted your passage ticket as to the number of your berth, you will be conducted to the cabin by one of the stewards, and introduced to your particular shelf, which will probably measure about two feet in width, by five feet six in length. If you have followed the directions already given, you will find your trunk marked "cabin" beneath your berth, of which you can now take formal possession. If it should happen to be a lower one, it would be satisfactory to get an early view of your upper neighbour, that your mind may be relieved from any such anxiety as I once experienced.

My resting-place on that occasion was situated beneath that of a very stout gentleman, a skipper of a ship, whose weight used to distend the webbing of his bed to such a degree, that I am sure, had we both been able to occupy our berths throughout the entire voyage, something dreadful must have occurred. I used to contemplate it intently as I lay on my back with the straining canvass within a foot or so of my nose, and became alarmed when I saw the active and persevering efforts of my fellow passenger at the dinner table, and thought of my own unprotected and helpless situation. Man is mortal, and webbing after all is but webbing! The cabin, which measured perhaps eight feet square, contained five berths, and in that not over-abundant space, a like number of grown men, some suffering from illness, were supposed to live. I say, supposed, because at the best of times, that is, with door and port hole opened, to sleep there would scarcely have been bearable, but as the steamer was so constructed as to effectually ship every sea, however small, it became necessary to shut the ports on the smallest provocation, when as can be imagined, even breathing became impossible. Finding this to be the case, and the heat becoming daily more severe, the strong and healthy used to betake themselves every night to the upper deck, and there about ten o'clock almost the entire number of passengers, both ladies and gentlemen, among whom my stout friend was fortunately included, would be seen, lightly clad, lying on mattrasses under the canvass awning. The sick and delicate, especially those suffering from fever, would retire to their berths, but too often to awake half-suffocated, to find the port had been closed during the night. The only thing then to be done, was to drag the mattrass out on the

table, or the floor of the saloon, and try to resume, if you could, the thread of your dream at the place where it was interrupted. However, this change of weather effected my deliverance from my burly neighbour, which proves that no evil is altogether without its benefit.

Having taken out your night garments and toilet requisites, hung up your clothes bag on your own peg (only one of which is usually allowed for each passenger), and made the acquaintance of your bedroom steward,—by no means an unimportant personage on board-ship,—the next thing is to secure your seat at table, which is effected by leaving your card at the place you may desire to retain, when you will be entitled to keep it at all meals during the whole time you are on board. If you have any acquaintances among the passengers, agreeable parties can thus be formed, but otherwise, a seat at the head of the table, and near the carver is preferable.

We will now ascend and make an inspection of the steamer.

DESCRIPTION OF THE STEAMER.

The fore-part of the upper deck is devoted to the use of the sailors and second class passengers—the aft being reserved exclusively for first class passengers. The whole of the latter space is covered with chairs of every description of make and style provided by the voyagers, each one bearing a card with the owner's name. In the centre is fixed a sun-dial and a compass, the latter being illuminated at night. Further astern is the capstan, used for hoisting the anchor, but now dismantled, and at the extreme end of the ship is the wheel, by which stand two sailors with compasses fixed before them, who direct the course of the vessel. The power which the knowledge of navigation gives to the mariner, enabling him by the aid of the wonderful properties of the loadstone, and the observation of the stars, to find his path across the trackless ocean with unerring certainty and precision, and permitting him to calculate the exact hour at which, under certain circumstances, he will arrive at a given place, is one of the greatest triumphs of science, and yet its principles are so simple and so true, that few men who have been a short time before the mast, but will be able in case of need, to conduct a vessel to any required destination. Advantage should be taken of the leisure and opportunity to obtain some practical information on the subject, which the officers of the steamer will readily and obligingly impart if requested. On either side of the wheel are cabins, one being the captain's, the other that of an officer, or occasionally a passenger. A few wooden seats are fixed along the sides of the ship, which are about breast high, while in the middle are skylights, by which light and ventilation are given to the saloon below. At the head of the stairs by which you ascend from the latter is the captain's room, and exactly opposite, on both sides of the steamer are openings called gang-

ways, with platforms hanging, as it were, over the sea (to which are fixed the ladders required for the use of small boats), and these are favourite lounges for smokers. Beyond the captain's room is a square well, up which passengers luggage is hauled from below, by means of an invaluable machine termed a donkey-engine. Proceeding onwards, we come to the engine-rooms, which are open as usual, where the wonderful and resistless power which is bearing a small town upon the surface of the deep at a speed of from ten to twelve knots (or miles) per hour, can be seen pursuing its unceasing labour. Close to this, or about the centre of the steamer, is the pen for cows, where three or four large-eyed, meek-looking animals with their calves, are generally kept, to provide the milk required for the ship's use. From this point, ranged around the sides of the steamer are coops, containing hundreds of fowls, ducks, turkeys, &c., and in others are sheep and pigs, of which one or more are killed daily. The sight of these inhabitants of the farm-yard, in the midst of the clatter of machinery, the wash of the waves, and surrounded by ropes, masts, sails, and other adjuncts of the sea, is extremely curious, and a stroll in this quarter is always pleasant. The novelty of the situation of the poor animals does not, however, deprive them of their appetites, and the energetic cry from the poultry at feeding time, of which they seem to keep as perfectly regular a chronicle as other two-legged orders of the creation, sounds quite rural. The butcher's shop is in this part of the steamer, and beyond are the sailors' cabins, the large ship-bell on which time is marked, the carpenter's shop, and other offices. Over the latter is the forecastle, an elevated space, and the smoker's rendezvous, where a look-out is kept night and day. In some of the steamers the deck is flush from stem to stern, in which case, the ladies frequently congregate at the head of the vessel to spend the pleasant evening hours. A bridge is thrown across the centre of the ship over the paddle-boxes at a good elevation, where the officer of the watch takes his stand, and a good look-out is also always kept, the two watchers challenging each other throughout the night, at short intervals, to make sure that both are attending to their duty. On the bridge are placed coloured signal lights, by the use of which the men at the wheel are directed to steer at night, as may be required. To complete the tour of the vessel, we will again descend by the stairs near the captain's cabin to the lower deck. The principal saloon has been already described. Proceeding towards the head of the steamer we come first to the cabins of the engineers and other officers of the ship, each having his rank painted over the door, then to the baths for gentlemen, which are furnished with hot and cold water. On the opposite side of the steamer are the cabins of the surgeon, purser, chief steward, and the apothecary's shop and cabin. In the centre of the ship, on the other side of the engines, stands the cook-house and bakery, and beyond

commences the fore saloon, out of which open cabins for first class passengers, fitted up exactly as in the stern, with the advantage of being better ventilated. On the deck beneath this are the quarters of the second class passengers, together with those of the stewards, and here and still lower the various storerooms for provisions, wines, &c., are situated.

ROUTINE ON BOARD SHIP.

I will now briefly describe the diurnal economy of these steamers, which in regularity of system cannot possibly be surpassed. The mode of marking time at sea by striking the ship-bell every half-hour must be explained. Each of these strokes is in technical language called a "bell," and the number denotes the hour. Commencing at noon, "one bell" will be half-past twelve, "two bells" one o'clock, and so on until "eight bells" (four o'clock), when the system recommences with "one bell" at half-past four. The day is divided into eight portions, four of four hours each, and four of two hours each. Of which a short experience will soon make the reader familiar. The first intimation to the sleepers on deck of the advent of another morn, is the announcement by the quarter-master at about half-past five, a.m., that the sailors are ready to wash decks. Fair ladies and gallant gentlemen forthwith rouse themselves, and with what grace they may, give place to the brawny sons of Neptune, who, with a plentiful supply of water and mops, brushes and swabs soon clear all before them. The process of deck-washing, which goes on both on the upper and lower deck simultaneously, is always a trying time with passengers, who have no place of escape from the deluge of water which is so plentifully and heedlessly scattered around. Woe to the unhappy wight who innocently ventures forth from his cabin in the pretty embroidered slippers which were worked for him by the fair fingers he has so lately kissed! As he steps out of his door, his legs are perhaps saluted by a flood of water, not overclean, launched by skilful hands with a power sufficient to disturb his equilibrium, and when he has recovered his position, and perhaps lost his temper, he will discover that one of his souvenirs has been swept away by the flood, and is now floating half way down the deck ruined beyond redemption. After this he will not need to be told that it is better at that hour of the day to imitate the servants and sailors of the steamer, and walk about barefooted and almost barelegged. The ladies are compelled to retire to their cabins, but the pretty stewardesses paddle about the wet decks in the performance of their duties, obeying the morning custom. At six o'clock we get a cup of tea or coffee, and the gentlemen having the deck to themselves, walk about in the lightest possible clothing, chatting, smoking, reading and enjoying the coolest and pleasantest part of the

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day until seven or half-past, when they descend to bathe and dress. At half-past seven, the children's breakfast of milk, tea and coffee, and substantial fare is served, and after their extensive wants have at last been fully satisfied, the tables are cleared and again prepared for the passengers' breakfast. At eight o'clock the sound of a bugle, or a lively air on the cornet-a-piston gives preliminary notice of the event, and half an hour later, another signal announces the first meal of the day. Before the final notes are concluded, the passengers have taken their places, and commenced their onslaught on the good things before them, and for the next ten minutes nothing is heard but the clatter of knives and forks, the clang of plates, and calls to the stewards; the empty dishes soon proclaim the havoc which has been made. It is only fair to say that parsimony is a thing unknown in the steamers of the Peninsular and Oriental Company, and notwithstanding the grumblers—many of whom appear to derive pleasure by driving the unhappy stewards to the verge of distraction—I maintain that the commissariat is uniformly conducted in the best and most liberal manner. The daily bill of fare includes soups, mutton, poultry of all kinds, pork, side dishes and vegetables without number, pastry of every description, with dessert, wines, and every requisite to an excellent repast, and when I add that the bakery supplies hot rolls and buns, and the pastry-cook occasionally, ices, it will be admitted things are not so bad as have been represented.

On Sundays a general muster of the ship's company, in their neat and clean uniform, takes place on deck; and after inspection by the captain, the roll is read, each man answering to his name. Divine service is conducted on deck by a clergyman, if there should be one on board—otherwise by the captain or purser—the capstan covered with the union-jack forming the reading desk. On other days—breakfast over—the passengers disperse themselves and pursue each his own amusement. The ladies devote themselves to "solitaire," or if industriously inclined commence operations on pieces of muslin with the smallest of scissors. Some make up their "diaries," or prepare their letters for England, while not a few indulge in a little harmless gossip. The gentlemen smoke, read, or join their fair acquaintances, while others sit down to chess, draughts, or cards—loo and whist being the favourite games.

And here a word of caution will I hope be taken in good part. There are two dangers which we all have to encounter when first entering the world. One, the freedom which springs from a sense of our actions being no longer under control. The other, the risk of committing follies, lest our refusal should call down the remarks and the laughter of others. The first may unconsciously lead us, unless watched, into habits of self-indulgence and excess, which at all times dangerous, are doubly so to those proceeding to a tropical climate. The other may induce us, unless the resolution is supported by one's own inward con-

viction of what is right and wrong, to embark upon a career of extravagance and perhaps vice, which we know will plunge us into difficulties and trouble, but which we have not the moral courage to reject. The first will attack our health, the second our honour and independence. The hardest lesson we all have to learn is to say "no," but we should discipline ourselves early to its use, and if any doubt arises in our minds as to whether any particular scheme or project is compatible with our position and resources, it should be our pride, regardless of the sneers of fools or the counsels of designing men, at once to refuse all connexion with it. These cautions are especially needed by the inexperienced youth proceeding to India. The accidental companionship, while on board, with many persons who may be possessed of far larger means but whom one meets on terms of equality, and the want of occupation which naturally exists at sea, will probably lead to an invitation to join a card-party, and as the amounts which pass on these occasions are frequently large, such a proposal may be the means of at once plunging him into debt, besides putting him under obligations to strangers with whom it may not be desirable hereafter to consort

I venture to give a few hints to those proceeding to a distant country, and meeting, as all travellers must do, with persons of every condition on his journey. Give your confidence to no man until you have long known him, nor your friendship until he has been often proved. Treat all strangers courteously, but not familiarly. Respect others, and you will command their respect, and be cautious both in your words and actions. Consult your own sense of honour without reference to the remarks or the observations of mere acquaintances, and bear in mind it is unmanly to give consent, from a fear of ridicule, to what our sober judgment would refuse. That alone should be our guide, and to no other counsellor should we give heed.

However, to proceed with the order of the day.—At twelve o'clock another solo is heard, and lunch, consisting of bread and biscuits, butter and cheese, with ad libitum accompaniments of bottled beer for the healthy, and chicken broth and beef tea for the invalids, is soon despatched. On deck again, to discuss, among other things the distance run from noon the previous day, which is always noted on a board by the captain, and forms the subject of many bets among the "sporting" passengers, but the sun, by this time, being unpleasantly hot, many indulge in a nap to kill the hours, always long, between that and the next meal. At one, the children assemble for dinner, and at half-past three o'clock, the cheerful sound of the cornet proclaims that it is time to "dress" for the great event of the day. This little formality is, however, "more honoured in the breach than the observance," most of the passengers paying but a very hurried visit to their cabins. Four o'clock, and the "Roast Beef of old England" summons all to the feast, and those who

consider themselves well enough hasten to respond. Dinner is always hailed with satisfaction, partly on its own account, and partly because time is consumed with the viands, and we go on deck after an hour and a half pleasantly spent, to find that another day is almost gone.

The sun is now getting low, and the heat gradually diminishes, so that we can venture to walk outside the awning spread over the deck, which in the early part of the day would be dangerous to attempt. People now generally become more sociable, and promenade the deck, or chat in groups, watching the glorious sunset and the rising of the moon, which can be observed to great advantage at sea. As the gloom deepens, conversations become more tender, and here and there, parties of ladies and gentlemen amuse themselves with songs, until disturbed by the sound of "Polly, put the kettle on," or some equally appropriate melody, when tea or coffee is served on deck, or in the saloons at pleasure. Having praised the Peninsular and Oriental Company, I consider myself equally privileged to blame when necessary, and if there is one thing in which reformation is needed, it is in the matter of tea. It is certainly the most detestable stuff possible, and I have always found it to be scarcely drinkable. The hours between seven and ten o'clock are always pleasant; the comparative coolness of the air, and the calm aspect of the sea, exercising a soothing influence, and inducing one to linger as long as possible. Then, if ever, occur those little romantic incidents, so graphically portrayed by Mr. Tom Taylor, in his amusing description of the "Overland Route," nor can it be wondered, that gallant hearts and gentle bosoms should alike become subject to the magic and beauty of that theme for Poets—"Night in the Tropics." At nine o'clock the last refreshment of the day is served, and the ladies, bless their hearts, sip their weak imitation of "grog," with all the gravity of old sailors. At ten the lights are put out in the saloons, and at half-past in the cabins, when all who choose retire to rest, either in their berths or on deck; many, however, remain chatting in the moonlight for some time afterwards, but, before twelve o'clock, the steamer is quite silent—nothing but the voices of the look-outs who challenge each other every half-hour, and the clang of the bell which marks the time, disturbs the universal repose.

THE VOYAGE.

For five days after leaving Southampton only occasional and distant views of land are to be obtained. After leaving the Isle of Wight, the first point sighted is Ushant, whence we strike across the Bay of Biscay, so much dreaded by inexperienced sailors as the supposed roughest part of the voyage. Rough it often is, no doubt, and its long rolling sea imparts to a ship not the most agreeable of motions, for which reason,

we presume, it is generally considered an infallible test of the traveller's immunity, or not, from sea-sickness. Nothing more conduces to the enjoyment of the journey than perfect freedom from that prostrating complaint, and a confident assurance that we shall not become its victim. I may therefore be excused for offering a few words of advice on this subject, derived from oft-repeated personal experience, and which, if put into practice, will, I feel sure, not be deemed useless by my readers.

A most successful way to cure sea-sickness is, it s said, to jump overboard; but the one I would suggest is neither so violent nor so dangerous, nor will it require, before it can be undertaken, so high a degree of resolution. Still, it is necessary to possess a small share of that desirable quality to get up from one's berth, dress, and walk about on deck for five or six hours to drive the enemy away. On my first voyage out, the morning after we left Southampton, I awoke dreadfully ill, the ship pitching and rolling heavily in the bay. I at once determined to go on deck; but the effort to dress was not a trifling one, especially in a crowded cabin, in which things had not yet shaken into their places, and when, not to speak of sea legs, I had scarcely any legs, and hardly a square foot of room to stand upon. How I managed to shave that morning without doing myself grievous bodily harm, has ever been to me a mystery. At one moment I was looking up at the glass, the next moment down; now I was holding on, not to fall backward, then leaning forward, resting against my berth, as the ship swayed to and fro, and only occasionally could a safe opportunity be got for a scrape. All the while I was horribly sick. At length, having shuffled on my clothes, I made a bolt up on deck, over which the surf was constantly breaking, and resolutely began to walk about, sometimes, when the ship suddenly lurched, slipping a foot, and falling with a heavy thump on the wet deck, on one of which occasions, I well recollect, a ring, a gift from an old friend, was snapped in two. Breakfast was over, and the dreadful feeling was still dominant, when a good Samaritan, in the garb of a purser, whispered hopes of comfort, and sent me relief. "Munch that biscuit," he said, "and moisten your mouth with that weak brandy and water; persevere, and you'll soon be as well as ever you were." At ten o'clock I was decidedly better, and at eleven I began to feel well; at midday I ate a capital lunch, and throughout much rougher weather afterwards was never sick again. In five hours resolution conquered; while some of my friends, who dreaded making the effort, lay wretchedly in their berths for days together.

The distance across the bay, from Ushant to Cape Finisterre, on the north-west coast of Spain, is 375 miles, but a wide berth is always given to the latter, though at night its light is visible from a very far

way off. The Burling rocks, and the entrance to the Tagus, marked by the Rock of Lisbon and Cape Espichel, are sometimes distinctly seen while coasting the western side of Portugal; but it is only after rounding Cape St. Vincent, so famous in our naval annals, that we begin to get a closer view of the land, which on the south of Portugal often presents a very bold and marked outline, rising abruptly hundreds of feet above the sea. On top of a few of these headlands, perhaps, surrounding the lighthouses by which they are surmounted, lie clustering some of the most ricketty, patched-up looking habitations, old conventual abodes, regarding which one only wonders how they remain up there, facing the Atlantic storms, when a breath seems sufficient to blow them away. We sail over the very spot where Nelson died, after destroying the combined fleets of France and Spain, under Villeneuve, off Cape Trafalgar, and pass close to Tarifa, so called from Tarif, the leader of the Moors, who, when that people first invaded Spain, A.D. 711, landed at that place. It is an unimportant walled town, but was celebrated during the Peninsular war on account of a small body of British troops having successfully held it, after a protracted siege, against all the efforts of a superior French force. Tarifa is situated in about the middle of the Strait of Gibraltar, which, from the Atlantic to the Mediterranean, is thirty-four miles in length, and eight miles across in its narrowest part. We are now rapidly approaching the renowned fortress of

GIBRALTAR.

This celebrated rock, from whatever point it may be viewed, is a most remarkable object, and is easily recognized, even by those who are familiar with it only from drawings, the first moment it meets the eye. It is approached from England on the side of its bay, upon which look down all its principal batteries and great defensive works, amidst which, from a little above the sea wall to not quite half-way up the rock in an oblique direction, creeps the town, with a motley population of about 15,000, composed of Jews, Turks, Moors, Genoese, Greeks, Levantines, &c.—in short, people belonging to every country in Europe, and to not a few in Africa and Asia. On the outskirts of the town, picturesquely situated in every conceivable nook, are numerous gardens, affording a grateful shade to the neat villas and more pretentious residences that peep out from amidst the luxuriant foliage by which they are surrounded. Into this bay, with the guns of the fortress everywhere frowning down upon us on our right, and Algesiras, belonging to the Spanish, on the opposite shore, we steam, probably between a row of British ships of the line, and through a maze of cosmopolitan craft, to nearly opposite the Neutral Ground, the con-

necting link between the fortress and the peninsula, and there cast anchor.

