



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

RD
45464

HN 5DZ1 8

To
GIBRALTAR AND BACK
IN
AN EIGHTEEN TONNER



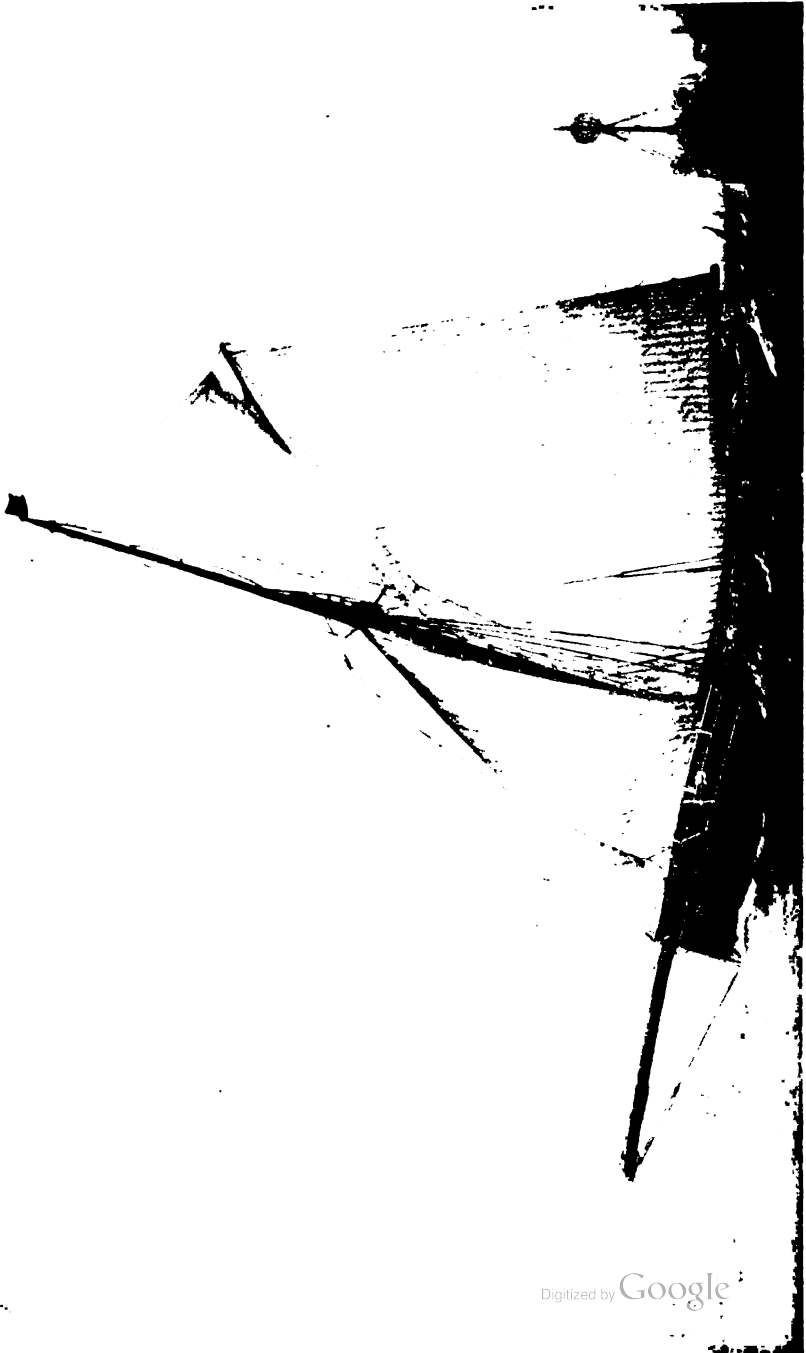
By
ONE OF THE CREW.

KD

43464

**TO GIBRALTAR AND BACK
IN AN EIGHTEEN-TONNER**

To C Stevens Esq
with the best wishes
of A J Correy alias
"The Commodore."