It is presumed that we are at once prepared to land, to make the most of our six hours' stay, to see all the lions, and the monkeys, too, and yet have a good hour to spare before we steam away again. The time is short, and the objects to be seen, even in so small a place, numerous. It is best, perhaps, not to attempt too much. A stroll through the main street of the town, crowded with every diversity of costume, a scamper through the rock batteries, where the marks left by hostile shot are still pointed out; a hurry-skurry ride or drive across the low isthmus to the Spanish frontier; a visit to St. Michael's cave, regarding which we are told so many mysterious legends, amongst which its fabulous depth is not the least noteworthy; or an inspection of the old Castle built by the Moors; one or more of these undertakings, but scarcely all of them, may be accomplished by an active sight-seeker with ease and pleasure to himself. The batteries and neutral ground are generally the most attractive localities to transitory visitors, and some who have good lungs even ascend to the signal-post on the top of the rock, whence the magnificent view that is obtained amply compensates the toil of the climber.

Many will be inclined to regard this celebrated fortress under another aspect. We have all heard of its impregnability; why is it so considered? Geographically it is almost insular; for the isthmus which connects it with Spain is but a few feet high, and being a mile and a half long by only half a mile wide, the rock, when approaching it from the Mediterranean, has the appearance of being entirely surrounded by water. Out of this isthmus the northern face of the rock rises to a great height, like a wall; the eastern face, on the side of the Mediterranean, is formed of inaccessible precipices; the south, opposite Ceuta, is narrow and impracticable of ascent; so that there remains to be accounted for only the western face, looking down on the bay in which our steamer is at anchor, and every part of this, as we observe, is crowded with cannon. Not that the other faces do not also possess their special batteries, but on this comparatively accessible side the art of fortification has been even prodigally lavished, for it is from this point that an attack can, with any hope of success, alone be made. The rock extends from north to south about three miles, and varies from half to three-quarters of a mile in width, while its height is from 1,200 to 1,450 feet. Our garrison is always a large one, and supplies of all kinds are kept in store, sufficient to last a two years' siege. It is impossible to be too careful in preserving such a position, for its importance can hardly be over-estimated in a military, political, and commercial point of view; it affords to our fleets the safest of harbours, and the surest basis for any operations in which they may be engaged on

the coasts of France, Spain, or Africa, as was well proved after the battle of Trafalgar, when our fleet refitted in its bay; while as a coaling station for our steamers, and a port of call and refuge for our mercantile navy, its value to us is equally beyond all price.

It is therefore not to be wondered at that this barren rock should so often have been, for more than seven hundred years, a special object of contention amongst the powers of the world. It was first occupied and peopled early in the eighth century by the Moors, who, entertaining a keen sense of the powerful position which it would afford them in carrying out their objects of territorial aggression in the peninsula, converted it into a place of great strength, after which it became the principal port for the disembarkation of their troops, who crowded over the straits from Africa to seek adventure, wealth, and renown in the land of the Cid. The Moors had securely held possession of the Rock for six hundred years, during which period it frequently changed hands amongst themselves, it being sometimes under the power of the Moorish chiefs of Africa, sometimes under those of Spain, when, in the year 1309, it was besieged and captured by Alonzo de Guzman, the lieutenant of Ferdinand IV., of Castile. The Spaniards, however, did not long retain it. After an ineffectual attempt six years afterwards to regain possession, the Moors, under the leadership of Abdul Mullic, once more, in 1333, planted their standard on its battlements, after a siege of four months and a half. During the following sixteen years it was besieged twice by the Spaniards, under Alonzo XI., of Castile, who at a time when there was every prospect of its falling into his hands, fell a victim, in 1350, to a pestilence, which also decimated his army, in consequence of which the siege was raised. Thus the rock stood five sieges, and changed its masters twice in the short space of forty years, a good proof of the high value which was attached to its possession more than five hundred years ago. Indeed, so highly was it prized by Ferdinand IV., that to ensure its being at all times adequately defended, he granted it a municipal constitution, which must be regarded as singularly liberal, even in an age and country when immunities of all kinds were granted to towns for undertaking to do battle against the Infidels. In consideration of its exposed position, and especially of the strong desire which it was known the Moors entertained of regaining its possession, and to induce people, under such discouraging circumstances, to take up their abode there, and participate in its defence, the royal charter declared that "every resident of Gibraltar, whether swindler, petty thief, robber, manslaughterer, or any other criminal, should enjoy security within its district; so also should any woman escaped from her husband, without molestation or injury from any person whatever." Nor was it required that they should perpetually reside there, it being enough if they remained a year and a day, to

prevent their being pursued by justice. By this ingenious device, it was doubtless imagined that all the criminals in Spain would be induced successively to purchase immunity from the legal consequences of their guilt, willingly submitting to a penance on the rock of "a twelvemonth and a day," whereby a formidable "manslaughtering" garrison would be always efficiently maintained.

Gibraltar remained in the possession of the Moors until the year 1462, when it was taken by John de Guzman, Duke of Medina Sidonia, to whom it was subsequently granted as a gift by Ferdinand IV. The Guzman family looked upon the rock as the chief means of protection for their estates in that part of Spain; but on the accession of Ferdinand and Isabella, who naturally regarded its possession from a higher point of view, it passed under the power and control of the Spanish Crown. From the reign of Charles V., when its fortifications were modernized, down to the beginning of the 18th century, no event of importance marked its history; but from the date of its capture by the English in 1704, to the year 1783, when the last great siege which it sustained terminated, the tide of war once more, with the greatest fury, set in around it; which, however, it defied, as a rock does the billows of the ocean. A lucky chance gave us possession of the place, and as much by good fortune as by the most consummate bravery has it ever since remained a possession of the British Crown. Admiral Rooke, with a strong squadron, sailed to the Mediterranean, provided with no special instructions, with the general intention of affording all the assistance in his power to the Archduke Charles, in his efforts to seat himself upon the throne of Spain. It was necessary to do something, thought the Admiral, or the people of England would naturally grumble (as they did during the Russian war, when Sir Charles Napier was in the Baltic) that so large a fleet should be paid for idly sailing about the sea. Luckily, Gibraltar at that time was very much under-garrisoned, and the small English and Dutch force, commanded by Prince George of Hesse D'Armstadt, together with the guns of the fleet, sufficed in a few days to reduce the Spaniards to such straits, that they were glad to capitulate.

But we were not to be allowed to retain so important a position without incurring the greatest trouble and expense in its defence. It was necessary to be always on the alert, for no spot in Europe was, during the last century, so narrowly and jealously watched as this barren frowning rock. Before we had been in possession three months, when Prince George of Hesse was still its commandant, a large combined force appeared before it under the command of the Marquis de Villadarias, and maintained with extraordinary vigour an unremitted attack against the place for more than a hundred days. Upon one occasion the enemy were actually in possession of the town, and if our troops did not know when they were beaten, they would at that junc-

ture, as the Spaniards did a few months previously, have retired from the place. But instead of that, they took to their bayonets, and in a short time drove their assailants pell-mell off the rock. The enemy's loss during these operations was estimated at 10,000, while ours at the utmost did not exceed 400 men. One great advantage was derived from this siege. It showed us the weak points of the place, and before the next siege occurred in 1727, it had in many important respects been greatly strengthened. Upon that occasion the Spaniards carried on their operations on the plain below St. Roque, and made no attempt to interfere with our communications by sea. But the greatest of all its sieges was the last, which, commencing in August, 1779, did not terminate until February, 1783; a period during which the garrison occasionally suffered most severely from the want of provisions and water, at one moment being devoid of all hope, at another, full of rejoicing; but still steadily persevering in the defence, from which it finally emerged with so much glory. To enable the reader to judge of the distress that sometimes prevailed, it may be mentioned that beef more than once was sold at 4s. a lb., small cabbages at 1s. 6d. each, a pint of milk and water for 1s. 3d., and that a couple of fowls were a luxury, which could not be purchased under 18s. The grand attack by the combined fleets of France and Spain, when they bombarded the place for many days consecutively, ended, as is well known, by most of their ships being set on fire by our red-hot shot, and their ultimately withdrawing the remainder utterly defeated from before its batteries. The total loss of our garrison, which numbered somewhat more than 5,000, was 1,231 men, of whom 536 died of sickness:—a small loss, when the fury of the attacks which were sustained by sea and land is taken into account, and especially considering the unprecedented length of time the siege lasted, namely, three years and nine months. Altogether this celebrated rock has sustained thirteen historical sieges; and when the time comes for the fourteenth,—a day which I trust is far distant—may it again come out of the struggle with as much success and honour to our arms as it did when commanded by the gallant General Elliot, afterwards known for his services upon that occasion as Lord Heathfield.

On returning to the ship we find a few boats still lingering around her with oranges, figs, nuts, cigars, &c., money-traps for the unwary; while on board everything looks ready for a speedy start for Malta. The engines have been re-burnished, and look like a huge giant refreshed, prepared for renewed labour; while in another quarter, the aspect of things betokens the gratifying fact that Gibraltar has not been niggardly, rock as it is, in supplying our floating home with many tempting articles of a perishable nature, all of which will, in due course appear, some fine afternoon after the dinner bugle has sounded. We have not many minutes to spare in making ourselves comfortable after our hot, dusty

ramble on shore, before we are summoned to take our farewell view of the great fortress. The scene on sailing round the rock, and on our entrance into the blue waters of the Mediterranean, is grand, and in summer sunshine, enjoyable in the extreme. Our course is towards the African shore, away from the lovely landscapes which meet the eye of the traveller returning from the east on the southern coast of Spain—a continuous panorama of unsurpassed beauty, of green hills and dales, with the whitest of towns embosomed in their midst, and smiling fields descending to the sea-shore, while in the background beyond, towers the high range of the Sierra Nevada. Little or nothing is seen of the African coast which we are now skirting; we may probably obtain a glimpse of Algiers, a white triangular patch on the dark high ground in the distance; or we may have the satisfaction of saying to a friend, after having been previously informed of the fact by one of the officers of the vessel, just as if we knew all about it long ago, "That's Cape Bon;" but in reality we see nothing unless it be the sea, and what floats thereon, until we get to Malta. We may go close enough to Pantellaria, the Sicilian penal settlement, to distinguish its houses and gardens; but we may say of it, with a slight addition, what Smollett is reported to have said of the dome of St. Peter's, — "There's nothing in it," — but convicts. Within five days from our leaving Gibraltar we may expect to reach Malta, where we shall probably meet our fellow-passengers who proceeded *viâ* Marseilles.

LONDON TO MARSEILLES.

It is presumed that the traveller has despatched all his heavy baggage by the steamer from Southampton, as before suggested, having reserved only one overland trunk, to contain the few articles of wearing apparel and toilet requisites (not forgetting soap), between London and Alexandria. The actual time required for the journey to Marseilles, if continued day and night, is from thirty-six to forty-eight hours, but this rate of travelling is exceedingly fatiguing, and unless absolutely necessary, should not be attempted. As the passenger to India may not possibly return to Europe for some years, it is generally the practice to take advantage of the route lying through Paris to make a short stay in that capital, and the life and gaiety which prevails there at all seasons will serve to dispel the gloom which the last view of the white cliffs of Albion may have created. Supposing the traveller leaves London on the same day as the steamer starts from Southampton, he will have six or seven days to proceed to his own point of embarkation, —quite sufficient to enable him to pass three or four days in Paris, and yet arrive in good time at his destination. Notwithstanding

the recent Imperial concessions in the matter of passports, it will still be advisable to obtain one from the Foreign Office, which can be done, by simply procuring the signature of any magistrate, clergyman, physician, solicitor, or notary, to a letter in the following form, which should be addressed "To Her Majesty's Secretary of State for Foreign Affairs, Downing Street," marked in the corner, "Passport."

(Place and date.)

"My Lord,

"I request that your Lordship will authorize the grant of a passport for travelling on the continent to a British subject (or a naturalized British subject), residing at , who is known to me.

"I have the honour to be,

"My Lord,

"Your most obedient Servant,

(Signature of traveller)
(Address),
"Her Majesty's Secretary of
"State for Foreign Affairs."

The above must also be signed by the traveller previously to being despatched, excepting only when written by a banker. In the latter case, the words "who is known to me" need not be inserted, but it must be closed with the official seal of the establishment. Two or more persons belonging to the same family can be included in one passport. On calling or sending at the Foreign Office on the following day after twelve o'clock, the document will be delivered, on payment of a fee of two shillings. It will then be necessary to sign it at foot, and either take or send it to the French Consul, 36, King William Street, London Bridge, for his "*visé*," for which a fee of 4s. 3d. will be charged. Although not absolutely needed under the present regulations for British subjects, the system is yet too new to be safely trusted, and as the passport is good for any period of time, and will enable the bearer to travel all over Europe (having, however, previously obtained the counter signature of the minister of the countries through which you will pass), besides giving the *entrée* to most public buildings, it is certainly worth the slight trouble which it entails. Instructions should be left at home to address your letters, "Poste Restante," whether for Paris or Marseilles, when they will be kept at the chief office at those places, until claimed and delivered up only on production of your passport.

With regard to funds, from £25 to £30 will be sufficient to cover all expenses of travelling through France (including a stay of three or four days in Paris), and by the overland journey, and as five pounds of this is allowed by the Peninsular and Oriental Company (the passage money being reduced by that sum), the outlay by the

route *viâ* Marseilles is really very little beyond that *viâ* Southampton. The coin that bears the highest premium, and is most cheerfully received all over the world, is the English sovereign, in which, therefore, the traveller's cash should be taken, with the exception of about 100 francs. The latter can readily be obtained at any money changer's before leaving. If you have put off your departure so late as to require you to make the journey to Marseilles without any stoppage, and expense is no consideration, the best way is to take a through ticket (first class) which will carry you direct to that city. It will be handed you in the shape of a small book, containing cheques to be delivered up at the various places on the road, and the cost will be £6 19s. 3d. Your baggage can be "registered" for Marseilles, which will save you all further trouble, and it will be found in due course on your arrival. If, however, you are desirous of economizing your means, and yet perform the journey quickly, a first class through ticket to *Paris* should be asked for, the cost of which *viâ* Calais is £3 1s. 6d.; *viâ* Boulogne, £2 12s. 10d. The baggage should be registered direct to Paris, which will avoid the necessity for its examination on entering France. From Paris, a *second class* ticket to Marseilles can be taken, the cost being seventy-two francs, or about £2 17s. 9d., by which a saving will be effected of about £1, without any material difference beyond a short detention in Paris, and a few hours' longer stay in the train. It must be borne in mind that the second class carriages on continental railways are quite different to those on our own lines. Instead of the hard, cheerless pens which the liberality of London directors generally provides for the accommodation of the middle classes, the traveller will find the carriages abroad are fitted up with every regard to convenience, having well stuffed seats, and the usual comfortable arrangements which, with us, pertain exclusively to the aristocratic first class. On the continent few travel in the latter excepting persons of high rank, the great majority of those using first class carriages being our own countrymen.

It will be well to consult the time tables for the current month for the departures of trains, but at the date I write, the following are the hours for starting.

(1.) For those taking through first class tickets to Marseilles:—

Leave London ...	6.55 A.M... 8.30 P.M.	Leave Paris ...	8.5 P.M....11.0 A.M.
Arrive at Dover	9.10 „ ...10.40 „	Arrive at Lyons	6.48 A.M.... 9.47 P.M.
„ Calais	11.55 „ ... 1.30 A.M.	Leave Lyons ...	7.30 „ ...10.30 „
„ Amiens	4.8 P.M... 5.45 „	Arrive at Marseilles	3.15 P.M.... 6.35 A.M.
„ Paris ...	6.0 „ ... 7.40 „		

Distance, 877 English miles. Time, thirty-four hours.

(2.) For those taking first class through tickets to Paris, and second class to Marseilles:—

Leave London ...	...	8.30 P.M.	Leave Paris ...	...	1.45 P.M.
Arrive at Dover	...	10.40 „	Arrive at Lyons	...	4.44 A.M.
„ Calais	...	1.30 A.M.	Leave Lyons ...	...	5.30 „
„ Amiens	...	5.45 „	Arrive at Marseilles	...	6.30 P.M.
„ Paris	...	7.40 „			

Distance, 877 English miles. Time, forty-six hours.

Should the traveller not desire to proceed with such speed, and determine to make a short stay in Paris, he can leave London by either of the following services, by which he will make the journey to that city in about eleven hours:—

LONDON TO PARIS VIA DOVER AND CALAIS.

London	(dep.)	...	...	6.55 A.M.	...	...	8.30 P.M.
Dover	„	...	...	9.10 „	...	...	10.40 „
Calais	„	...	...	11.55 „	...	...	1.30 A.M.
Amiens	„	...	...	4.8 P.M.	...	...	5.45 „
Paris	(arr.)	...	...	6.0 „	...	...	7.40 „

Fares for through tickets—First class, £3 1s. 6d.; Second class, £2 4s. 3d.

He can also proceed *viâ Folkestone and Boulogne*, but the time for leaving by this route depends from day to day on the state of the tide; and the published monthly tables of the South Eastern Railway must therefore be consulted.

The following table, however, shows the regular trains between Boulogne and Paris:—

		(1. 2. 3.) A.M.	(1. 2. 3.) A.M.	(1. 2.) A.M.	(1. 2.) P.M.	(1. 2. 3.) P.M.
Boulogne	(dep.)	1.0 ...	6.0 ...	10.30 ...	5.30 ...	8.40
Abbeville	„	3.52 ...	8.12 ...	12.23 ...	7.7 ...	10.39
Amiens	(arr.)	5.30 ...	9.30 ...	1.20 ...	8.0 ...	11.37
„	(dep.)	6.0 ...	9.50 ...	1.30 ...	8.19 ...	11.50
Paris	(arr.)	9.25 ...	1.25 ...	5.5 ...	11.0 ...	3.50

Passengers can stop at any place *en route*, for which a separate ticket or coupon is given. As a rule, it is always better to be at the station ten minutes before the departure of the trains.

There is still another way by which the journey to Paris can be made, viz., *viâ Newhaven and Dieppe*. The scenery between the latter place and Paris is very attractive, and if delay is not of importance, and the traveller is a good sailor, he will not regret selecting this route. The period occupied varies from twenty to thirty hours, but the published tables for the month must be examined, as the time for departure from London (Victoria and London Bridge Stations) varies daily.

Through Fares—London to Paris, First class, £1 8s.; Steward's fee, 1s. Second class, £1.; Steward's fee, 6d.

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Your travelling suit, turban hat, courier bag, railway rug, or Maud shawl, will now come in requisition, and a newspaper and small stock of light reading will beguile the time on the road. Should a stay be made in Dover or Folkestone, the following hotels can be recommended:—

DOVER	*The Lord Warden Hotel.*
	The Ship Hotel.
	The Shakespeare Hotel.
FOLKESTONE...	*The Pavilion Hotel.*
	The Clarendon Hotel.

The steamers will in general be found, both at Dover and Folkestone, waiting the arrival of the trains, and you will at once walk on board. If your baggage has been registered, it will not need your attention. The route *vid* Dover and Calais is the shortest by sea—the passage being made under two hours. On landing, the passport will be required, and if the traveller proceeds direct, he should ask to have it *viséd* for Marseilles, which will save the necessity for the same ceremony in Paris. Bad sailors occasionally rest a few hours or overnight at Calais or Boulogne. In that case either of the following hotels will be found comfortable and moderate in charges:—

HOTELS AT CALAIS.	HOTELS AT BOULOGNE.
The Buffet.	*Hotel Bedford.*
Hotel Dessein.	*Hotel du Louvre.*
Hotel Meurice.	*Hotel de l'Europe.*

It is always best to make choice of an hotel *before arrival*, when the annoyance of the crowd of touters who beset the traveller immediately on landing, can be avoided by immediately naming the one selected, when the *commissionaire* belonging to that establishment will take you under escort. If, however, you intend proceeding to Paris by the next train, which leaves generally about half-an-hour after the boat has arrived, excellent provender can be obtained at the "buffet," or hotel attached to the railway.

The French "franc" is equal to about ninepence-halfpenny English, —one hundred centimes, or twenty sous, make a franc.

The train from Calais makes a short stay for refreshment at Lille and Douai, and that from Boulogne, at Abbeville and Amiens.

PARIS.

On reaching Paris, the trunks, &c., of those not proceeding further will be examined. A few minutes after the train has arrived, the whole baggage is taken into a large room, and arranged on platforms according to number, and not till then are the owners admitted. On recognizing your own packages, open them at once, and direct the attention of the *douanier* to their contents. A little civility to that

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officer will not be lost, and if every facility is given for his investigation, and you at the same time explain that you are on your road to India, it is very probable not an article will be disturbed. This operation completed, the porters (in blue blouses) will take the trunks outside, and you can either hire a cab (*fiacre*) or take the omnibus to the hotel you have fixed upon. Paris contains a vast number of these caravanseries, but the following will be found capable of giving excellent accommodation at rates suitable for every class.

Grand Hotel du Louvre.
Hotel Meurice, Rue de Rivoli.
Lawson's Hotel Bedford, 17—19, Rue de l'Arcade.
Hotel des Etrangers, 3, Rue Vivienne.
Hotel de Normandie, 240, Rue St. Honore.
Grand Hotel de Lyon, 12, Rue des Filles St. Thomas.
Hotel Folkestone, 9, Rue Castellane.
Grand Hotel des Trois Empereurs, 170, Rue de Rivoli.

On reaching the hotel, you will be conducted to a bed-room, the rate of which should be inquired and agreed upon. The price of ordinary apartments varies from two to six francs, but a comfortable and well-furnished room can be had at about three francs per night. Arrangements can be made with the proprietor for the entire board per day, at from eight to twelve francs (six to ten shillings), but this is not a desirable plan when only a short stay is contemplated, as you will frequently desire to dine at the particular quarter where you may happen to be, instead of being compelled to return to your hotel. The ordinary charges for plain, but comfortable meals are,—breakfast, two to four francs; tea "*à l'Anglaise*," the same; dinner at *table d'hôte* varies from three francs to seven, according to style; dinner *à la carte*, that is to say, from the bill of fare, can also be had, the price of each dish being generally noted thereon.

Elegant saloons are provided in every hotel for the use of those residing there. On leaving your bed-chamber, be careful to lock the door, and hand the key to the *concierge*, or porter, in the lodge, without which the landlord is not responsible for the safety of your property. Any article of great value, which cannot be carried on the person, had better be given specially into the charge of the proprietor. The General Post-Office is situated in Rue Jean Jacques Rousseau, and is open daily from 8 A.M. to 7 P.M., except on Sundays, when it closes at 5 P.M. Letters from England, addressed to "Poste Restante," are claimed there.

Old *habitués* will need no advice from me as to the best modes of disposing of the few days which they may be able to pass in Paris, but to those visiting it for the first time, a few hints may not be unacceptable. To the stranger, the first observation of the streets and boulevards,

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the fountains, the handsome shops, the lively and well-dressed passengers, and the minor domestic habits of the country, is alone sufficient to excite his curiosity; but as his time is short, and he can necessarily see but a small portion of the wonders of the French metropolis, he should endeavour to lay down a daily system, if he desire to use it to the best advantage. Omnibuses to all parts of the city run throughout the day at a fixed charge of six sous (thirty centimes), but the best way of obtaining a good general impression of the city is to engage a cabriolet by the hour, the price of which (if with two places,) is 1 fr. 75 c.; or a superior class of vehicles, termed *Voitures de Remise*, can be had at 2 fr. 25 c. the hour. Take your seat by the side of the driver, and desire him to show you the principal public buildings and objects of interest, which a very slight knowledge of French (combined with your English accent), will enable him to understand. By this means, you will be enabled to form some judgment of the beauty of Paris, and the French "*cocher*," with his ready intelligence and cheerful manner, will not only act as guide, but readily answer the hundred questions which occur to you on the road.

The principal public works and edifices are the *Palais de Justice* (Courts of Law), the *Bourse* (Exchange), the *Louvre* (Museum and Picture Gallery), *Hôtel de Ville* (Town Hall), *Chambre des Députés* (House of Commons), the *Tuileries* (the Emperor's Palace), *Palais des Beaux Arts* (School of Sculpture and Paintings), *Palais du Quai D'orçay*, (Court of Privy Council), *Hôtel Cluny* (Collection of Antiquities), *Palais du Luxembourg* (House of Peers,) *Hôtel des Invalides* (for pensioned soldiers and relics of Napoleon), *Napoleon's Monument* (a remarkable column, erected by the first Emperor), *Arc de l'Etoile* (Triumphal Arch), *Column of July* (a bronze pillar, with a statue of Liberty, marking the site of the Bastille), *Palais Royale* (a Royal Palace—part being set aside for shop), *Obelisk of Luxor* (an Egyptian trophy, in the centre of the Place de la Concorde, where Louis the Sixteenth, and two thousand other victims, suffered during the Revolution), *Père la Chaise* (Cemetery), *Bank of France*, *Hôtel des Finances*, (Finance Department), *Bibliothèque du Roi* (National Library). Of these, the traveller should endeavour to find time to inspect the following, which are either remarkable in themselves, or are inseparably connected with historical associations.

The Louvre.—This is undoubtedly the most important public building in Paris, and will command admiration, both on account of its immense proportions, and the intellectual wealth contained within its walls. It dates back to the year 1528, since which time it has been improved, added to, and embellished by successive sovereigns. It was formerly inhabited by Royalty, but for some time past it has been devoted to the purposes of a National Gallery and Museum. A mere walk

throughout its length will occupy a considerable portion of a day, but a proper examination of the thousand beauties which meet the eye in every direction, would require a devotion of several weeks.

In the *Musée des Tableaux* (Picture Gallery) a large number of the works of the old masters are collected, and comfortable couches and fauteuils are placed opposite remarkable subjects, where the visitor may rest and contemplate the living canvass undisturbed. In various parts, artists of both sexes may be seen engaged in reproducing the glorious specimens before them, and for a moderate sum the amateur may become possessed of excellent copies of these world-renowned paintings.

The Musée des Antiques, on the ground-floor, contains many rare works of art and ancient statuary; and there is also a museum of modern sculpture. The collection of original drawings in the *Musée des Desseins* is remarkable. In the *Salle de Bijoux* are exhibited jewellery, vases, trinkets, plate, and valuable curiosities belonging to the State; while the *Musée de la Marine* is devoted to the display of models of men-of-war, various arms and pieces of ordnance, and other matters connected with naval warfare. The models of several of the ports are very curious. The *Musée Grec et Egyptien* contains many interesting curiosities and antiquities; and the *Collection Standish*, the gift of an Englishman, should be seen. One of the best attended portions of the Museum is that containing the relics of *Napoleon the Great*, where the stranger will linger with awakened interest, as he sees around him the fragile but surviving mementoes of the greatest captain of his age. English guides are in attendance daily, who will conduct the stranger throughout the building for a few francs.

A visit to the *Hotel des Invalides*, and the tomb of Napoleon, should also form a portion of the visitor's programme. A sarcophagus within the chapel contains his remains, brought from St. Helena, and which here peacefully rest in the midst of his old companions in arms.

The Palace of the Tuileries and of the *Luxembourg* are objects of attraction, the interiors being magnificently decorated, and containing many curious souvenirs of the past.

The Palais de Justice, the locale of the Law Courts, should also be seen, and the mode of dispensing justice in France observed. The arcade on the right of the principal entrance leads to the prison where many of the victims of the Revolution, including the ill-fated Marie Antoinette, were confined.

The *Monument of Napoleon*, in Place Vendôme, erected by himself, and the *Column of July, Place de la Bastille*, can be ascended for a small fee, from the summit of which a bird's-eye view of the whole city may be obtained.

The markets in Paris are numerous and interesting, and should

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be visited, as it is in these places of public resort that the peculiar characteristics of a people can best be noted. The *Marché des Innocens* —the fruit and flower market—is situated in Rue St. Denis; *Flower Market*, Quai aux Fleurs, open Wednesdays and Saturdays *Bread Market*, Rue de la Tonnellerie; *Cloth Market*, Rue de la Potterie; *Egg, Butter, and Cheese Market*, Rue de la Cassonerie; *Fish Market* Rue de la Tonnellerie; *Potato and Onion Market*, Rue de la Petit Friperie; *Poultry and Game Market*, Quai des Augustins, open Wednesdays, Fridays, and Saturdays. Of these, the *Marché des Innocens*, and the Flower Market, will be found most attractive. The *Halle au Blé*, or Public Granary, an immense building, which will contain from 25,000 to 30,000 sacks of flour, and the *Halle au Vins*, or Public Wine Market, should also be seen before leaving.

The River Seine, which intersects the city, is crossed by twenty-one bridges, which, however, do not need particular notice; but the quays, or streets, which line the banks, contribute greatly to give it effect.

Paris is rich in ecclesiastical architecture, many of its churches being magnificent in their decoration. Among the most noteworthy, are the *Chapelle Expiatoire*, Rue d'Anjou, erected on the site of the burial-ground of Louis the Sixteenth, and Marie Antoinette, who were beheaded during the Revolution. *La Madeleine*, Place de la Madeleine, a noble temple of worship. *Sainte Geneviève*, Rue Saint Jacques, a splendid building, on the model of St. Peter's at Rome. The cathedral of *Notre Dame*, the principal church in Paris, is an ancient edifice, with two lofty towers, and of very imposing appearance. The interior is extremely beautiful, and decorated with many fine paintings and carvings. *Saint Roche*, Rue Saint Honoré, famous as the scene of revolutionary conflicts. *Saint Surplice*, a handsome structure, and *Notre Dame de Lorette*, Rue Lafitte, one of the largest in Paris.

The services of the Catholic Church are gorgeous in the extreme and visitors should not neglect to enter a few of the places of public worship (especially *Notre Dame* and the *Madeleine*, which are open every day), and witness the magnificence of the services. Lovers of sacred music will be especially gratified.

There are several Protestant churches and chapels in Paris; the *English Church* being in Rue d'Agnesseau, with services at 11.30 a.m., 3.30 and 7.30 p.m. *English Episcopal Church*, 10, Avenue Marbeuf; service at 11 a.m. and 3.30 p.m. *Wesleyan Chapel*, 23, Rue Royale, Vussau; service at noon, and 7.30 p.m. *Church of Scotland*, in the the chapel of the Oratoire, 160, Rue de Rivoli, at 11 am., and 3 p.m.

The list of places of public amusement in the gayest city in the world might easily be extended to an inordinate length, but it will suffice to furnish the stranger with the names of the principal theatres and places of entertainment, which will form an ample bill of fare for

his few days' sojourn. For French opera (and ballet) we have the *Académie Royale de Musique;* also an *Italian Opera.* For dramas, the *Théâtre Français.* For comedy, the *Opéra Comique.* For spectacle and drama) *Théâtre de la Porte Saint Martin.* For horsemanship, *Cirque Olympique.* The popular minor theatres are, the *Odéon* (legitimate drama); *Théâtre de Vaudeville, Théâtre des Variétés,* and *Théâtre de Gymnase.*

The gardens for amusement are also numerous, that most frequented being the *Jardin Mabile,* in the Champs Elysées, which has a ball-room attached, and is fashionably attended. The cafés and restaurants, which form an important feature of Parisian domestic life, are many of them magnificently decorated, and here every luxury of the table can be obtained, as well as the inexpensive ice or the delicious "café." There are also dozens of minor cafés, with gardens for dancing and music, which will be found scattered throughout Paris. Outside the Barriers the gardens termed *Guinguettes* should be visited if the stranger desire to see the mode in which the lower orders of Paris delight to amuse themselves. The exhibition, if not refined, will be considered curious. Ball and concert-rooms are far too numerous to particularize. Any newspaper will contain a long list of these places of recreation.

But the public promenades of Paris are, after all, the most attractive places for strangers.

The *Champs Elysées,* or Elysian Fields, offer a constant fund of entertainment to the Englishman, accustomed to the gravity and business-like appearance of his own metropolis. Here may be seen, at all times during the day, booths, shows, turn-abouts, and all the other machinery and adjuncts of Greenwich Fair, but divested of the coarseness and boisterous character which distinguished that ancient institution. If you are in practice, you may enter the lists, and win with one shot the hearts of the grisettes and a pocketful of bonbons; or if of a speculative turn of mind, can set in motion a humming-top, and do execution on a crowd of miniature soldiers with a like hope of reward. Little children, dressed in the extreme of fashion, are assisted to mount the hobby-horses, which find here their natural homes, and are encouraged by the promise of gingerbread-nuts, and other dainties, to display their prowess by striking at a mark with a lance, as Pegasus performs his circle, while doting parents, smiling *bonnes,* and the idlers of Paris, look on with well-sustained interest. If anything is wanting to convince the new comer how essentially the French cultivate the desire to take rank as a military nation, let him observe the crowds of youngsters at their sports. Every third infant has a drum, or a gun, with which he imitates the actions of his seniors; and it is amusing to watch the dignified air of the little fellows as they perform their evolutions.

Although our own Volunteer movement has familiarized us to a

great degree with the appearance of uniforms and rifles, and the sound of a regimental band, which a few months ago was sufficient to attract the whole London population, now scarcely serves to excite even momentary attention,—still the first few days passed by the stranger in the French capital, will assuredly convince him how greatly the military element influences the genius and the habits of the people; and he will see sufficient to understand how necessary it is for the Chief of the State to enlist the devotion and sympathy of the army, if he desire to maintain his position with anything approaching security.

It is, however, in the evening that the *Champs Elysées* are seen to most advantage. Crowds of well-dressed people of both sexes throng the walks. Old age and youth here meet on common ground to witness or partake of the gaiety which prevails. Open air concerts attract hundreds in all directions—here a ball-room, there a shooting-gallery; pleasure in this quarter takes a variety of forms, and each has its long rank of votaries. The city nightly sends its bands of worshippers at this shrine, but on Sunday the muster is strongest, and best attended. The contrast between the silence of our own day of rest, and the brilliancy and hilarity with which it is observed here, is very striking.

The garden of the *Tuileries*,—an extensive piece of ground, well laid out and ornamented with terraces, fountains, and sculpture,—is also a favourite promenade, and much frequented; and the gardens of the *Palais de Luxembourg*, which are open daily, are worth a visit. The favourite place for horse and carriage exercise is a wood termed the *Bois de Boulogne*,—the Parisian Rotten Row,—where the fashionable world combine the enjoyment of taking the air with the pleasure of seeing and being seen.

Another object of attraction to the sight-seer, is the *Jardin des Plantes*, Quai Saint Bernard, which, in its magnificent grounds, contains every species of plants produced throughout the world. In addition, there is a menagerie, a museum, and a library, the whole arranged in an admirable manner.

There are several other places which the traveller should endeavour to see before leaving Paris, each being interesting in its own way,—some perhaps morbidly so; but I consider the stranger should endeavour to form a judgment of a country and people by searching below the surface, and therefore his observations should not alone be confined to mere externals, and the ostentatiously prominent public works or institutions, but should also be directed to the less known, but equally valuable, municipal arrangements.

The *Abattoirs*, or public slaughter-houses, which, like most things of importance in France, are in the hands of Government, will repay

a visit, as one could scarcely imagine the order and method which reigns in such establishments. That known as the *Abattoir de Popincourt*, Rue Amandiers, is the principal. The *Catacombs*, which underlay the whole southern portion of Paris, are very curious. I do not, however, know if they can now be seen, as their inspection is not unattended with danger. Of a kindred nature,—though differing,—is the *Morgue*, on the banks of the Seine, where the bodies of persons found drowned are exposed for identity. The stranger will be pained at the spirit of levity which sometimes prevails among the crowd who pass through the building to gaze on these relics of mortality.

Père la Chaise is the principal cemetery of Paris, and takes its name from its founder. It is difficult to convey an idea of the extraordinary character of this place of interment, so totally opposed is it to our own notions of a burial-ground. On entering the avenue, one involuntarily supposes we have lighted upon a new city. Large edifices are ranged on either hand, each with its own gate. The road is broad, and gravelled, and bordered with trees; and the footpaths are spacious and well tended. Other avenues branch out in every direction, with buildings of various elevations and styles of architecture; and as we gain a small eminence, and get a view of the surrounding district, we find similar structures, and roads, as far as the eye can reach. Truly it is a city, but its inhabitants are of the dead! On looking through the bars of the gates of any of these buildings, we see an altar, with the cross, candlesticks, incense burners, and the other sacred furniture used in the Catholic Church, and on it are piled up a heap of funeral wreaths, bearing, perhaps, the words "A ma mère," or "A ma sœur." It is here that the widow or the child repairs, at the anniversary of a death, to pray for the souls of the departed, bringing a new wreath to add to those of previous years. Yonder is the splendid edifice built by a fond husband in honour of his devoted wife. Adjoining is a small chapel, which bears within it the dust of a beloved father or mother. Poor must be the man who has not provided some such place for his last abode; and even if that be so, and he lie uncovered, save by his mother earth, the rude paling around his grave will bear many and many a wreath, the offerings of affection. One can almost fancy death itself would not be so bitter when thus brought into frequent communion with those we have loved, and I could desire no better resting-place after the pilgrimage of life is over, than this gigantic Golgotha, with its cypress and its yews. Some of the mausolea are very remarkable; pyramids, sarcophagi, obelisks, and other forms of monumental design are met with, many of them having pretensions as works of art. Here is the tomb of Abelard and Héloise, together with those of many famous persons. Guides can be hired at the entrance gates, who will conduct the stranger over the grounds,

and a fine view of the capital can be had from certain parts of the cemetery.

Paris contains many hospitals, the largest being the *Hôtel Dieu*, which is worth inspection. The presentation of the passport will give admittance. Among prisons *Saint Lazare* is the most interesting and deserving of study. It is used as a place of detention for female offenders, and, like the Hôtel Dieu, is under the charge of the devoted *Sœurs de Charité*.

Having thus made the traveller acquainted with the most important and attractive objects to be found in the French metropolis, I will leave him to pursue his investigations, and recommend him to take notes of what he sees, both here and on his entire journey, in the pages inserted for that purpose at the end of the book.

Before leaving Paris, purchases of silks, gloves, jewellery, perfumery, boots, ribands, &c., can be made to advantage, either as presents for friends in the East, or for own use; but articles of any bulk should not be taken, as they will be found troublesome on the voyage, and if extra baggage is needed in consequence, the expense of transit overland will be high.

It will be found a good plan to settle all hotel bills over-night, so that there may be no delay on the following morning. If the traveller desires to prolong his stay in Paris to the last moment, it will be sufficient if he leaves early on the day previous to the steamer sailing from Marseilles. The express train, which leaves Paris at 11 a.m. (fare, ninety-six francs), will arrive at the port at 6.35 on the following morning in time for embarkation. Should he, however, prefer to take matters more easily, and see something of Lyons and Marseilles, he should leave Paris three days before the date of departure from Marseilles, either by the 11 a.m. (express train, fare, 57 francs, 35 cents), which is due at Lyons at 9.50 the same evening, or if economy is an object, by the 7 a.m. train (first, second, and third class,—fares, 57 francs 35 cents, 43 francs, 31 francs 55 cents), which arrives at 11.35 p.m. The train makes a stay of a few minutes at Maçon, refreshments being available at the *buffet* at each station.

LYONS.

On arrival at Lyons, be careful not to alight at the first station (Vaise), but at the second (Perrache), the first being in the midst of the manufacturing part of the town, the latter on the outskirts of the city itself. The omnibus which waits the arrival of the train will conduct you to any hotel you may desire. The following are comfortable and respectable:—

Hotel de l' Univers. *Hotel de l'Europe.*
Grand Hotel de Lyon.

As in any case you will arrive late in the night, you will not be sorry to retire to rest; but leave orders with the *garçon* to give you an early call in the morning. It will be necessary to determine beforehand by which train you will proceed, that you may arrange your movements accordingly. The mixed trains (first, second, and third class,—fares, 39 francs 20 cents, 29 francs 40 cents, 21 francs 55 cents), leave at 5.30 a.m., and 7.20 a.m., arriving at Marseilles about 6.30 and 10.17 the same evening. The express trains (first class) start at 7.30 a.m. and 10.30 p.m., and reach their destination about 3.16 in the afternoon, or 6.35 a.m. The 10.20 a.m. train will suit the traveller's purpose best, as he will then have three or four hours at his disposal, besides effecting a saving of about 10 francs by travelling second instead of first class.