THE "CHIRIPA" 18 TONS

Bedford Lemere & Co., Photo. London.

TO
GIBRALTAR AND BACK
IN
AN EIGHTEEN-TONNER

BY
ONE OF THE CREW

WITH CHART, ILLUSTRATIONS, FROM SKETCHES BY BARLOW MOORE,
AND PHOTOGRAPHS

LONDON
W. H. ALLEN & CO., 13 WATERLOO PLACE, S.W.
Publishers to the India Office

1888

KD 45 464



Printed by R. & R. CLARK, Edinburgh.

P R E F A C E

A BRIEF account of this trip first appeared in Hunt's *Yachting Magazine* in 1886 and 1887. It has been brought out in this form at the express wish of my kind friend, Mr. Corry—the owner of the *Chiripa*—with whom I have made many a pleasant cruise, but none more delightful than our cruise to Gibraltar and back. I take this opportunity of expressing my best thanks to Mr. Underhill for the chart which he has drawn for me, showing the actual course we took ; and to Mr. Barlow Moore for his spirited sketches, taken from my descriptions, which, with Mr. Underhill's chart and the Commodore's photographs, are the only features of the book worthy of notice.

ONE OF THE CREW.

TEMPLE, 1888.

INTRODUCTION

“MIND, you must all come and dine with me when you come back,” were the last words we heard as, amid waving of hats and handkerchiefs, we steamed out of Charing Cross Station, in the night mail, on April the 6th, 1885.

We, a friend whom I will call Mac, and self, were on our way to join a mutual friend, Mr. Corry—better known to us as the Commodore—at Dover, where he expected to arrive on the following morning in his yacht the *Chiripa*.

After a long illness, he had been ordered by his doctors to take a two months' holiday, and he had asked Mac, Mr. Underhill, and myself to join him in a cruise along the coasts of Spain and Portugal, as it was much too early in the season to think of going anywhere else.

Though this involved crossing the dreaded Bay at a bad time of the year and in a small boat, we had all too much confidence in the *Chiripa's*

capabilities — having sailed in her before — to hesitate about availing ourselves of such a splendid opportunity of getting away from England in the spring. The yacht was ordered to be ready by the second of April, and the original plan was for us all to start from Aldeburgh, where she was laid up ; but the usual delays took place, and when the Commodore eventually went down, Underhill and I were unable to accompany him, so Mac decided to join with me at Dover, and it was arranged that Underhill should meet us at Plymouth.

It was the fact that we contemplated crossing the Bay direct, instead of coasting, which had brought our friends down to the station to take, as they thought, a fond and last farewell. Fool-hardy had been the mildest term applied to us by our friends and acquaintances when the cruise was decided upon, and the way in which our tradesmen sent in their bills when they got wind of it, made us most anxious to get well away on the waves which never cease from troubling, but where the debtor is at rest.

It was bitterly cold when we arrived at Dover, and when we found that there was a heavy sea running and the wind blowing fresh, we congratulated ourselves on being well out of it, and retired to rest feeling sure that we need not trouble the "boots" to call us extra early the

next morning. The prospect we had from the Lord Warden when we came down to breakfast on the following day was certainly anything but inviting. The sky was dull and threatening; there was a nasty soaking drizzle, and the sea seemed to have got up still more in the night, and was lashing itself into fury against the Admiralty Pier, sending clouds of spray over it and over the sea wall opposite the hotel, sprinkling the windows of the coffee-room with salt water. With the exception of one tiny boat far out at sea, which at the time I took for a fishing smack, not a sail could be seen. We heard that the volunteers were having a field day somewhere in the neighbourhood, but the weather was not sufficiently tempting to induce us to venture out, so having laid in a store of literature, we retired to the smoking-room for the rest of the morning, as we had given up all hope of seeing the *Chiripa* till late in the afternoon. We had, however, only just finished lunch, when we spied her coming into the harbour, with topmast struck, reefed bowsprit, small jib, three reefs down in the mainsail, and dinghy on deck, which gave us a very good idea of the dusting she had had. It turned out that the boat had arrived off Dover early in the morning, but as the Commodore could not get her into the basin in consequence of the tide, he stood