I recommend the plan of engaging a *fiacre* by the hour, as before suggested, to be adopted here, as being the quickest, most entertaining, and least fatiguing way of exploring. It will still be impossible, in the short time at liberty, to see the whole of Lyons, as it is very extensive, but a good general idea will be gained of its appearance and structure. It is a clean and handsome city, giving one the impression of a miniature Paris, and contains many public squares, with the usual fountains and statues. That named "*Louis le Grand*" is considered one of the finest in Europe, and commands admiration. The objects of interest to the visitor are the cathedral, the churches, the museum, and the *Hôtel de Ville;* the latter is a fine structure, and should be entered as far as is permitted. The market-place is a busy scene, and, if the traveller is awake soon enough, will be found amusing. Imitating the capital, there is here a *Champ de Mars*, a *Jardin des Plantes*, a fine library, and similar public works; but unless an entire day is spent here, there will not be time to visit them. The most interesting points to the stranger are the two noble rivers, the *Rhone* and the *Saone*, on the junction of which the city stands. It is curious to see these broad streams flowing side by side, separated only by a narrow strip of land; their course can be followed for some distance, until they at last meet, and the mingled waters majestically pursue their way to the sea. The two rivers are crossed by numerous bridges, some of them being light and elegant. Occasionally we come upon very beautiful views, and the whole country can be seen to great advantage from the Observatory, the ascent of which should by no means be missed. If the weather is favourable, the *Alps*, and even *Mont Blanc* may be viewed from that elevation; and even if they are not visible, the magnificence of the scenery around will well repay the visit. Lyons is the most important manufacturing city of France, and if the traveller is able, he should inspect one or two of the silk-factories, of which there are some thousands within its walls, permission to enter being readily given

by the proprietors. Having completed your hurried survey, it will be necessary to return to the hotel, and resume your journey to Marseilles. The train makes a short stay at St. Rambert, Valence, Avignon, Tarascon, and Rognac, arriving at its destination (if express) at 3.16 p.m., or 6.35 a.m.; or if a mixed train, at 10.17 p.m.

MARSEILLES.

I will presume you have determined to devote a clear day to the inspection of this, the chief port of the Mediterranean, and perhaps the finest city of France. You will probably arrive from Lyons in the evening, and the first thought, as usual, is the selection of an hotel; I can recommend the following as being in every way desirable both as regard situation, comfort, and charges.

Hotel des Empereurs,
Hotel du Louvre,
Hotel des Ambassadeurs.

It will be found a good plan to have all your under-clothing washed here previously to embarkation, by which mode your small stock can be made to suffice until your arrival at Suez, where access can be had to your heavy baggage.

In the morning, your first visit should be paid to the office of Messrs. R. Gower & Co., the agents to the Peninsular and Oriental Company, where your passport and passage ticket will be required to be left, and a small fee paid for obtaining the necessary permit for embarkation. It will be well to inquire at what hour passengers are expected to be on board the steamer. That done, a call at the Post Office will be desirable, after which the day will be left at your disposal. A couple of hours' drive will give you a general knowledge of the city, which is of considerable extent. The principal objects of interest are, the *Prado*, a fine avenue and promenade, upwards of two miles in length; the *Square of the Obelisk* and fountain; the *Cours;* the *Flower Market* and *Fish Market;* the *Museum;* the *Churches*, &c. Many of the streets are broad and well-built, with handsome shops and cafés, several of the latter being beautifully decorated. The *Bourse*, now in course of erection, is a fine structure, and when completed will be a great ornament to the town. The *Jardin des Plantes* is worthy a visit, both on its own account, and for the view of Marseilles which can there be gained—the busy city and the numberless vessels at anchor forming an animated picture. A great many manufactures are carried on here; and, notwithstanding the unsavoury odours which permeate more particularly that quarter, the stranger will find it not uninteresting to inspect the locality. But the harbour is the most important feature of Marseilles, being capable

of containing from 1,500 to 2,000 vessels. Here may be seen at all times hundreds of ships under every flag of the world; and the activity and air of business which prevails reminds one of our own Liverpool or Bristol. The entrance is commanded by two very strong forts, *St. Nicholas* and *St. Jean*, which the stranger will not, however, be permitted to enter. Having traversed the quays, it will be found a good plan to take a row-boat, and pull round or across the harbour, by which an idea of its immense extent can best be formed. If you so desire, you can direct the boatman to proceed to the famous *Château d'If*, immortalized by Alexander Dumas in "Monte Christo," which stands on a rock a little way outside the port; or you can take a survey of the steamer on which you will shortly embark.

If time permit, a hurried visit by railway may be paid to *Toulon*, one of the chief naval stations of France. The port is capable of containing from one hundred and fifty to two hundred men-of-war; and there are several docks for ship-building, and other appliances for fitting out and repairing large vessels.

Returning to your hotel in time for *table d'hôte*, you can afterwards adjourn either to the *Casino*, a sort of café-theatre, or to some other of the numerous concert-rooms which abound; many being very fine buildings, and all respectably conducted. There are, also, gardens outside the town, where dancing and the usual order of amusements are provided.

The morning for departure has arrived, and conveyances of all sorts are bearing passengers towards the outer harbour, where the steamer of the Peninsular and Oriental Company lies at anchor. Ferry boats are in waiting—the baggage is taken in—and in a few minutes we are on deck. The usual bustle and confusion attendant on such occasions prevails. Trunks, carpet bags, and hat boxes are strewed around, and every moment adds to the number of our fellow-passengers. As the hour fixed for embarkation strikes from the church clocks, excited Englishmen can be seen on the Quay, gesticulating violently, and disputing in a curious dialect—fondly believed by the speakers to be pure French—with extortionate cabmen, who, with the faculty which that genus possesses the whole world over of choosing their opportunities and forgetting their arithmetic, are attempting to extract double their rightful fare from the luckless Briton, who chafes impatiently under the fear of being left behind. But at last every one has found his way to the steamer, which only awaits the arrival of the mail to start on her voyage. In a few minutes the official boat comes alongside, the bags are transferred, spasmodic and bearded foreigners kiss and embrace departing relatives, a gun is fired, and we are steaming out into the blue and smiling Mediterranean.

We bid adieu to *la Belle France*, which lies glowing in beauty under

the morning sun, and are soon making the best of our way to our first halting-place, Malta—which, if all goes well, we shall make in about sixty hours.

MALTA.

Its beauties, its quaintnesses, its extraordinary nooks and corners, its hilly lanes, and streets that we ascend by stairs, the picturesqueness of the whole place, and the strength and vastness of its fortifications, what pen can satisfactorily and adequately depict them? We at once feel that we are surrounded by scenes which have justly been embellished in the pages both of history and romance. The houses around us are not constructed like any others that we have ever seen, unless indeed we have been in some of the genial lands of the South before. The clear blue sky, and the warm, sunny, balmy atmosphere, give rise to a very different style of architecture to that which prevails in our own cold northern home. The rooms here are higher and larger; the means of protection against the rays and effects of the sun are everywhere visible; and, above all, there is a sense of coolness and emptiness about every place we enter, which strikes us at once as strange. The latticed-windows; the old-fashioned houses of unequal height overhanging the streets, and approaching nearer and yet nearer to one another as they ascend to their upper stories; the oriental, sombre-looking buildings in the squares; the dark tenements, with their tiny windows and terraced roofs, speaking of protection for the fair against prying eyes: the streets of stairs, with their curious shops; and a people amongst whom may be observed every natural type of feature, and every style of dress, composed of as many different colours as Joseph's coat contained; this forms a *tout ensemble* which at first, after the monotonous "board-ship" life, dazzles the eye and unsteadies the mind of the observer. We have heard of the beauty of the Maltese women, but we shall carry away with us a feeling of disappointment, as well as a wrong impression, if we form our opinion on this point from the experience of a day's ramble through the town. But it is impossible to deny our praise off-hand to their costume. Nothing could, to our seeming, be more graceful than the coquettish *foldette*; while in strong contrast with it we have the "driggle-draggle gowns," the slouching hats, the ambling gait of the corpulent priests, the ungainly confessors of the fair, moving about with a *noli me tangere* air of sanctity, and rubicund faces telling of their proverbial jolly cheer! Of course, our own countrymen, and our own sailors and soldiers especially, are everywhere walking about, pretty much as if it were a matter of course that they should be there, and that no other people under the sun but themselves could possibly be masters of such a place. The poet talks of the "pride of port" and the "defiant eye" that appertain to the "lords of human kind"; we have no

wish to lay especial claim to those noble characteristics as belonging *par excellence* to "the Briton;" but if they are to be met with anywhere, it is in a British settlement—in Malta for instance—and there they appear all the more strikingly, because they are so unconsciously displayed.

The first thought of many passengers eastward bound, on landing at Malta, is to seek out a comfortable hotel, where they may enjoy the luxury of a fresh-water bath, and secure their accommodation for the day; and whence, as their head-quarters, they may sally forth on their various expeditions. But, as a rule, it is useless to expect that we can, in any of those roomy, airy, empty places called hotels in Malta, "take our ease in our inn" as we have been accustomed to do in England. As far as the dining-room is concerned, if we were to take a chair at a table out in the yard of one of our country inns on a summer's day, with the waiters constantly passing to and fro between the kitchen and the coffee-room, we would be almost as comfortable as we can be in one of the Malta caravanseries. But let us not find fault with the dinner, for though the mutton is none of the best, the salad, if you know how to make it, and the fruit, make sufficient amends for the quality of the other viands. So let the prudent voyager make the most of what is before him, reserving as much as he can of his natural propensity for grumbling for a future occasion, and now hasten forth to view the celebrities of the place.

The Strada Reale is the Bond Street of La Valette, where everyone is to be seen, and all things are to be purchased for which Malta is famous, especially its laces, mittens, and silver jewellery. We therefore, as a matter of course, take a stroll through this busy thoroughfare, entering a shop or a café occasionally, observing the different manners and costumes of the people, not forgetting those of the calesse drivers—the cabmen, or rather the cab-boys, of the place—with their red caps and crimson sashes, walking or running by the side of their strange-looking vehicles, something like the Irish cars, but drawn by mules, with the shafts on the very top of their backs. The general feature of the town, mostly up and down hill, will account for the driver not being seated, excepting when he has a good bit of road before him, when, after urging his mule into a good pace, he will vault with ease, and even grace, upon the shafts, and carry his passengers along as fast as he can go, careless of the jerks and the jolting they receive. At the end of the Strada Reale is an extensive open ground, upon which we may probably see the garrison, consisting of five or six regiments, engaged in a field day; but as brigade drill may be seen elsewhere than in Malta, we either pass on to have a look at the lines of fortification, five in number, which surround La Valette on the land side, or else we retrace our steps to inspect the palace and the Cathedral of St. John. The former building, though by no means of an imposing

appearance from the outside, is well worthy of a visit. It was formerly the residence of the grand masters of the Knights of St. John, and its spacious halls are still embellished with paintings of the sieges and battles in which the heroic brotherhood distinguished themselves. Its greatest curiosity is the armoury, where, amongst other matters, a most unique old cannon, captured from the Turks in 1564, and the harness of the knights are shown to the visitors, who, as regards the latter, will doubtless speculate upon the possibility of men in past ages, not only wearing, but fighting in such ponderous masses of metal. We find here armour of greater size and weight even than that of a Warwick or an Edward IV. A helmet is shown weighing thirty-three pounds, and a suit of black mail seven feet in height and three and a half feet in width, which could only have been worn, we may suppose, by a Titan or a Cyclops from neighbouring Etna. The tapestries in the Council Room will also deservedly attract attention; beautiful pieces of needlework, each about twelve feet high by eight feet wide, containing representations of animals, birds, flowers, &c., all admirably executed in the colours of nature, and of the size of life. It is especially observable with what care the various objects have been modelled and grouped together, and how exquisitely fine and delicate are the tinting and shadowing in each piece. Even paintings could hardly surpass certain portions of them in these respects, when viewed from a distance. The Emperor Napoleon, when President of the French Republic, presented to the Army and Navy Club, in London, where he had passed many happy hours of exile, a fine piece of work of the same description, which was considered to be perfectly matchless, but, in our opinion, those of Malta are certainly equal, if not superior to it. But both may be of the same Gobelin origin, for those of Malta are said to have been brought from France in the year 1700. From the roof of the palace an extensive view is to be obtained, after enjoying which we may quit the ancient pile as soon as we please, and walk over to the knights' cathedral, which is close at hand.

St. John's is the very picture of a church, one mass of the richest ornament, yet strikingly solemn, if not sublime. Its broad mosaic pavement, inlaid with lapis lazuli, verde-antique, jaspers, agates, and other precious stones, as smooth and resplendent as a mirror, is alone a study. The life of St. John is illustrated in a series of noble paintings on its walls. These are said to have been the work of a Calabrese artist, named Pieti; but the *chef d'œuvre* is the altar-piece, representing the execution of the saint, painted by Michael Angelo, who, for this touching production, was admitted into the brotherhood—an honour that reflected even more credit on the knights than on the illustrious painter. The mausolea of the grand masters, in the vaults under the floor of the cathedral, are especially deserving of notice; and amongst them is to be seen the tomb, surrounded by many others of nobler

designs and more artistic workmanship, of the grand master La Cassiera, during whose reign this splendid edifice was first opened, in the year 1576, for public worship. Rich and gorgeous as it is, however, we yet see this temple shorn of much of its splendour; for the French, during the short period they held the island, are said to have taken from the cathedral seven carts full of precious metals, which formed only a portion of its decorations. For this act of sacrilege the inhabitants never forgave the French, and to it they still attribute, though of course erroneously, their loss of the island. Amongst the churches of La Valette, we must not forget to mention the Protestant cathedral of St. Paul, built through the munificence of the good Queen Dowager Adelaide—a striking contrast to the gorgeous St. John—simple even to severity in its style of architecture and ornamentation, yet expressively grand.

We may still have time left to pay a hasty visit to Citta Vecchia, where the knights of St. John formerly resided, to inspect the catacombs and the cave of St. Paul. There appears now to be little doubt entertained that this was the spot upon which the apostle was shipwrecked, when he was being carried a prisoner to Rome. The people will have it, moreover, that St. Paul dwelt in the cave for three months, notwithstanding that the legend tells considerably against the liberality of "the chief man of the island, whose name was Publius," whose father Paul "healed of a fever," and who, we are told by St. Luke, received the apostle courteously. It could hardly be expected that the priests would not take advantage of the circumstances connected with the locality; and accordingly we find that they have converted the cave into a chapel, which contains a very good statue of St. Paul in white marble. In returning to La Valette, we may appropriately finish our day's lounging by a stroll in the Piazza St. Georgio, as the square in front of the palace is named, the fashionable promenade, and where the band of one of the regiments in garrison performs every evening.

The Maltese islands are three in number, Gozo and Comnio not being so well known as Malta, though all are densely populated. Indeed, a more populous spot is not to be found on the face of the globe. Malta alone, according to the last census, contained 115,000 inhabitants, and if we take 30,000 as the population of the other two islands, in which we should probably be under the mark, we shall thus have close upon 150,000 people inhabiting a superficial extent of 120 miles—that is 1,250 inhabitants to every square mile. The islands are chiefly supplied from Sicily, whence all kinds of food are obtained, a distance of not quite fifty miles. Very different from this was the condition of the group when, in the year 1530, the Emperor, Charles V., ceded it to the Knights of St. John in perpetual sovereignty, on condition that they would defend Sicily for him against the Turks. This celebrated brotherhood, which was founded towards the end of

the eleventh century, was originally one of a charitable nature, but its members, at first called Hospitallers, soon assumed a military character, and with it the title of knights. When the Christians lost Jerusalem, the knights retired to Acre, which they valiantly defended against the Turks. Subsequently, in the year 1310, under the King of Cyprus, they captured Rhodes, where they dwelt securely for two hundred years, at the end of which period, when that island fell into the possession of Soliman the Magnificent, they retired to Candia, and a few years subsequently, as above stated, to Malta. Here again they were followed by their redoubtable enemy Soliman, who was determined, if possible, to destroy them root and branch, as the most enterprising and valiant defenders of the cross. His first attempt upon the island having failed, he sent against it a second expedition, consisting of 30,000 men, provided with a strong artillery, and every other species of implement necessary for the conduct of a great siege. Into the particulars of the contest that ensued, in which the knights more than maintained their ancient reputation for valour, we cannot enter; it is sufficient to say that having lost the greater part of their army in the most determined and desperate attacks, extending over a period of four months, the Turks retired baffled from before its walls, and ever afterwards wisely forbore from all further attempts upon the island. The knights continued long afterwards to fight valiantly against the encroaching power of the Crescent; but the history of their island-home was marked by no subsequent event of importance until the year 1798, when it was betrayed into the hands of the French. The knights submitted to Buonaparte, and Malta received a French garrison, which was destined, however, after a blockade of two years, and when hard pressed by famine, to surrender to the British.

Once again are we ploughing through the deep blue sea, and looking forward to our speedy arrival in Egypt—a new land, perhaps, to most of us, and replete with interest from the earliest to the latest times—from the first Pharaoh to the last Ptolemy, from Cæsar to Napoleon. A long, low streak of land is at length visible, and soon two old white-bearded men, whose costume, when seen for the first time, will strike the observer as having something about it of the picturesque, come on board, and pilot us into—

ALEXANDRIA.

As we approach the shore, which is flat and sandy, we observe on the right a cloud of windmills, on the left the modern Pharos and the Pacha's palace, looking down upon the harbour, which is pretty well filled with shipping. Here and there are to be seen a few of the old men-of-war built by Mehemet Ali, who so fondly dreamed of maritime greatness, and whose efforts to attain it were such as only a great man

could have displayed. Let us suppose that we have anchored, and are pulling to the shore with the smallest of impedimenta, in the shape of a *sac de nuit*, containing all that we shall require, or are allowed to carry, for the accomplishment of our toilet while in Egypt. We walk to the hotel,—the Oriental or De l'Europe being the best,—a portion of the way through the dirtiest of streets, and, as we have some spare time on our hands, soon afterwards find ourselves mounted on a donkey, careering at full tilt to see the celebrities of the place, and the remains of classic renown. While passing through the broad street, forming the principal portion of the modern town, we have time to observe that its houses, chiefly tenanted by Europeans, are capacious and comfortable-looking edifices, in every respect adapted for the climate, with flat or terraced roofs, affording an agreeable place for exercise in the mornings and evenings. As for the native part, we can only say that it is thoroughly oriental—that its streets are narrow and dirty, bundled together in the most confused and awkward manner; devoid of drains, and full of dust and offal heaps; the huts being of lath, mud, and unburnt bricks, dried up into a tinder, like which they are consumed by fire not unfrequently.

Our first visit leads us over some of the ruins of the ancient city to Pompey's pillar, generally supposed to have been erected in commemoration of the final victory of Cæsar over his great rival, but in reality of much later date, having, it is believed, been built by a prætor named Pompey, during the reign of Diocletian (A.D. 300). It is generally considered to be one of the finest Corinthian columns in the world—its height being ninety-five feet, its mean diameter about eight feet—and is composed of three pieces of granite, of which one forms its pedestal, the second its shaft, and the third its capital. The shaft alone measures sixty-eight feet. When I last saw this pillar, it bore the marks of the handiwork of an ambitious individual who, not content with engraving his name in small capitals on the stone—a proceeding without which most people do not consider their visits to have been formally completed—had painted his name and address on the pedestal in black letters, a foot long,—"DAVID RICHARDSON, SUNDERLAND." An amusing instance of obscure notoriety, which, taken in connection with the doubtful origin of the structure, may afford to some people food for a spare moment's thought. Hurrying off to the other, or seaside of the town, we pass the old slave-market, an institution of the past—as slavery has, we believe, been abolished in Egypt under the rule of the present Pacha. At all times this was a disgustingly filthy place,—a square yard, surrounded by low hovels, with a few jet-black Nubian or Abyssinian men and women, squatting in squalid apathy around. Not far from the arsenal we see the two obelisks commonly called Cleopatra's Needles, one lying partially embedded in the sand, the other erect; both of equal size, about fifty-eight and a half feet in length,

and seven feet in breadth on each side of their base. They are single pieces of granite, entirely covered with hieroglyphics, which look decidedly the worse for wear. The arsenal used to be worth a visit, if only to see what an ambitious Roumelian could effect on a desert spot in the course of a few years; for Mehemet Ali only commenced its construction in the year 1828. As to the Palace, the visitors should not judge of it from its external appearance,which in no respect accords with its internal splendour.

Alexandria is built partly on a peninsula, on which the lighthouse forms so conspicuous an object, and partly on an isthmus, by which it is connected with the main land. The town, for the most part, stands on the isthmus—the principal buildings, such as the Pacha's palace, the arsenal, the hospital, &c., being upon the peninsula. It has two ports—the old or western one, now chiefly used, being the only harbour upon the coast having deep water, which is accessible at all seasons. The city was greatly improved by Mehemet Ali, who, by restoring the Mahmoudieh canal, which was originally constructed by the ancients, immensely increased its population; the number of its inhabitants having, it is said, been trebled since the canal in 1819 was opened to Ferrah. The aspect of the main street is extremely animated, and not much like what we should have expected to see in an oriental city. This is accounted for by the considerable number of Europeans who are engaged in business, and have their establishments there, amongst whom are to be found even the English tailor and the French modiste. All sorts of costumes are observable, from that of the Greek to the Syrian, the Moghrebin to the Jew; while in the midst of all, the grave Turk is everywhere to be seen. But the people generally are sunk in the extreme of poverty. Trade cannot flourish, nor can prosperity anywhere prevail, when the whole produce of the country is monopolized by its ruler, who purchases it at his own fixed and arbitrary prices, in order to sell it again at an enormous profit.

In ancient times this was one of the largest capitals in the world. Originally founded, or raised from obscurity, B.C. 332, by the great conqueror whose name it bears, with the view of enabling him more directly to govern and keep in subjection his new dependency, it soon rose to importance, its situation alone greatly contributing to that result. But under the Ptolemies, who for two centuries and a half gloried in it as their capital, and expended enormous sums upon its improvement and embellishment, it attained its highest degree of wealth and splendour. When Antony lost the empire of the world here for Cleopatra's charms, it measured fifteen miles in circumference, and contained 300,000 inhabitants, with probably a slave population of equal amount. The city then stood between Lake Mareotis and the sea, from which to the Nile the most abundant means of communication

had been established by several navigable canals; while the country around, which is now so barren, being irrigated everywhere, flourished like a garden. Its condition as described by Amrou, the famous general of Omar, is well known from having been so frequently quoted from the pages of Gibbon. "I have taken the great city of the west," he wrote to the Caliph; "It contains 4,000 palaces, 4,000 baths, 400 theatres or places of amusement, 12,000 shops for the sale of vegetable food, and 40,000 tributary Jews." Its siege by Amrou lasted fourteen months, and cost the Saracens 23,000 men; after which the Greeks tried their utmo t to regain it, but on both occasions that they put forth their whole strength for that purpose, were ignominiously repelled. The destruction of the library, containing 700,000 volumes, by order of the fanatic Omar, is now generally looked upon as totally unworthy of credence. The statement rested solely upon the authority of Abulpharagius, who wrote some centuries after the supposed event; and it is easily conceivable that many other causes might have brought about its destruction, especially the formidable disturbances which so frequently occurred in the city, caused by the enmity of various factions for one another, and the turbulent disposition of its inhabitants. Shortly after its capture by the Saracens, the city fell from its high estate; from which, however, during the middle ages it was partially raised by the revivifying hand of commerce, when it became a great emporium of trade between Europe and the East. In those days when Genoa and Venice were in their glory, Indian merchandize was usually landed at Berenice, on the Red Sea, whence it was conveyed across the desert to a point a little below Thebes, and thence floated down the Nile to the sea; but on the discovery of the Cape of Good Hope, all this trade disappeared, and Alexandria once more rapidly declined. And now again, after the lapse of many centuries, the active spirit of our age has adopted, for the sake of speed, the ancient track of commerce; and so long as railways remain, not the least powerful of the many agents of civilization, it is improbable that this route to the East will ever again be forsaken.

It takes about nine hours, not including stoppages, to accomplish the distance between Alexandria and Cairo by rail; and therefore refreshments, which are always provided half-way, though they do not usually consist of the choicest viands, are generally acceptable at Kaffre Zyätt. I have a firm impression on my mind that I lunched not two years ago off a piece of an old camel at this halting-shed; where, I must say, matters might be easily improved, at a trifling cost to his Highness. For though not exactly "head cook and bottle washer," the Pacha receives a profit from that wretched table, in the shape of a rental from the Turkish Jew that keeps it. After satisfying the pangs of hunger under such unfavourable circumstances, Stephenson's great

bridge over the Nile, which runs close by, will suffice to occupy one's attention until the train is ready to start again. As to the general aspect of the country, it will probably strike most people as not being so highly cultivated as they expected; while the wretched mud hovels of the Felahs or peasantry, and their extreme poverty, will bear ample testimony to the unwise policy of the Government.

CAIRO

We are not sorry to arrive at the Cairo Station, whence we hurry off as fast as possible to secure a place at Sheppard's, by far the best hotel in the city. But as we cannot all expect to succeed in that endeavour, we may probably have to put up with such accommodation as is to be obtained at the Hotels de l'Europe, and de l'Orient, of which we may say that their fare is bad, though their bedrooms are airy and comfortable. Seldom is the passenger now allowed much time to see the lions of the Egyptian capital; when, however, a short excursion is feasible, the first thing to be done is to mount a donkey. But as that sagacious lady, Mrs. Glass, observed about the hare, we must first catch him; we mean the donkey; in accomplishing which we have to engage in a scuffle with the donkey-drivers, each of whom is desirous of taking possession of one for his own animal; but resolution goes a great way everywhere, and has great effect here in securing a speedy mount, when we set off through the Moski and Hamsawi, the streets leading to the citadel, whence a fine view of the city and surrounding country is to be obtained. Across the river, in the distance to the left, are the pyramids, from the summits of which forty centuries looked down, as Napoleon phrased it, upon the battle which around Embabeh the French fought on the 21st of July 1798, against the Mamelukes. At our feet is the court-yard, where, not quite thirteen years afterwards, almost the last of those brave but turbulent chieftains fell beneath the sanguinary treachery of Mehemet Ali. The history of that deed of blood is too well known to be repeated here. Its result was, that 470 of the Mameluke aristocracy were slaughtered; one only having succeeded in escaping, by leaping his horse, amid a shower of bullets, over the battlements into the fearful abyss below; the faithful animal being killed on the spot, while its rider escaped to find shelter in the desert to recall with horror that day of woe. The new Mosque close by, constructed of white marble, quarried at Thebes, is a gorgeous edifice, containing the tombs of its founder and his reputed son—of Ibrahim Pacha who was assassinated in the Soudan, and of the wily old Roumelian who founded the present Egyptian dynasty. Joseph's well, said to have been sunk by Saladin, is close at hand, and the palace and its gardens are well worth going through; after which, we may retrace our steps, as soon as practicable, through the bazaars, where Turkish tobacco,

pipes, and puggeries (the latter to wind round one's hat as a protection against the sun), carry off a few loose coins. The gardens of Shoubra, always a favourite resort of old Mehemet Ali, as well as the pyramids, will probably prove too distant for a visit consistently with the time at our disposal; so, after inspecting the chicken-hatching ovens, we wind up the day's proceedings with a Turkish bath, which should not be forgotten on any account, and then return to do our best to take "our ease in our Inn" once more, and, if we are not at Sheppard's, to make desperate attempts at gulping the strange-looking esculents with which we are provided at dinner.

Cairo, or El Kahirah, the city of victory, was founded A. D. 973, by one of the generals of Moez, the first of the Fatimite caliphs; but it was not esteemed a city of much importance during the period that the country was governed by the Saracens. When Saladin, however, established the empire of the Turks in Africa, A. D. 1174, Cairo was enlarged and fortified, and thence became the capital of Egypt. It soon attained a high reputation as an Emporium of commerce, between the east and the west, and its traffic with other nations extended from the western coast of Spain to the furthest limits of India. Under the Mamelukes, who established their power in Egypt, A. D. 1250, it was anything but a secure place of abode, and its commerce soon dwindled into insignificance, amidst the continual scenes of extortion, rapine, and bloodshed, which marked the rule of that turbulent people. The *Mamelukes*, who derived their name from an Arabic word, signifying a subject bought with money, were originally Circassian and Georgian slaves, who, having been taken prisoners in battle, were purchased by one of the Turkish Sultans of Egypt, and converted by him on account of their remarkable beauty and bravery into a favoured body guard. They soon became aware of the power which they possessed, and, like the Prætorians of Rome, proceeded to elect sovereigns of their own, and thus established a dynasty. Egypt under their rule was a prey to a licentious soldiery; and during a period of two centuries and a half, nearly all their sovereigns were either privately or publicly assassinated. Their last ruler, Toman Bey, was hanged by Selim, Sultan of the Ottomans, in 1517, when their dynasty became extinct; but their aristocracy still continued powerful, until the period of the French invasion, when their strength was shattered; to be again further destroyed, as we have stated above, by their massacre in the citadel. The few that now remain are dispersed and powerless.

Four hours and a half will suffice to perform the journey between Cairo and Suez. For a considerable distance after we have left the station we are still surrounded by all the luxuriant vegetation for which the neighbourhood of Cairo is remarkable—its lofty trees, and especially its graceful palms, in the midst of gardens and highly cultivated fields.

But soon this high state of cultivation merges into the desert, a wide undulating sea of sand, broken occasionally by large boulders and rocky ground, presenting to the mind the idea of the ocean having lately subsided here, and left its bed exposed to the fierce rays of the sun. It is impossible not to congratulate oneself, when crossing this arid expanse by rail, that the time of jolting vans and sleepless nights are passed never to return; when it took passengers from eighteen to twenty-four hours to cross from Cairo to Suez, cooped up six together in confined cars, with their chins in their bosoms and their knees in their mouths, doing penance we suppose for their unrepented sins.

But the passage through Egypt now will not bear comparison with that of ten, much less twenty, years ago. The canal boat, crowded to excess, affording scarcely room for every one even to sit down—the Nile steamer, filled with vermin, crawling over their victims when extended on the floor or table of the small cabin, trying to steal a few minutes sleep—these are discomforts that can hardly be regretted; albeit, when they prevailed travellers saw a little more of the Nile than they do at present. But we still see quite enough of the country to get a very good idea of it; in some respects, even more so than we did formerly; for not only do we cross the Nile frequently, but we pass through the centre, or very close to many villages, thus obtaining a fair glimpse into the interior economy of the Felahs households, and perhaps beholding a little more in the shape of filth than it is perfectly agreeable to contemplate. The general prevalence of opthalmia amongst the people must strike every one; and the flies, so difficult to keep off, engender, if nothing else, extremely uncomfortable ideas in the mind. The mud-hovels, all plastered with *gobur*, as it is called in India, that is, manure made up into cakes, to be used when dry as fuel for cooking purposes—faugh!—present an inconceivably filthy appearance, sadly different from the scenes that ought to prevail in a country so eminently blessed by nature. But we must not forget that we are now passing through a portion of its sterile region, and that we have at length arrived at the half-way shed, where beer and porter are sold, if our memory does not fail us, at two rupees the bottle. If we had indulged in the beverage ourselves at that price, we should have been more certain about it; but there can be no mistake as to the exorbitancy of the prices charged for all liquors in that out-of-the-way place. The prudent traveller will know how either to do without anything at all, or else to take care to be provided with his own supplies.

SUEZ.

If any one would seek for a picture of perfect desolation, we would recommend him to go to Suez. It is the blackest spot on our journey.

About it there is just enough of life to intensify the melancholy air of barrenness and solitude that rests upon every object. Sand-wastes are everywhere around, and scarcely a green object meets the eye. As there is a Joseph's well at Cairo, so there is here a well of Moses. Indeed, if it were not for the miraculous event with which the name of the Jewish lawgiver is associated as having occurred in this neighbourhood, it would be utterly devoid of interest. The point at which the Israelites crossed the Red Sea is still a moot question; some contending that it is now dry land; others, and amongst them the author of "Eothen," maintaining that they passed over at a place which is still deep and broad. The spot indicated by Scripture as well as tradition, though the sea is known to have subsided in this locality since then, is even now so broad and deep, that nothing but the intervention of a miracle could account for a large body of people crossing to the opposite shore, as the Israelites are recorded to have done.

The railway takes us to within a few minutes' walk of the jetty, from which we embark on a small tender, which conveys us to the steamer. We shall be lucky if we have not to remain long on shore, where the accommodation is wretched in every respect; and where, as we have shown, nothing of interest is to be seen. The mail steamer is anchored four miles off, but the steam-tender soon accomplishes the distance, and again brings to mind a comparison decidedly to the disadvantage of "old times," when passengers had to pay for a tedious and uncomfortable, if not often a dangerous passage in an open boat.

The scenery down the Red Sea, though bleak and barren, is often very grand, high, mountainous, and picturesque-looking rocks being frequently met with. The lofty range in which Sinai and Horeb are situated, is plainly discernible, though "the sacred tops" themselves are not visible. The Red Sea, properly so called, is not entered until we pass the Strait of Jubel, formed by the Island of Shadwan and Cape Mahomed; and notwithstanding all that has been done by surveys to insure a perfect knowledge of its sunken rocks and dangerous channels, it is yet a most difficult sea to navigate. Some of the islands in which it abounds are so low as to be scarcely visible from any considerable distance by night, and hence the passage is one that demands the utmost degree of caution and vigilance on the part of those who are responsible for the safety of the ship. In the summer of 1859, as most of our readers will recollect, the *Alma* was wrecked upon the Harnish islands, having steamed directly upon them in the dead of night, when most of the passengers were asleep. Not far from the Straits of Babelmandel is Mocha, which, when seen with the sun shining strongly upon it, looks as if it were set in a landscape of sin, covered with a gloomy glare, and with hardly a vestige of vegetation visible, suggesting to the mind the idea of that burning

marl upon which "the soles of unblest feet" found unholy rest. Perim, in the straits, the island regarding which so much fuss was made at the latter end of 1859, will be sure to attract attention from its conspicuous position; shortly after which we pass the Cape of Babelmandel, surrounded by some magnificent scenery, high, bleak, black rugged rocks of all conceivable shapes, towering eight and ten thousand feet above the level of the sea. It will strike the least reflective with surprise, while gazing on nature here, that in the extreme of barrenness, she should be productive of so much beauty. Another hundred miles from this point will bring us in sight of—

ADEN.

There are two harbours at Aden, of which the eastern one is now unfrequented, that which we are at present entering being known as the Back Bay. Black volcanic rocks, some 1,800 feet in height, are before us, and beneath them, on the beach, are a few houses and a solitary shop, kept by a Parsee, where *what is called* soda-water can be obtained, and, if you are so inclined, a game of billiards can be played. The town is behind the range of rocky hills, in the crater, as it were, of an extinct volcano, and close to it is the Cantonment, or Camp occupied by troops from Bombay. To escape the operation of coaling, which is here more than usually a dirty one, most passengers go on shore, notwithstanding the extreme heat of the sun, and pay a visit to the camp, distant about four miles. Those who remain on board will have opportunities afforded them of whiling away their time by bargaining with Arab Jews for ostrich feathers, and making the Somalee boatmen around the ship dive. The latter are a set of extraordinary-looking people, with their hair dyed red, and rubbed up in such a fashion as to make it bear all the appearance of a mop; the contrast between which and their ebony black bodies, together with their wild shouts and gestures, may not unnaturally lead to the supposition that they are denizens of the lower world. Occasionally I have seen pieces of money thrown into the water for half-a-dozen of these people to dive after, but one or other of them will always catch it before it sinks many feet below the surface; and, therefore, in order to see them dive, the plan is to offer a prize to the first man who will bring a stone up from the bottom. You have then a good diving race for your money. The town, which contained only about 600 inhabitants, steeped in poverty, when we took possession of it about a quarter of a century ago, is now said to number close upon 30,000 people.

Its fortifications, which are of considerable magnitude, are being constantly strengthened, and are, naturally, almost impregnable. The Arabs have long ago renounced the idea of molesting us, an amusement

to which, for some time after our settlement here, they were extremely partial, until at length they discovered that it invariably cost them too dearly. Even more entirely than Gibraltar and Malta is Aden dependent upon extraneous aid for all kinds of provisions, live stock being generally obtained from the coast of Africa, while fruit, vegetables, and fodder for horses are brought in every day on camels from the interior of Arabia. The supply of water is also found to be insufficient, and, therefore, recourse has latterly been had to the condensation of sea water, for drinking purposes, but it is not much in favour amongst the European inhabitants.

In former times, Aden was a place not only of great strength, but also of considerable wealth and industry. The isthmus which separates it from the main land is now never covered with water; whereas, at the commencement of this century, every high tide converted the promontory of Aden into an island, which it is considered formerly to have been, The remains of its old Turkish fortifications were still visible not long ago, and fully attest its former impregnability; while its cisterns and aqueducts, of immense size, cut out of the solid rock, are sufficient evidence of the artistic and scientific qualifications of its late inhabitants. A comparatively trifling amount of labour and expense only would be required to make these great works of the most essential service to the garrison and town, which is destined, apparently, to eclipse, before long, its former state of prosperity, when from the eleventh to the fifteenth century, that is for a period of six hundred years, it formed the greatest emporium of commerce in the East.

Before the establishment of the weekly Indian mail, Aden used to be the point of divergence upon all occasions for passengers going to Bombay, and as we must needs pay a visit to that presidency, we cannot do better than branch off here almost due east, skirting, though out of sight of, the southern shore of Arabia, and sailing, as it were, between the Arabian Sea and the Indian Ocean, until at length we obtain our first view of India.

BOMBAY.

The coast is low and rocky, but, as we approach the entrance to the harbour, the scene improves, the land rising high in the distance, capped by the Western Ghauts. Amongst all the harbours of India Bombay stands unrivalled for its extent and safety, whence, indeed, the island derived from the Portuguese its name of Bom Bahia. On entering it, we have the island of Salsette to the north of us, and that of Colaba to the south, while on either hand lie Elephanta, Caranja, and Butcher's Island. Filled with the ships of all nations, with every visible spot instinct with life, and abounding in all the signs of wealth and prosperity, Indian life, with all its completeness, opening suddenly and

PERPUSTAKAAN NASIONAL
REPUBLIK INDONESIA

vividly upon him, it is impossible for the stranger not to be greatly impressed with the novel and animating scene around. The moment we land, a crowd of servants, most of them harpies, who live by cheating and robbing new comers, as well as palkee-bearers, and shigram-wallahs, or cab-drivers, will be in readiness to surround and follow us; but we must pass through them without saying a word, walk straight to the first empty conveyance and jump into it, and cry out to the driver "*Pooch Ghur*." "Hotel!" Never mind which you are taken to; they are pretty close together, and nearly all alike in Bombay; or, at least, they were so within the last two years, and it is not probable that they have altered for the better since then, seeing that they have always been considered "*shocking*"—another instance of giving a dog a bad name and hanging him! If you dont like the first you are taken to, you can go on to the next; but sometimes a choice of evils in this respect is a luxury not to be obtained, for these houses are generally well filled, and any accommodation you can get, provided it is not "really too bad," had sometimes better be accepted at once as a *pis aller*. But if your stay is to be a prolonged one, and the period of your visit happens to be during the cool season of the year, a few days will suffice to have a tent in readiness for you on the Esplanade, in view of the sea, by far the most agreeable place of residence during the winter months in Bombay.