right out again, as he found there was less sea outside the pier than in the Wick. We were soon on board, and found the cabin in a nice state of confusion. A few pieces of the swinging lamp still remained to show where it had been, while boots, newspapers, and matchboxes were floating about in the water, which had found its way down the companion and fo'castle hatch, through the skylights, and covered the cabin floor.

Nothing put out by these little discomforts, the Commodore was making a big lunch. Seated alongside of him was a hungry-looking fox-terrier pup—a parting gift from the worthy proprietor of the East Suffolk Hotel, Aldeburgh—who was taking the deepest interest in the performance; while a friend who had agreed to take Underhill's place as far as Plymouth was hurriedly packing up. "What! not hungry after your sail?" I said. "No, I'm off," was the reply. "But you are surely not going to leave now?" "Oh yes, I am, my boy! I tell you what it is: I don't mind cold by itself, I don't mind rain by itself, I don't mind wet by itself, and I don't so much mind being sick, but when you get all these things together, it's not good enough. I tell you what it is, it's not the weather for yachting." He was as good as his word, and went up to town by the very next train, after taking a most touching farewell.

The *Chiripa* is a cutter of 18 tons, classed at Lloyd's A1, fifteen years. Her dimensions are:— Length over all, 52 ft. 6 in.; length on water-line, 44 ft. 3 in.; beam, 10 ft. 5 in.; depth, 7 ft. 6 in.; greatest freeboard, 4 ft.; least freeboard, 2 ft. 3 in. Considering that the area of her lower sail is only 1430 feet, she is exceptionally heavily sparrred, her mast being $11\frac{1}{2}$ in., and her boom $7\frac{1}{2}$ in. in diameter. She was built by Messrs. Ogilvie and Co., 1884, from her owner's designs, and went straight off the slips to Christiansand, the workmen who were still engaged on her going ashore at the mouth of the river in a boat which they had towing behind. This, with the exception of a trip down the Channel on her return from Norway, was practically her second cruise. She makes up five berths without counting the fore-castle, *i.e.* owner's cabin, one; two in the main cabin, and two in the ladies'. The owner's cabin was not used on this cruise, as it was piled up with stores, spare sails, etc. She is very dry, wonderfully handy, and about as good a little cruiser as can be found.

Her best run in the 24 hours on her outward journey was 154 miles, and homeward bound 171. It is only fair to say that the spinnaker was left behind, and these runs were done under jib, fore-sail, and mainsail alone. The crew consisted of

the owner—*alias* the Commodore—who holds a master's certificate, Orvis, who acts as master when the Commodore is not on board, Jack, and a cabin boy, Arthur.

Next morning the clocks on shore were just striking 4 as we passed through the gates. There was very little wind outside, but it breezed up during the day, and we had fresh winds, shifty from N.N.E., down to Plymouth. Two reefs down in the mainsail the whole way. As the Commodore had made up his mind that his twelve-foot wooden dinghy, which by the way had already been damaged on the journey from Aldeburgh, was not only inconvenient on deck, but also very dangerous in rough weather, he decided to put into Southampton and buy a Berthon collapsible boat; accordingly we ran into Southampton about 11.30 A.M., on Wednesday morning, and had left our own boat and got the new Berthon on board by 9 in the evening.

We got under-way next morning at 6 o'clock, and brought up at Plymouth, inside the Cattwater, at 1 P.M. on Friday. Anything so cold as the weather we had after leaving Dover none of us had ever experienced. Orvis went so far as to say that he had never felt it so cold in the North Sea. I only know that although I was wearing a double allowance of underclothing, two suits of clothes

and a thick muffler, I could not manage to keep warm.