We are now amongst a new people, and at all times of the day plenty will be found to interest the stranger, in addition to the public buildings, and the many pretty drives in the neighbourhood. The dock-yard, the head-quarters of the Indian navy,—now one of the things of the past, since the transfer of the Indian government to the Crown; the town-hall, whose museum and library are amongst the most useful institutions of the place; the Elphinstone College, where you will get your first glimpse of the precocious Hindu Alumni, crammed with Shaksperian phrases; as well as the bazaars and Parsee shops will suffice to occupy the attention for some time: after which, trips may be made to Malabar point, dotted with villas, and whence splendid views of the sea and island are to be obtained; to Colaba and Mazagon; to Parell, the residence of the governor, where Arthur Wellesley lived before Assaye; and across the harbour to Elephanta, whose caves are alone worth going to Bombay to inspect. The city, properly so called, is within the fort, all the public buildings being there concentrated; while across the Maidan or plain, outside the walls, is the native town, where the study of Indian city life—native life—may be prosecuted with advantage. Amidst such scenes we must leave the Bombay passenger, (shall we, adopting the local phraseology, call him, or her, a duck?) and proceed to follow the course of his brethren of "the other side"—the "tawney" Mulls, and the "waspish" Qui Hyes.

Eight days generally suffice to accomplish the passage from Aden to

Bombay, but it takes at least ten from the same point to reach Ceylon. A few high, rugged, barren islands are seen off Cape Gardafui, namely, About Curria, 18 miles in length, the Brothers, 8 miles apart, and Socotra, 70 miles in length and 20 in breadth, after passing which, the open sea is our prospect for days, until we arrive at about lat. 8° north, when on passing between the Laccadive and Maldive islands, some of them are seen, low, and covered with a dense green jungle, and, perhaps, close in a small sail, though the people are very chary in showing themselves. They carry the produce of their islands, such as corn, cocoanut-oil, tortoise-shells, &c., to the coast of India and the Straits Settlements, and return with rice, sugar, and other articles. They profess the Mohammedan religion, and are governed by a Chief, who assumes the high-sounding title of Sultan. After a run of 450 miles the Cinnamon Isle is seen looming high in the distance, and soon afterwards we enter

POINT DE GALLE.

The entrance to its harbour is intricate and difficult, on account of the sunken rocks that abound. The scenery is perfectly delightful; far surpassing any thing we have yet met with as regards its varied and luxuriant vegetation. On the right is a wooded point jutting out into the sea; on the left a cluster of rocks, surmounted by a lighthouse; and before us, higher, and yet higher, in the most graceful shapes, rise the fertile lands of the beautiful island. When at anchor we have the old Dutch fort and the town to our left, while around the steamer in every direction are to be seen the strange little canoes, peculiar to this part of the coast, not so broad as they are deep, and seemingly scooped out of a tree, or solid piece of timber, with an out-rigger on one side, consisting of a heavy log of wood attached to the boat by poles about ten feet long. Though so uncomfortable and insecure to look at, no boats could be safer, as it is impossible to upset them. The town is remarkably clean, in that respect so different from the generality of places in the East, and most of the houses, into the construction of which the palm-tree generally enters, are patterns of neatness. The hotels are generally as commodious as they are comfortable, and supply every reasonable want of the traveller, not only satisfactorily, but at a moderate charge. There is something extremely effeminate about the appearance of the people, which is enhanced by their peculiar dress, and the manner in which they keep up their hair with a fine semi-circular comb above their foreheads. The comb is considered a great ornament, and the requirements of taste would on no account allow of its being dispensed with. No one need be at a loss for something to do when on shore. Some very grand scenery is to be found in the neighbourhood, especially on the road to Colombo, and all kinds of vehicles are therefore

put into requisition on the arrival of the steamer. In the town, the inspection of the shops, and bargaining with stray Cingalese, wandering about in search of purchasers for their jewellery and trinkets, their ivory letter-weights and fans, card-counters and paper-slips, snuff and work-boxes, and walking-sticks, and what not besides, will suffice to amuse, for an hour or so, even those who are most difficult to be pleased. Commend us to the ladies, though, for spinning out such work as this. But even the fair sex require to have their usual sharp wits about them in order not to be *done* by the Cingalese, who, if you will permit them, hesitate not to palm off upon you a flint spar for a diamond, and all kinds of glass-mounted rings for rubies, emeralds, and sapphires. In India, it is not unusual to offer a native, for an article which he presents for sale, one third of the price asked, which is often about its real value; but at Galle, the "merchants," as they are called, are so unscrupulous that they have been known to reduce their demand for an *emerald* ring from about £3 to a couple of rupees.

Amongst all the productions of Ceylon, the cocoa-nut tree is not only the most common, but the most valuable. "Its leaves," as it has been well remarked, "are used for thatch, brooms, torches, and food for elephants. The sap yields the beverage called toddy, from which *arrack* is obtained by distillation, and sugar by boiling; the kernel yields oil; the refuse, oil-cake, feeds pigs and poultry; the shells form implements and vessels for drinking and smoking; and the capsule affords fibres for cordage." Ceylon is also remarkable for its pearl fishery. The pearl banks at Condachy, the principal ones in the island, measure about thirty miles by twenty; upon which, during three weeks every spring, 2,000 men are employed as divers, who receive during the time they are so engaged, about ten times as much as they could obtain for their ordinary labour. The pearls are sold on account of Government to the highest bidders, and by this means a revenue of from thirty to forty thousand pounds a year is obtained.

In ancient times this island was far more highly cultivated than it is at present; and the remains of its extensive tanks and works for irrigation purposes, now in many places overgrown with jungle, are still observed with surprise and admiration by the traveller. The Portuguese were the first Europeans who settled upon its coasts, from which they were expelled by the Dutch, in the middle of the seventeenth century. In 1794 we took Trincomalee, and soon afterwards established ourselves on many other parts of the coast; and finally, in 1815, when the kingdom of Kandy was brought to an end, the whole island fell under our power. A tradition prevails amongst the people, that the island was the scene of Paradise, whence the lofty hill in the south is called Adam's Peak, and is universally regarded with the highest veneration.

From Ceylon the various lines of communication of the Peninsular

and Oriental Company diverge, the passengers for Calcutta, China, and Australia embarking on separate steamers for their several destinations.

MADRAS.

In three days' time after leaving Galle, we arrive at Madras. On our way we pass some dangerous rocks on the east coast of Ceylon, called the Basses, where one of the Peninsular and Oriental Company's ships got into difficulties, and was finally wrecked, in 1858; and to avoid them the steamer usually goes well away from the shore, which, however, in some places is plainly visible, fully maintaining the reputation which the island bears for its beautiful scenery. The Madras coast is extremely low; but as we approach close to it, a long line of white houses appears, from one end of which rises the lighthouse, a fine stone building, whose light can be seen from a distance of thirty miles out at sea. A more dangerous roadstead than that of Madras can hardly be imagined, exposed to all the storms that sweep across the Bay of Bengal from the eastward, and some fearful disasters take place there occasionally amongst the shipping, during the prevalence of the north-east monsoon. Upon such occasions it is useless to attempt a landing—the breakers on the shore running so high that it is impossible even for a "catamaran" to pass through them. This latter is a boat, that consists of three cocoa-trees lashed together, large enough to carry only a couple of people, and is rigged with a movable mast and sail, by the aid of which it goes out to sea for considerable distances. The catamaran men are most expert swimmers and divers, and in their habits are nearly amphibious. When they pass through the surf in rough weather, on the approach of a huge breaker they invariably jump off the catamaran, and dive, to allow the breaker to pass over them; when they at once spring on to the catamaran again, and paddle it away as fast as they can; and thus proceed through ten or a dozen rollers, until they reach either the shore, or get into smooth water beyond them.

Passengers, however, always land in Masullah boats, which are deep, clumsy, and top-heavy looking in the extreme, though eminently adapted for such a coast as Madras. They are built throughout without a nail—their planks being knitted together with coir rope, which is found to be well able to bear the strain usually put upon the boats as they dash with violence against the beach, when nails would infallibly be snapped asunder. A boat of this kind, with a crew of from eleven to fifteen men, wearing nothing but the scantiest *langooties*, or narrow strips of cloth, round their loins, as soon as it enters the surf, becomes a scene of intense excitement. The huge breakers before and behind, topped with hissing clouds of foam; the crew rowing and shouting like maniacs; the spray breaking everywhere round, in dense showers; the boat now seeming to stand on her bows, now on her stern, and often

struck until she quivers again; the mad rush up the beach when, as soon as it is touched, the men jump out of the boat, and pull it over the returning water out of reach of the next roller—all this leaves an impression on the mind which time rarely weakens, and certainly never can altogether efface. When the men jump out of the boat they are usually up to their middle in water; and distressing accidents have been known to occur from the approach of land sharks upon such occasions. The last time I landed at Madras, a couple of years ago, a Masullah man had his leg taken off at the thigh by one of those animals, from the effects of which he soon died; and the impression left by the accident on all the boatmen was very perceptible, as they were extremely cautious in going above their knees into the water afterwards, on arriving at or pushing off from the shore.

But there are other land-sharks at Madras, besides those that snap off people's legs; I mean the Dubashes, who perform the same functions as the Dragomans of Egypt, and the Sircars of Calcutta—that is, cheat you out of as much money as they possibly can. Even if you determine to have nothing to do with them, one will be sure to follow you like your shadow, wherever you go; and that need not be far, for there is not much to be seen excepting the people. The hotels are as indifferent in every respect as those of Bombay; the Club, whose rules are extremely liberal, as admission to it can easily be obtained by persons of standing and respectability, being the only place where a gentleman can make himself really comfortable. The public buildings and bazaars are soon seen; perhaps a drive to the Mount, or Artillery head-quarters, may be arranged; after which there is positively nothing to attract attention except the dusty roads and the dirty streets of the native part of the town. The object which will most probably afford a stranger the greatest scope for admiration, if not amusement, will be the Sepoys' shako; a wonderful contrivance, with a knob on the top of it, like a huge flower-pot, of which the Madrassees are partially fond, and in which they usually carry when on a march not only the greater part of their wardrobe, but also the contents of their pantries. Next to Surat, Madras is one of our oldest settlements in India, a factory having been established here in 1639, when Fort St. George was built for its protection. The European part of the city is situated around the Fort, to the north of which stands the Black Town, inhabited, as its name implies, by the natives; the Esplanade being the large open space that intervenes between them. Madras contains about 300,000 inhabitants.

CALCUTTA.

The run from Madras to the Sandheads occupies about three days. The little brigs, most seaworthy craft, that we see here, supply pilots to inward-bound, and receive them from outward-bound ships; and are

stationed at the head of the sands that render the navigation of the Hooghly so difficult and dangerous, their distance from the entrance of the river being about twenty miles. The pilot service is one of great hardship, being often attended by great risks; and is very differently constituted from all other services of the kind with which we are acquainted. Its members enjoy the status of naval officers, and as such are received at Government House; and amongst their number are to be found not only gentlemanly and entertaining companions, but really able and well-informed men. I speak of them impartially from an experience of many years, and have all the greater pleasure in doing so, that I know they have latterly been as a body, undeservedly maligned. Though the dangers inseparable from the navigation of the Hooghly are as formidable as they are numerous, yet rarely has an accident been known to occur to a mail steamer in threading its treacherous channels. Other ships have been known to touch the ground, topple over, and sink not only to the bottom of the water; but deep into the sand—which, like another Serbonian bog, soon succeeds in swallowing them up altogether. These sand banks are constantly shifting; and latterly, it is said, they have so increased in size, thereby reducing the depth of water, that large ships, deeply laden, can manage to get over them only during the spring tides.

The coast, as at Madras, is low, but with the remarkable difference that not a tree is to be seen. After passing through the Gaspar Channel, a gut in a sand-bank of that name, we arrive off Saugor Island, covered with low jungle, and upon which there is a lighthouse; whence, striking across to the left, over another troublesome bank, we make for the lighthouse at Kedgeree, which is also a postal station, and from which a boat usually puts off on the approach of the steamer, with letters and papers from friends in Calcutta for those that are expected to be on board.

The country now begins to assume a more interesting character; the trees, especially the palms, with their feathery tops, being more numerous along the river's banks, and having to our mind the same effect upon the level plains on either side that a wig has upon a bald head. Signs of life and cultivation appear; men and their habitations; villages and tilled lands. Soon the palm trees are observed to be loftier, and others of noble aspect are seen; the beautiful peepul, clothed with the greenest of leaves; and the majestic briarian banian, like an old patriarch, with its hundred branches all around it, taking root into the soil, a perfect temple of shade. Through such scenes, round many a bend in the river, we pass on to Diamond Harbour, near which is another of those Serbonian sands, called the James and Mary, from two ships bearing those names which were there swallowed up. The nearer we approach to Calcutta, the more do all the signs of life and industry meet our gaze,

and the more varied and luxuriant, round the mud villages that we now pass, becomes the vegetation.

At length, after entering many a reach, we enter *the* one, which, for its extreme beauty, has been called Garden Reach, when suddenly there appears before us on our right, a continuous line of well-built and beautiful mansions, each surrounded by its own gardens and park-like inclosures, sloping down to the water's edge. Here reside some of the *élite* of Calcutta society. A little higher up, on the left, we pass the Botanical Gardens, of which, however, not much can be seen, though they are well worth a visit, and are a favourite resort of the Calcutta people during the cool months of the year. Immediately above is the Bishop's College, an institution originally intended, we believe, for the education of young men chiefly of the Eurasian class, for the office of the ministry. From this point, nearly opposite to which is the Peninsular and Oriental Company's Ghat, where the steamer lands her passengers, we obtain a splendid view of Calcutta in the distance, extending up another bend of the river, on its left bank, for miles; while, in the midst of the mighty stream, at anchor, is one of the finest fleets of ships, most of them of the largest burden, that eye could possibly rest upon.

The impression that the first view of Calcutta makes upon the stranger is not at all disproportioned to the importance of the place. We are struck by its greatness at once; and it is impossible not to acknowledge that the *coup d'œil* is one not only of grandeur, but of beauty. As we drive to it from Garden Reach, after passing the iron bridge, we first come upon Fort William, commanding the passage of the river, and surrounded on all other sides by an extensive plain, on one portion of which is the race-course, and on the borders of which, to the east and the north, the eye lights upon a long line of noble edifices, all detached from one another, each surrounded by its own inclosures or gardens,—the west-end of Calcutta, called Chowringhee,—also upon the principal public buildings and offices, the Supreme Court, the Town Hall, the Treasury, and standing out before and above all, like a giant surrounded by his sons, the Government House, in every respect worthy of its name and founder,—the Marquis of Wellesley,—an immense structure, surmounted by a large dome, and surrounded by extensive grounds, laid out with the greatest taste, and in the most artistic style, while around are six magnificent gateways. We here enter upon the principal part of the city, in the leading streets and esplanades of which we find the Old Cathedral, the Metcalf Hall, the banks, the principal libraries, the newspaper-offices, the hotels, and all the chief European establishments. Tank Square, measuring 500 yards on each side, and so called from the fine tank more than sixty feet deep in its centre, may be said to be the centre of the European

portion of the city, all the streets of which find an outlet into the Strand—the road which, following the river's bank, extends a distance of six miles from Garden Reach to Cossipore, forming a line of communication between the suburbs on the north and the south. The Native Town, ill-built, and consisting in many parts of mud huts, covered in with bamboo, straw, and matting, is to the North of the European quarter; both being calculated to be four miles and a half in length, and from a mile to a mile and a half in breadth, extending from the river to the eastward. On the right bank of the river, opposite the southern portion of the Native Town, is the growing suburb named Howrah, which contains the terminus of the North Western Railway, destined, we hope, soon to be opened the whole way between Calcutta and Lahore.

As to hotels, the Auckland, Spence's, or Mountain's, are the best; the latter is usually the resort of quiet families, though all are equally deserving of the highest recommendation. Unless happily provided with friends, or some good Samaritans, to "take you in," as one only loves to be *done*, it is advisable on landing to go to one of the best hotels, instead of plunging in the dark into one of the numerous lodging-houses with which Calcutta abounds, and leave for a calmer moment, when you have more leisure at command, the task of finding an abode to your taste, in which you may agreeably pass your time during the period of your residence in a city which has not unjustly been called a city of palaces.

HONG KONG.

From Ceylon, the China steamer takes us through the beautiful scenery of the Straits of Malacca to Penang, then to Singapore, and finally to Hong Kong, one of the most thriving of our recently-established settlements in the far East. We originally took possession of Hong Kong during our first rupture with China, and formally retained it in accordance with a provision of the treaty of Nankin, August, 1842. The following year it was constituted a Crown Colony, governed from Downing Street, but, for administrative and other purposes, it was granted an executive as well as a legislative council, to aid with their advice the Governor, who is likewise the Superintendent of all the consular establishments in China. A Supreme Court, with a Chief Justice and an Attorney-General, has long been one of its most valued institutions, giving the greatest satisfaction to the European inhabitants, to whose commercial operations it affords that protection, without which they could not flourish. The new town of Victoria, the building of which was not begun until 1841, is now a very populous place, and has given its name to a bishopric, which has already extended its fruit to still more distant eastern shores. In the old world it would require the expenditure of a mint of money to raise

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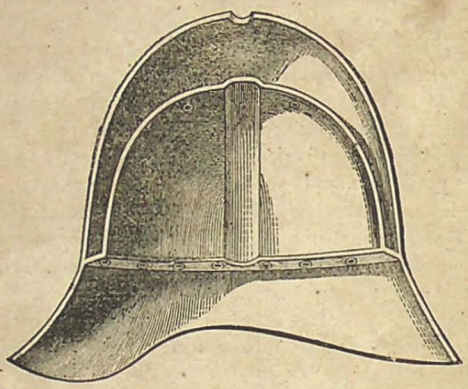
a city at once from the ground, as has been done at Hong Kong; but there labour is cheap, and though the amount of capital invested has been most considerable, yet it has been accomplished at a comparatively trifling cost. The Victoria Harbour affords a good and convenient anchorage, close to the town, which is situated upon an island about eight miles long by two to six broad, and separated from the main land of China by a strait, which varies in width from a mile to four or five miles. In its northern part the island is hilly, the highest summit being about 1,800 feet above the level of the sea, while the southern portion is more open and undulating in its character. For many years Hong Kong was deemed unhealthy, but the improvements which it has received since the period of our occupation, have now rendered it a comparatively healthy place of abode. The extension of its commerce bids fair to convert it, in process of time, into one of the most important of our settlements in the East.

SYDNEY.

Within fourteen days after embarking at Ceylon, the voyager catches the first glimpse of the coast of Australia, and the steamer touches at King George's Sound, where the opportunity is afforded of a run ashore. From thence we proceed to Melbourne in about five days, and in four days more we come in sight of Sydney, the capital of New South Wales, which forms a fitting termination of our long, but we trust not uninteresting, journey. The bold rocky coast, and the lofty headlands, giving admission into Port Jackson, one of the noblest harbours in the world, at one end, and Southampton Water, and the lively Isle of Wight, at the other, with all the various garrisons, settlements, and even Empires between, owning the sway of one little island—such a journey as this, reminded everywhere of the vast power of his own nation, would be calculated to make any other man but a Briton the most boastful of all men. But it is precisely because he is not a boaster, but a worker, that we have here before us, at old England's antipodes, such a wonderful display of wealth and grandeur, all accomplished by working men within the memory of one generation. To attempt a description of it would lead us too far: to do it cursorily would be useless. It is enough to say that Sydney can even now vie, in many respects, with the splendours of the greatest capitals of Europe, not even excepting our own; while its magnificent harbour, in which the largest ships can float at all times close up to the most extensive range of wharfs, holds out a certain promise that this city has before it a future of unsurpassed prosperity and magnitude. It was first established as a convict settlement in 1787—it is now, and long has been, the capital of a territory equalling in extent some of the empires of the old world, while it bids fair to become, even before our generation has passed away, the first city of an empire as large as Europe.



ELLWOOD'S PATENT AIR-CHAMBER HELMET.

(SECTION.)

ELLWOOD'S PATENT AIR-CHAMBER HATS AND HELMETS having been in use in India and elsewhere for several years, and being pronounced by all who have worn them to be

THE COOLEST AND MOST SUITABLE HEAD-DRESS FOR HOT CLIMATES,

and the only light and effectual protector of the head from the rays of the Sun, the Patentees can with confidence recommend them to Military Officers, and all persons whose occupations expose them to the solar heat of the tropics.