After sending a telegram to Underhill, we spent the rest of the day over the fire in the smoking-room at the hotel, trying to thaw our frozen limbs. Underhill came on board at 6 o'clock on Saturday morning, and made such a terrific noise that, seeing no chance of being allowed to go to sleep again, we reluctantly turned out, and while Mac was still grumbling, he was formally introduced to the disturber of our repose, whom he had not met before. The best part of the day was spent in getting the topmast on deck, taking down the cross-trees, and making all snug for crossing the Bay. In the evening the Commodore divided us into two watches; himself, Underhill, and Jack taking the starboard watch, while Mac, Orvis, and I were in the port watch. As we had plenty of stores of all kinds on board, including a medicine chest, which, I am happy to say, was only once called into use, we were under no restrictions except as regarded water.

The *Chiripa's* tanks only holding 250 gallons, we were forbidden to use fresh water for drinking or washing purposes. This order, more especially as regarded the first part, met with everybody's most cordial approval and was strictly obeyed. The weather being so cold, the fresh meat we took

on board at Plymouth lasted till we got to Vigo, and it was only on the passage from Tangiers to Lisbon that we were obliged to have recourse to our tinned things; the salt beef was always preferred.



CHAPTER I

SUNDAY, 12TH APRIL.—It was a decided treat to come on deck and find the sun had emerged from his retreat and was shining brightly, this being the first glimpse we had had of him since leaving Dover. Unfortunately there was very little wind, scarcely sufficient to shake out the burgee, so the Commodore amused himself and tortured us by taking a more or less—according to the light in which the unfortunate sufferers look at it—successful photograph of the Corinthian crew.

Shortly after 8 the anchor was weighed and catted, sail got on her, and we drifted gently out of the Cattwater, past the Hoe, where as yet very few people were to be seen, past the breakwater, and we were off.

There was no more wind outside and we did not pass Rame Head till 10 A.M. Our course was then laid for the Lizard, from which point we meant to take our departure.

About noon the log was hauled, and we found

we had only run 15 miles. The log was set again, heaved over the counter, and the men went below to their dinners. Presently the Commodore, who was steering, called out to somebody to ease the foresheet. I was very comfortable and did not offer to move, so Mac got up and was strolling forward in his usual leisurely manner, when Underhill raced by him, and by the time Mac had reached the shrouds the order had been carried out. Mac's face, when he saw, to his intense astonishment, that his services were not required, and that the new-comer knew as much as he did, was a study, and when he had recovered from his surprise and said to Underhill in a deeply injured tone of voice, "How the —— did you know which was the foresheet?" we simply screamed with laughter.

The wind remained light all day, and it was not till 2 on Monday morning that we made the Lizard, and formally took our departure, laying our course S.W. $\frac{1}{2}$ S.

The wind, south-east, freshening up, we bowled along merrily. "On, on the vessel flies, the land is gone, and winds are rude in Biscay's sleepless Bay."

Next day at noon the Commodore was below working out the reckoning, and Mac was doing his spell at the tiller, when the Commodore called

up the companion, "How's the wind, Mac?" "D—— cold," was the prompt but useless reply.

On Wednesday the wind, which had shifted from W.N.W. to W.b.S., freshened considerably and a very nasty sea got up. At 7 P.M. we shifted jibs and took in a couple of reefs. Directly this job was over I went below, as it was not my watch, and it was decidedly damp and unpleasant on deck.

I turned in all standing, having only removed my oileys, but what with the various noises, as every now and again a sea struck the little vessel with a force which seemed to stop her and make her tremble all over, the crash of a wave as it came on board causing you to think for a moment that the decks were stove in, till you heard the swish of the water as it tore aft, and the unearthly groaning and moaning of the bulkheads and ceiling, sleep was impossible. At 11 Mac and I were called up to help in taking in the third reef, and when we came on deck we found the wind had shifted again to S.W.b.W. It was now blowing very hard, and as every now and then she would give a fearful lurch, we found it almost impossible to keep our legs without holding on. It was no easy matter taking in this third reef, as the boat was rolling about in a most uncanny way. When we had hold of the tackle we had

to wait till she was fairly steady and then all pull together; then the roll when the heavy boom would take charge of us, and swinging us over skylights and companion, deposit us in the lee scuppers, still holding on to the tackle like grim death. This amusement was repeated so often, that by the time we had got the reef made fast I don't think any one of us had escaped without a varied assortment of bumps and bruises.

In one of the worst of these lurches Mac, who had gone forward with Underhill to take a pull on the peak halliards, suddenly let go his hold, slipped up, and was literally brought up standing by the bulwarks, but not content with that, he was in the act of taking a somersault backwards over the ridge rope—which the Commodore had luckily had rigged before the start—when Underhill seized him by his oileys, and lugged him out of danger. After this the Commodore ordered him below, an order which he obeyed with delightful alacrity.

By this time we had got the boat pretty snug, so we invaded the cabin, as we all felt we stood in need of a dose of rum, for to add to our discomforts it was a horribly cold night. We found Mac had made his bed on the cabin floor—as he could not have stopped in his bunk—and was lying down smoking contentedly.



MOVE TO IN THE MAY.

When I returned on deck, as I got to the top of the companion, I turned round as usual and looked forward. Judge of my horror when I saw a slate-coloured wall of water fringed with white coming straight towards us. To me it seemed higher than our mast, and as it drew nearer I held my breath and instinctively grasped the top of the companion with both hands and held on with all my might. Nearer and nearer, and then we were climbing it merrily.

Once on top, the *Chiripa* gave herself a little shake and pluckily dived down the other side. After that I didn't care, as, if that wave couldn't sink her, I felt that nothing—short of a steamer—could. The wind kept increasing, and at 2 A.M. it was screaming through the rigging as if in mortified rage that it could do us no harm.

One moment we would be in the trough of the waves—with a wall of black water all round us—and the next moment we would be looking down on them fighting and foaming in all directions as far as the eye could see.

At 2.30 A.M. it was blowing a whole gale. The wind had shifted round to the north, so we hove to with foresail stowed, and I turned in. Next morning the storm abated, though there was still a heavy sea running. The wind, however, had come round to north-east, so we scudded.

All Thursday we had a very heavy sea, and were obliged to keep three reefs down. The cabin lamp, which had been replaced at Dover, was again smashed, and it was impossible to keep anything on the swinging table.

Cape Finisterre was sighted at 5.30 on Friday morning, and the worst part of our journey was over: we had crossed the Bay. As it got later the wind dropped, the sky cleared, and the sun came out and helped to dry us after our wet passage. It was a lovely day, and the waves in the bright sunlight seemed vastly different to what they were during the storm on Wednesday and Thursday. Now they were a beautiful transparent green crowned with masses of snow-white foam, and they appeared to be frolicking about in wanton enjoyment. We were thoroughly enjoying ourselves, smoking and basking in the sun, when we made out a large steam yacht coming towards us, though from the course she was steering it was clear she would not come close; presently, much to our amazement, she altered her course and bore straight down for us. She turned out to be an English yacht, but we did not recognise her burgee; we dipped flags, and hoped they would report us at home. Going in by the North Channel, we opened Vigo Bay at 3.45, and running free, with