By consulting the annexed diagram, it will be seen that these Hats and Helmets are composed of two parts :—the outer part forming an Air-Chamber round the inner one; the non-conducting properties of the air in this chamber have the effect of *intercepting the rays of the sun*, and prevent them from passing to the head of the wearer. As the air in the chamber becomes warm or rarefied, it passes off by an aperture at the upper part of the outer crown, and is replaced by cool air entering through a series of perforations on the under side of the brim, thus causing *a rapid circulation* which has the effect of KEEPING THE HEAD PERFECTLY COOL, and renders the Hat comfortable to the wearer.

These Hats and Helmets are made in a great variety of shapes, sketches of some of which will be sent on application.

CAUTION.

The great superiority of these Hats and Helmets over all others, for tropical climates, has induced some persons to offer to the public useless imitations, bearing some outward resemblance to them, but totally devoid of their good qualities; the public is therefore respectfully cautioned to observe that NONE ARE GENUINE UNLESS THEY BEAR THE NAME OF THE PATENTEES ON THE LINING.

The Patent Air-Chamber Hats and Helmets can be had by the Trade of the Patentees, J. ELLWOOD and SONS, Wholesale Hat and Helmet Manufacturers, 24, Great Charlotte Street, Blackfriars, S., London; and by the Public, of Mr. LUDLOW, 1, Pall Mall, or Messrs. BRIGGS and PREEDY, 98, Gracechurch Street; and most of the principal Hatters, &c., in London, and the Chief Towns in India.

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AND

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In respectfully calling the attention of the Public to the above Establishment, the Proprietor begs to state that the Shirt Department has received his personal attention for more than Fourteen Years, during which period upwards of Seventy Thousand Shirts have passed through his hands. By this extensive experience the principles adopted in cutting have been thoroughly tested, and proved capable of ensuring to the most difficult figure a Perfect Fit.



The ordinary description of Drawers being made only in certain sizes, a misfit frequently occurs. By adopting S. Hodgkinson's "Improved Belt Band Drawers," the discomfort arising from this circumstance is avoided.

To Equestrians and Gentlemen inclined to corpulency they will be found invaluable, not only answering the purpose of a Belt, but being cut from an elastic Fabric, and made to measure, they cannot chafe, nor get out of position.

Articles required for a Gentleman's Outfit to India.

Long Cloth Shirts	6/	7/6
Linen Collars	9	1/
Coloured Shirts	5/6	7/6
Flannel do.	12/6	15/
Gauze Merino Vests	4/6	6/6
Stout do. do.	6/	9/
Flannel Waistcoats	8/6	10/
Elastic Cotton Drawers	5/	7/
Stout Merino do.	7/6	9/6
Sleeping do.	3/6	4/6
do. Jackets	3/6	4/6
Cotton Half Hose	1/3	1/6
Woollen do.	2/	2/9
Cambric Handkerchiefs	1/	1/9
Berlin Braces	2/6	4/6
Extra Ends	1/3 each.	
Towels	1/	1/6
Bathing do.	1/	1/9
Clothes Bags	4/6	
Sheets	7/6	9/6
Pillow Cases	1/6	2/6
Overland Trunks	28/	
Maud or Railway Wrappers	14/	24/

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Will be found every Novelty in Fabrics suitable to the existing Season for

DRESS & FROCK COATS,

DRIVING & WALKING COATS,

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Indian Tweed Suits	50/	60/
Coloured Flannel do.	50/	60/
Alpaca do.	30/	45/
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White Jackets	6/6	12/
do. Trousers	6/	11/
Turkish do.	12/	21/
White Waistcoats	3/6	9/6
Russia Duck Trousers	8/	14/
White Cotton do.	7/	12/
White Drill do.	9/	14/
Extra Trousers for Tweed or Flannel Suits	15/	18/
Cord Breeches and Trousers	14/	25/
Paletots	21/	42/
Waterproof Coats and Leggings	21/	63/
Waterproof Ground Sheets	25/	35/

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N.B.—A detailed list furnished, free of expense, enumerating the Articles essential to a complete equipment for Ladies, Gentlemen, and Families proceeding to India, China, and the Colonies.

APPENDIX.

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REPUBLIK INDONESIA

APPENDIX.

TABLE

Showing the dates of departure, the distance in miles from Station to Station, the dates of arrival at each port, the average stay at each port, and the total distance and average length of journey from London.

OUTWARDS.

London to Calcutta.

Vid Southampton.					*Vid Marseilles.*				
Miles.		Dates of arrival.		Average stay.	Miles.		Dates of arrival.		Average stay.
79	Southampton (d.)	4	20	...	877	Marseilles (d.)	12	28	...
1,151	Gibraltar (arrival)	9	25	3 hrs.	659	Malta (arrival) ...	15	31	6 hrs.
981	Malta	14	30	6 „	819	Alexandria ...	18	3	6 „
819	Alexandria	17	2	12 „	162	Cairo	18	3	12 „
162	Cairo	18	3	24 „	90	Suez	19	4	...
90	Suez	19	4	...	1,308	Aden	25	10	24 „
1,308	Aden	25	10	24 „	2,134	Ceylon	5	21	12 „
2,134	Ceylon...	5	21	12 „	545	Madras	9	25	12 „
545	Madras	9	25	12 „	770	Calcutta... ...	13	29	...
770	Calcutta	13	29	...					
8,039	Miles. Average from London 40 days.				7,364	Miles. Average fr. London 34 days.			

London to Bombay.

79	Southampton (d.)	12	27	...	877	Marseilles (d.)	20	5	...
1,151	Gibraltar (arrival)	17	31	3 hrs.	659	Malta (arrival) ...	23	8	6 hrs.
981	Malta	21	5	6 „	819	Alexandria ...	26	11	6 „
819	Alexandria	25	9	12 „	162	Cairo	26	11	12 „
162	Cairo	26	10	24 „	90	Suez	27	12	...
90	Suez	27	12	...	1,308	Aden	2	18	24 „
1,308	Aden	2	18	24 „	1,664	Bombay	11	26	...
1,664	Bombay	11	26	...					
6,254	Miles. Average from London 30 days.				5,579	Miles. Average fr. London 24 days.			

London to Shanghai.

79	Southampton (d.)	4	20	...	877	Marseilles (d.)	12	28	...
1,151	Gibraltar (arrival)	9	25	3 hrs.	659	Malta (arrival) ...	15	31	6 hrs.
981	Malta	14	30	6 „	819	Alexandria ...	18	3	6 „
819	Alexandria	17	2	12 „	162	Cairo	18	3	12 „
162	Cairo	18	3	24 „	90	Suez	19	4	...
90	Suez	19	4	...	1,308	Aden	25	10	24 „
1,308	Aden	25	10	24 „	2,134	Ceylon	5	21	24 „
2,134	Ceylon	5	21	24 „	1,213	Penang	12	28	6 „
1,213	Penang...	12	28	6 „	381	Singapore	14	30	24 „
381	Singapore	14	30	24 „	1,437	Hong Kong ...	23	8	3 days
1,437	Hong Kong ...	23	8	3 days	800	Shanghai... ...	1	15	...
800	Shanghai	1	15	...					
10,555	Miles. Average from London 58 days.				9,880	Miles. Average fr. London 52 days.			

OUTWARDS (*Continued*).

LONDON TO SYDNEY.

Viâ Southampton.

Miles.		Dates of arrival.	Average stay.
79	SOUTHAMPTON (d.)	20	...
1,151	Gibraltar (arrival)	25	3 hours
981	Malta	30	6 „
819	Alexandria	2	12 „
162	Cairo	3	24 „
90	Suez	4	...
1,308	Aden	10	24 „
2,134	Ceylon	21	24 „
3,330	King Geo. Sound...	5	12 „
1,280	Melbourne	10	12 „
590	SYDNEY	14	...
11,924	Miles. Average from London 55 days.		

Viâ Marseilles.

Miles.		Dates of arrival.	Average stay.
877	MARSEILLES (d.)	28	...
659	Malta (arrival) ...	31	6 hrs.
819	Alexandria ...	3	6 „
162	Cairo	3	12 „
90	Suez	4	...
1,308	Aden	10	24 „
2,134	Ceylon	21	24 „
3,330	King Geo. Sound	5	12 „
1,280	Melbourne ...	10	12 „
590	SYDNEY	14	...
11,249	Miles. Avrge. fr. London 49 days.		

LONDON TO MAURITIUS.

Miles.		Dates of arrival.	Average stay.
79	SOUTHAMPTON (d.)	20	...
1,151	Gibraltar (arrival)	25	3 hours
981	Malta	30	6 „
819	Alexandria	2	12 „
162	Cairo	3	24 „
90	Suez	4	...
1,308	Aden	10	24 „
2,336	MAURITIUS	23	...
6,926	Miles. Average from London 34 days.		

Viâ Marseilles.

Miles.		Dates of arrival.	Average stay.
877	MARSEILLES (d.)	28	...
659	Malta (arrival) ...	31	6 hrs.
819	Alexandria ...	3	6 „
162	Cairo	3	12 „
90	Suez	4	...
1,308	Aden	10	24 „
2,336	MAURITIUS ...	23	...
6,251	Miles. Avrge. fr. London 28 days.		

TABLE

Showing the dates of departure, the distance in miles from Station to Station, the dates of arrival at each port, the average stay at each port, and the total distance and average length of journey to London.

HOMEWARDS.

CALCUTTA TO LONDON.

Viâ Southampton.

Miles.		Dates of arrival.	Average stay.
...	CALCUTTA (dep.)	*10 24	
770	Madras (arrival)	13 27	12 hrs.
545	Ceylon	17 1	24 „
2,134	Aden	28 12	12 „
1,308	Suez	3 17	...
90	Cairo	3 17	24 „
162	Alexandria ...	4 18	12 „
819	Malta	9 23	6 „
981	Gibraltar ...	14 28	3 „
1,151	SOUTHAMPTON	19 3	...
79	LONDON	19 3	...
8,039	Miles. Average to London 40 days.		

Viâ Marseilles.

Miles.		Dates of arrival.	Average stay.
...	CALCUTTA (dep.)	*10 24	...
770	Madras (arrival)	13 27	12 hrs.
545	Ceylon	17 1	24 „
2,134	Aden	28 12	12 „
1,308	Suez	3 17	...
90	Cairo	3 17	24 „
162	Alexandria ...	4 18	12 „
819	Malta	8 22	6 „
659	MARSEILLES ...	11 25	...
877	LON DON	13 27	...
7,364	Miles. Average to London 34 days.		

* In May, June, and July, the steamers leave Calcutta 5 days earlier.

PERPUSTAKAAN NASIONAL

BOMBAY TO LONDON.

Vid Southampton.

Miles.		Dates of arrival.	Average stay.
...	BOMBAY (dep.)	12 25	...
1,664	Aden (arrival)...	19 3	12 hrs.
1,308	Suez...	25 9	...
90	Cairo	25 9	24 „
162	Alexandria ...	26 10	12 „
819	Malta	31 15	6 „
981	Gibraltar... ...	4 20	3 „
1,151	SOUTHAMPTON	10 25	...
79	LONDON	10 25	...
6,254	Miles. Average to London		30 days.

Vid Marseilles.

Miles.		Dates of arrival.	Average stay.
...	BOMBAY (dep.)	12 25	...
1,664	Aden (arrival)	19 3	12 hrs.
1,308	Suez...	25 9	...
90	Cairo	25 9	48 „
162	Alexandria ...	27 11	12 „
819	Malta	31 15	6 „
659	MARSEILLES	2 17	...
877	LONDON	4 19	...
5,579	Miles. Avrge. to London		24 days.

SHANGHAI TO LONDON.

...	SHANGHAI (dep.)	*7 23	...
800	Hong Kong (ar.)	*12 28	3 days
1,437	Singapore ...	21 6	24 hrs.
381	Penang	25 10	6 „
1,213	Ceylon	1 16	24 „
2,134	Aden	12 28	12 „
1,308	Suez...	17 3	...
90	Cairo	17 3	24 „
162	Alexandria ...	18 4	12 „
819	Malta	23 9	6 „
981	Gibraltar... ...	28 14	3 „
1,151	SOUTHAMPTON	3 19	...
79	LONDON	3 19	...
10,555	Miles. Average to London		58 days.

...	SHANGHAI (dep.)	*7 23	...
800	Hong Kong (ar.)	*12 28	3 days
1,437	Singapore ...	21 6	24 hrs.
381	Penang	25 10	6 „
1,213	Ceylon	1 16	24 „
2,134	Aden	12 28	12 „
1,308	Suez...	17 3	...
90	Cairo	17 3	24 „
162	Alexandria ...	18 4	12 „
819	Malta	22 8	6 „
659	MARSEILLES ...	25 11	...
877	LONDON	27 13	...
9,880	Miles. Avrge. to London		52 days.

* During the S.W. monsoon an allowance is made in the dates of the steamers leaving these ports.

SYDNEY TO LONDON.

...	SYDNEY (dep.)	22	...
590	Melbourne (ar.)	26	12 hrs.
1,280	K. Geo. Sound	1	12 „
3,330	Ceylon	16	48 „
2,134	Aden	28	12 „
1,308	Suez	3	...
90	Cairo	3	24 „
162	Alexandria ...	4	12 „
819	Malta	9	6 „
981	Gibraltar ...	14	3 „
1,151	SOUTHAMPTON	19	...
79	LONDON	19	...
11,924	Miles. Average to London		55 days.

...	SYDNEY (dep.)	22	...
590	Melbourne (ar.)	26	12 hrs.
1,280	K. Geo. Sound	1	12 „
3,330	Ceylon	16	48 „
2,134	Aden	28	12 „
1,308	Suez...	3	...
90	Cairo	3	24 „
162	Alexandria ...	4	12 „
819	Malta	8	6 „
659	MARSEILLES ...	11	...
877	LONDON	13	...
11,249	Miles. Avrge. to London		49 days.

MAURITIUS TO LONDON.

...	MAURITIUS ...	7	...
2,836	Aden	19	12 hrs.
1,308	Suez...	25	...
90	Cairo	25	24 „
162	Alexandria ...	6	...
819	Malta	31	6 „
981	Gibraltar... ...	4	3 „
1,151	SOUTHAMPTON	10	...
79	LONDON	10	...
6,926	Miles. Average to London		34 days.

...	MAURITIUS ...	7	...
2,336	Aden	19	12 hrs.
1,308	Suez...	25	...
90	Cairo	25	48 „
162	Alexandria ...	27	12 „
819	Malta	31	6 „
659	MARSEILLES ...	2	...
877	LONDON	4	...
6,251	Miles. Avrge. to London		28 days.

POSTAL INFORMATION

FOR PASSENGERS OUTWARDS.

Letters must *not exceed* the weight marked at the head of each column to come under the rates quoted. The letter (*v*) denotes that pre-payment is optional. In all other cases it is compulsory. Letters to and from places marked thus * can be forwarded unpaid, but an additional fee of sixpence will be claimed on delivery. Letters from MALTA, GIBRALTAR, ALEXANDRIA, CAIRO, and SUEZ, can be franked with the ordinary English postage stamps.

Probable date of Mail leaving for England.	From	Letters.					(*d*) Registd. Newspapers.		(*e*) Printed Matter.					
		Viâ Southn.		*Viâ* Mars.		Registration Fee.	*Viâ* Southampton.	*Viâ* Marseilles.	*Viâ* Southampton.			*Viâ* Marseilles.		
		¼ oz.	½ oz.	¼ oz.	½ oz.				4 oz	8 oz	Beyond per 8 oz.	4 oz	8 oz	Beyond per 8 oz.
		d.	*d.*	*d.*	*s. d.*	*s. d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*s. d.*	*s. d.*
.....	France (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...
4, 14, 20, 28	Gibraltar	6	6	6	1 0	0 6	1	3	3	6	6	3	0 6	0 6
31, 9, 15, 23	Malta	6	6	6	1 0	0 6	1	3	3	6	6	Lett	er R	ate.
5, 11, 19, 27	Alexandria* (*b*) ...	6	6	9	1 0	0 6	1	3	3	6	6		do.	
3, 9, 17, 25...	Suez*	6	6	9	1 0	0 6	1	3	3	6	6		do.	
3, 12, 19, 28	Aden (*v*)	6	6	9	1 0	0 6	(*c*) 2	(*c*) 3	(*f*)1	8	8	(*f*)6	1 0	1 0
2, 18	Galle	6	6	9	1 0	0 6	2	3	4	8	8	6	1 0	1 0
27, 13.....	Madras (*k*)*	6	6	9	1 0	0 6	2	3	4	8	8	(*f*)6	1 0	1 0
10, 24.....	Calcutta (*k*)*	6	6	9	1 0	0 6	2	3	4	8	8	(*f*)6	1 0	1 0
12, 25.....	Bombay*	6	6	9	1 0	0 6	2	3	4	8	8	(*f*)6	1 0	1 0
10, 25.....	Penang (*v*)	6	6	9	1 0	0 6	(*c*) 2	(*c*) 3	(*f*)1	8	8	(*f*)6	1 0	1 0
7, 22	Singapore (*v*)	6	6	9	1 0	0 6	(*c*) 2	(*c*) 3	(*f*)1	8	8	(*f*)6	1 0	1 0
30, 15.....	Hong Kong (*i*) ...	6	6	9	1 0	0 6	2	3	4	8	8	6	1 0	1 0
7, 23	Shanghai (*g*)	6	6	9	1 0	(*h*)0 6	(*g*) 2	(*g*) 3	Lett	er R	ate.	Lett	er R	ate.
1	K.George's Sound	6	6	9	1 0	0 6	1	3.	4	8	8	6	1 0	1 0
26	Melbourne	6	6	9	1 0	0 6	1	3.	4	8	8	6	1 0	1 0
22	Sydney.....	6	6	9	1 0	0 6	1	3.	4	8	8	6	1 0	1 0
6	Mauritius*	6	6	9	1 0	0 6	2	3.	4	8	8	6	1 0	1 0
.....	Réunion (*g*).....	6	6	9	1 0	(*h*)0 6	2	4	Lett	er R	ate.	Lett	er R	ate.

(*a*) *France.*—Letter rate (*v*) ¼ oz., 4d.; ½ oz., 8d. If sent unpaid double rate is charged. Newspapers, 4 oz., 1d.; printed matter, 4 oz., 3d.; 8 oz., 6d.; and 6d. for every additional oz. Mails to and from twice daily.

(*b*) *Alexandria.*—Letters are despatched daily *viâ* Belgium and Trieste. Any weight, not exceeding ½ oz., 1s. Newspapers, 2½d. each. Printed matter at *letter rate.* Letters sent unpaid are charged 6d. additional on delivery. Letters *viâ* France and Trieste, not exceeding ¼ oz., 1s. 2d.; ½ oz., 2s. 4d.; are despatched morning and evening (Sunday excepted).

(*c*) Not exceeding 4 oz.

(*d*) *Newspapers* must have been registered at the General Post Office in London to come under this rate. The postage *must be paid,* and in adhesive stamps, the stamp impressed on the paper being valueless for foreign postage.

(*e*) *Printed matter* must be done up in covers open at ends, must not measure more than two feet, nor contain any written communication of the nature of a letter.

(*f*) No packet must exceed 3 lbs.

(*g*) Subject to an additional rate on delivery.

(*h*) To port of despatch only.

(*i*) During the S.W. monsoon an allowance is made in the dates of the steamers leaving Hong Kong and Shanghai.

(*k*) Letters and newspapers by Inland-Indian Express (*viâ* Bombay and Marseilles) can be forwarded at the following rates, but in all cases must be *registered* and *prepaid* :—Letters not exceeding ¼ oz., 2s. 9d.; ½ oz., 5s.; ¾ oz., 7s. 9d.; 1 oz., 10s. Newspapers not exceeding 4 oz., 2s. 3d.

PERPUSTAKAAN NASIONAL REPUBLIK INDONESIA

POSTAL INFORMATION
FOR FRIENDS IN ENGLAND.

For rates of postage, &c., on letters, registered newspapers, and printed matter, to each of the ports touched at by the steamers out and home, see preceding table.—M. signifies MORNING. (Letters should be posted from the country *the day previously;* in London, before 9 p.m. *the evening previously;* or at the Chief Office, St. Martin's-le-Grand, before 8.45 a.m.)—E. signifies ENENING. (Letters should be posted from the country *the day previously;* in London, before 4 p.m.; or at the Chief Office before 6 p.m.)

Mails leave London for—			Mails due in London from—	
Viâ Southampton.(a)	*Viâ* Marseilles. (b)		*Viâ* Southampton.	*Viâ* Marseilles.
M. 4, 12, 20, 27	M. & E. (Sundays excepted)	France (c) Gibraltar	2, 10, 18, 25	Daily.
M. 4, 12, 20, 27	E. 3, 10, 18, 26, & every Friday	Malta	2, 10, 18, 25	4, 13, 19, 27 (a)
M. 4, 12, 20, 27	E. 3, 10, 18, 26 (e)	Alexandria	2, 10, 18, 25	4, 13, 19, 27 (d)
M. 4, 12, 20, 27	E. 3, 10, 18, 26	Suez	2, 10, 18, 25	4, 13 19, 27
M. 4, 12, 20, 27	E. 3, 10, 18, 26	Aden	2, 10, 18, 25	4, 13, 19, 27
M. 4, 20	E. 10, 26	Galle	2, 18	13, 27
M. 4, 20	E. 3,* 10, 18,* 26	Madras	2, 18	4,* 13, 19,* 27
M. 4, 20	E. 3,* 10, 18,* 26	Calcutta	2, 18	4,* 13, 19,* 27
M. 12, 27	E. 3, 18	Bombay	10, 25	4, 19
M. 4, 20	E. 10, 26	Penang, Singapore, Hong Kong, Shanghai	2, 18	13, 27
M. 20	E. 26	K. Geo.'s Sound, Melbourne, Sydney	about 18 or 19	about 12 or 13
M. 20	E. 26	Mauritius	about 10 or 11	about 4 or 5
M. 4, 20	E. 10, 26	Réunion	2, 18	13, 27

(*a*) *Viâ Southampton.*—When the dates fall on Sunday, the mails are closed on the *evening* of the *previous* day.

(*b*) *Viâ Marseilles.*—When the dates fall on Sunday, the mails are closed on the evening of the *following* day.

(*c*) Twice daily to and from.

(*d*) Also occasional mails by French packet.

(*e*) Also M. and E. (Sunday excepted) *viâ France and Trieste.* E. daily (Sunday excepted), *viâ Belgium and Trieste.* Every alternate Friday by French packet, *viâ Marseilles.*

* *Viâ Bombay;* those outwards *must be so addressed*, or will not be forwarded. For instructions regarding despatch of letters by "express from Bombay," see preceding table (*k*).

EAST INDIA AGENTS.

James Barber and Co., 136, Leadenhall-street.
Grindlay and Co., 55, Parliament-street.
Hickie, Borman, and Co., 127, Leadenhall-street.
Macleod, Allport, and Co., 156, Leadenhall-street.
Parke, Pittar, and Co., 26, Gresham-street.
Richardson, Brothers, 23, Cornhill.
Smith, Elder, and Co., 65, Cornhill.
W. Thacker and Co., 87, Newgate-street.
G. W. Wheatley and Co., 150, Leadenhall-street
J. C. Hartley and Co., 15 A, St. Helen's-place, E.C.
W. H. Smith, Barry, and Co., 150, Leadenhall-street.
Maynard, Harris, and Grice, Leadenhall-street.

PENINSULAR AND ORIENTAL COMPANY'S CONDITIONS AND GENERAL INFORMATION FOR PASSENGERS.

The Company's rates of passage money are for the sea passage only. They include steward's fees, table, wines, &c., for first-class passengers. Bedding, linen, and all requisite cabin furniture are provided in the steamers at the Company's expense, together with the attendance of experienced male and female servants.

Railway tickets for the journey through Egypt, entitling the holders thereof to the privileges secured by a recent convention between His Highness the Viceroy of Egypt and the Company, are issued by the agents of the Company on behalf of the Egyptian Government, at the following rates, viz.:—

For first-class passengers ... £7 0 0 | For second-class passengers ... £3 10 0

Children above 3 and under 10 years, half fare.

Or it is optional with the passengers to pay the Company for the sea passage only, and to pay their own transit through Egypt upon arrival at Alexandria or Suez, as the case may be.

Servants soliciting gratuities will be dismissed from the Company's service.

Half the amount of passage money, when the passage exceeds £20, is required to be paid on securing passage, and the balance a fortnight before embarkation.

Passengers not embarking after engaging passage, to forfeit the deposit of half the amount of passage money.

In case, however, of a passenger being unavoidably prevented from availing himself of a passage at the period for which it is taken, a transfer of the passage can be effected to a subsequent steamer, on sufficient notice being given, without forfeiture of any portion of the deposit paid, and accommodation will be allotted as similar as circumstances will permit.

In remitting a sum of money to the Company on account of passage, if by cheque, it is recommended, for the sake of security, to write across the cheque the name of the Company's bankers, "*Messrs. Williams, Deacon, and Co.;*" if by order, letter of credit, or otherwise, it should be in favour of the "*Peninsular and Oriental Steam Navigation Company.*"

Passengers must comply with the regulations established on board the steamers for general comfort and safety.

No berth or cabin is to be occupied by a passenger without application to the agent on shore, or to the purser on board. It is to be understood that a passenger occupying a cabin of two or more berths on the departure of the vessel (unless he shall have paid an additional sum for its exclusive occupation), is not to object to the vacant berth or berths being filled up at the intermediate ports if required.

Passengers will have to defray their own expenses for hotels in the event of detention at Point de Galle.

The steamers employed eastward of Suez do not possess second-class accommodation, with the exception of a few berths for the servants of first-class passengers. Persons who are admitted on board these steamers as second-class passengers must therefore understand that the Company do not guarantee them cabins or berths, and that they must accept such accommodation in this respect as circumstances may enable the Company to provide for them.

NOTE.—*The passage tickets are granted by the Company, subject to certain conditions and regulations, which are endorsed thereon; and before the tickets can be made available, the passengers must subscribe to the conditions by affixing their signatures thereto.*

PERPUSTAKAAN NASIONAL REPUBLIK INDONESIA

THE PENINSULAR AND ORIENTAL COMPANY'S RATES FOR PARCELS

TO INDIA, CHINA, AUSTRALIA, ETC.

Parcels should be delivered at their office before 12 o'clock, three days prior to the departure of each steamer.

Contents and value must be declared at the time of booking. A wrong description of contents, or false declaration of value, shall release the Company from all responsibility in case of loss, seizure, or detention, and the goods shall be charged double freight on the real value, which freight shall be paid previous to delivery.

The Company reserve to themselves the right of charging by value, weight, or measurement, and will not be accountable for any damage arising through insufficiency of address or packing.

All charges must be paid in England, for which parcel tickets will be given, specifying particulars of risk. Parcels are to be applied for to the Company's agents at the port of delivery, and will not be delivered without production of the parcel ticket, duly endorsed.

It is particularly requested that parcels may be delivered as early as possible, or shippers may be unavoidably detained.

JEWELLERY, WATCHES, AND OTHER VALUABLES, must be sealed over tape, in countersunk holes, and are charged at the following rates, which include risk in transit:—Aden, Mauritius, Bombay, Ceylon, Madras, and Calcutta, 4 per cent.; Penang and Singapore, 4¼ per cent.; Hong Hong, 4½ per cent.; Australia, 4¾ per cent.; Amoy, Foo-Chow-Foo, and Shanghai, 5¼ per cent.

PARCEL RATES.

MEASUREMENT.	Aden, Mauritius, Réunion, Bombay, Ceylon, Madras, Calcutta, Straits, Hong Kong, and Australia.	Amoy, Foo-Chow-Foo, and Shanghai.	MEASUREMENT.	Aden, Mauritius, Réunion, Bombay, Ceylon, Madras, Calcutta, Straits, Hong Kong, and Australia.	Amoy, Foo-Chow-Foo, and Shanghai.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
3 cubic in.	0 11 0	0 14 0	8 cubic in.	0 16 0	0 19 0
4 „	0 12 0	0 15 0	9 „	0 17 0	1 0 0
„	0 13 0	0 16 0	10 „	0 18 0	1 1 0
6 „	0 14 0	0 17 0	11 „	0 19 0	1 2 0
7 „	0 15 0	0 18 0	12 „	1 0 0	1 3 0

Packages in excess of the above measurement will be charged at the rate of 16s. per foot to Suez; 20s. per foot to Aden, Mauritius, Réunion, India, Straits, Hong Kong, and Australia; and 23s. per foot to Amoy, Foo-Chow-Foo, and Shanghai.

A further charge will be made on each parcel under the value of £20, at the rate of 40s. per cent.; exceeding that value at the following rates:—Suez, Aden, Mauritius, Réunion, Bombay, Ceylon, Madras, Calcutta, Penang, and Singapore, 30s. per cent.; Hong Kong, 35s. per cent.; Australia, Amoy, Foo-Chow-Foo, and Shanghai, 45s. per cent., which covers all insurable risks.

If packages weigh more than 20 lbs. to the cubic foot, the additional weight will be charged 6d. per lb.

Parcels will not be received after 2 o'clock on Saturdays.

The Company's steamers leave Southampton as follows, viz.:—

Suez, Aden, Ceylon, Madras, Calcutta, Straits, and China ..... on the 4th & 20th of every month.
Suez, Aden, and Bombay ..... on the 12th and 27th.
Mauritius and Réunion, K. George's Sound, Melbourne, and Sydney ..... on the 20th.

INDIAN AND AUSTRALIAN BANKING ESTABLISHMENTS WITH THEIR BRANCHES.

Agra and United Service Bank (limited), (J. R. Neilson, Esq., General Manager), 27, Cannon-street, City.

Branches.—Calcutta, Bombay, Madras, Agra, Lahore, Hong Kong, Shanghai.

Chartered Bank of India, Australia, and China (J. C. Stewart, Esq., Secretary; G. U. Adam, Esq., Manager), 20, Threadneedle-street.

Branches.—Calcutta, Bombay, Singapore, Shanghai, Hong Kong.

Commercial Bank of India (R. D. Buchanan, Esq., Manager), 4, Princes-street, Bank.

Branches.—Calcutta, Shanghai, Hong Kong.

Chartered Mercantile Bank of India, London, and China (A. Anderson, Esq., Manager), 52, Threadneedle-street.

Branches. — Bombay, Calcutta, Madras, Singapore, Colombo, Hong Kong, Shanghai, Kandy, Mauritius.

North Western Bank of India (C. Iggulden, Esq., Officiating Agent), 25, Old Broad-street, E.C.

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INDIAN CURRENCY.

There are seven kinds of coin current in India, the standard being the rupee, a silver coin, value (nominally) 2s. English.

	s. d.		s. d.
4 Pie = 1 Pice... =	0 0½	16 Annas = 1 Rupee..... =	2 0
3 Pice or 12 Pie = 1 Anna =	0 1½	16 Rupees = 1 Gold Mohur =	32 0

The pie, pice, and annas are copper. The rupee is subdivided into half and quarter (silver coins), equal to about 1s., and 6d. Gold mohurs are scarce, being often melted down for ornaments by the natives, but are still to be had. Bank notes, from £5 upwards, pass freely, and remittances are also made in "Hoondees,"—drafts issued by native merchants and money dealers.

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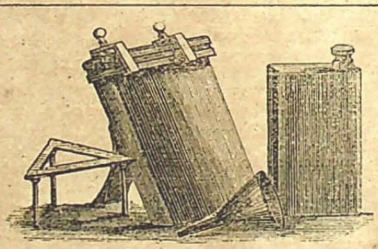

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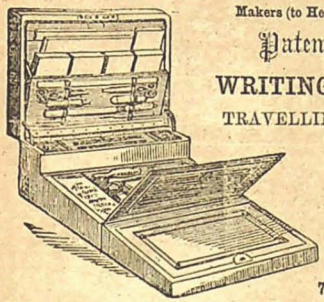

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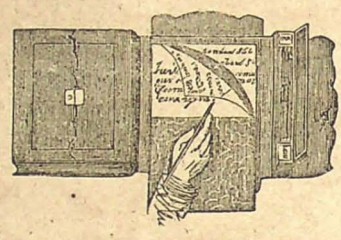

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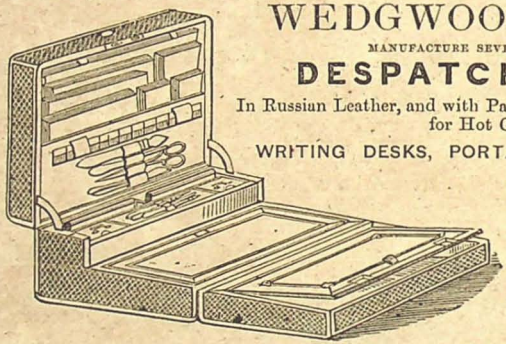

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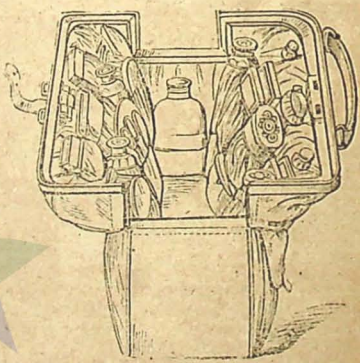

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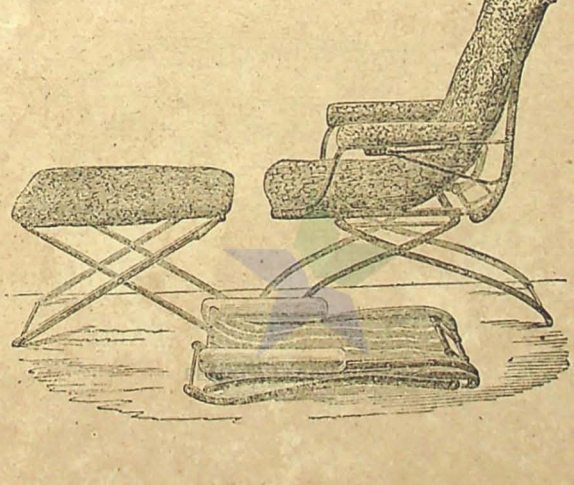

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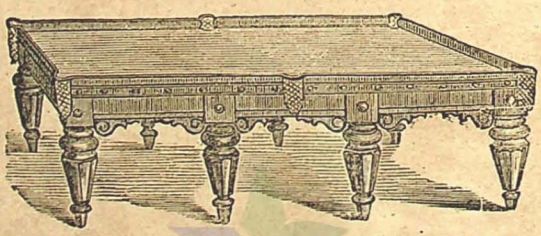

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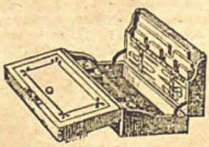



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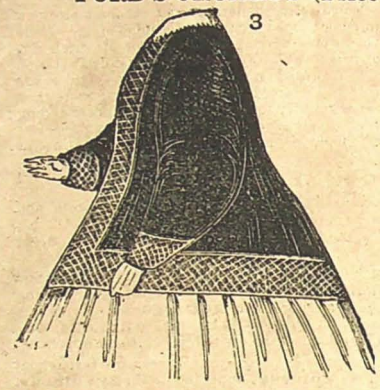

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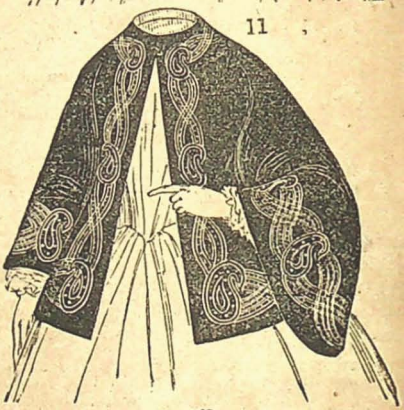

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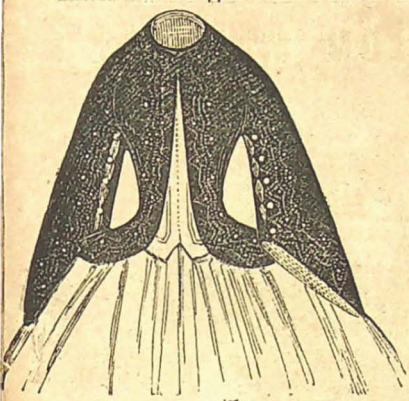

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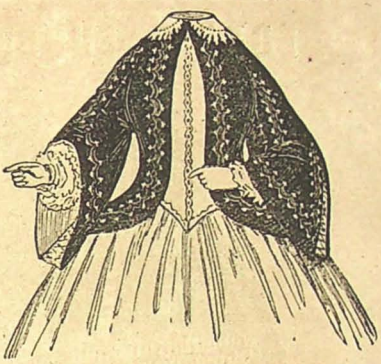

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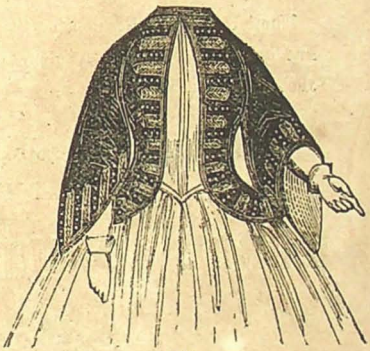

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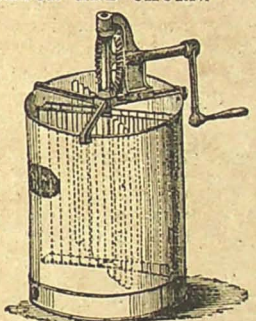

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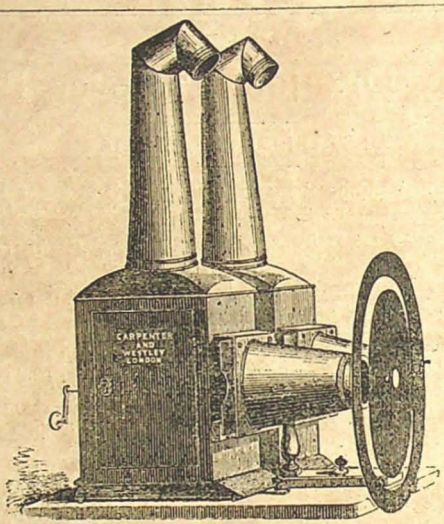

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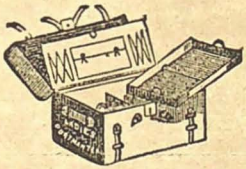

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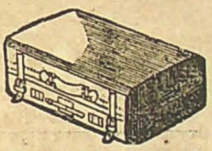

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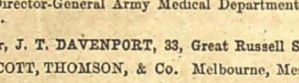

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A renovating and most refreshing preparation for the Complexion, dispelling the cloud of languor and relaxation, allaying all heat and irritability, and immediately affording the pleasing sensation attending restored elasticity and healthful state of the Skin. The numerous varieties of cutaneous eruptions, freckles, tan, and discolorations, are pleasingly eradicated by the Kalydor, and the skin rendered delicately soft and clear. In cases of sunburn, stings of insects, or incidental inflammation, its virtues have long and extensively been acknowledged. Price 4s. 6d. and 8s. 6d. per bottle.

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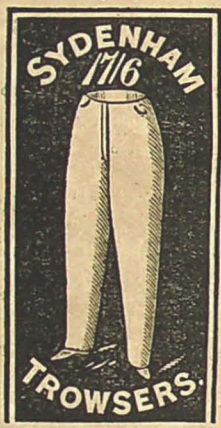

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„ Boots, do. ..	1 1 0	1 4 0	„ Boots, do. ..	1 2 0	0 0 0
Spring do. do. ..	1 2 0	1 4 0	Spring do. do. ..	1 4 0	0 0 0
Ditto calf ...	1 1 0	1 3 0	Slippers	0 12 0	0 0 0

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Laced Boots, toe caps ..	0 10 6	0 13 0	Button do. kid tops...	0 15 0	0 0 0
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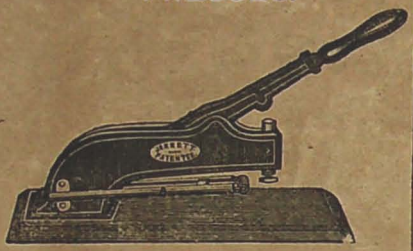

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