“A wet sheet and a flowing sail,
A wind that follows fast,”

we went skimming up the Bay. Just then we noticed that Mac—whose usual position on deck, when not on duty, was a reclining one—was standing forward with the glasses riveted on some object ahead. Thinking it might be a buoy, the Commodore, who was steering, cried out, “What is it, Mac?”—“Oh! all right, don’t bother!”—“What the dickens are you staring at?” This time with an exclamation of fervent joy the glasses were shut up, and Mac came aft. “I’ve found it,” he proudly said.—“Found what?”—“Why, the hotel of course. There it is, that large white building on the right, ‘Hotel Continental.’ I say, Commodore,” he continued, “I suppose we shall dine on shore to-night.”—“Certainly,” was the reply, “if we get pratique.” That was enough for Mac; he immediately dived below to make himself beautiful, and we did not see him again till the pratique boat came alongside. We excited considerable interest as we passed close to what appeared to be the commencement of an iron jetty, and the workmen gladly suspended operations to look at the tiny boat flying an English flag. Sailing clear of all the vessels and dipping to the solitary Spanish man-of-war, we let go the anchor in seven fathoms of water

at 5.30. The health boat was soon alongside, but much to our disgust refused us pratique, as unfortunately we had come away without a bill of health.

Mac's disappointment—as he had been looking forward to having a good dinner at last—ought to have affected us to tears, but I am sorry to say it only provoked our laughter. The boat went away, the officer kindly promising to see what he could do for us, and as there was no chance of getting on shore that evening, we had to sit down and make the best of it, Mac in his shore-going clothes looking rather out of place. However, we had a merry time of it, and many a bottle of beer was cracked in honour of our—so far—successful trip.

About 9 the boat came back, and we were delighted to see the officers come on board, as we then knew it was all right. All the Commodore had to do was to sign a declaration that everybody on board was in good health, and had been so when we left England.

The officers inquired if we had not had rather a bad crossing, and seemed considerably surprised at our ever having attempted the passage. After they had gone we came on deck, had a final pipe, and turned in early, delighted with the thought that instead of a wretched nap of four hours, we

could indulge in the luxury of a good square sleep of at least twelve. When we came on deck next morning we found the bumboat man had already been alongside, and had left a basket containing oranges, apples, and last, though not least, some fresh fish, eggs and milk, luxuries which one thoroughly appreciates when one has been deprived of them for a few days. How many oranges we each of us consumed before breakfast I should be ashamed now to confess, but under the circumstances gluttony was excusable.

We seemed to have jumped from winter into summer. "The day was fair and sunny: sea and sky drank its inspiring radiance," and not a ripple disturbed the water; the poor weather-beaten burgee floated listlessly at the masthead, and the ensign hung in heavy folds over the counter. It was a morning to make you throw off your clothes and bask luxuriously in the sun, while you feasted your eyes on the lovely prospect. The houses with their eastern-looking latticed balconies rising one above the other on terraces facing the water, and the blue hills on the other side of this lovely bay standing out sharp and clear in the bright sun, made a picture which only an artist could portray. While we were thus enjoying ourselves, some one asked,

“What more could you want?” “Breakfast!” was the Commodore's unsentimental reply. At that moment it was announced, and forgetting all about the sunshine and scenery, we promptly tumbled below.



CHAPTER II

DIRECTLY after breakfast we went ashore, and, under the guidance of our bumboat man, found the telegraph-office and sent messages off to our friends.

Vigo is so well known that I need say nothing further about it, except that we were charmed with its quaint, narrow streets, which opened suddenly upon some funny little squares, from some of which queer, narrow tunnelled passages led down to the water, through which from time to time you got a charming view of the Bay.

We were especially fortunate, as it was apparently a market-day, and the bright coloured head-dresses of the women and the men's brilliant costumes lent colouring to what was already a picturesque scene.

We called on the English Consul, who turned out to be a Spaniard. He had already heard of our little difficulty about the bill of health. He was most obliging, and sent one of his

subordinates with us to the two clubs which Vigo boasts, in order that we might be properly introduced as honorary members. No difficulties were made, and five minutes after our introduction we were busily engaged in studying up the English papers.

These clubs, or "Tertullias," as they are called, are next door to one another in the Calle Imperial. They are quite different to anything we have in England, and seemed to be very little used except for the purpose of reading the papers. There are no dining-rooms, and no arrangements for feeding the members, but, on the other hand, they each rejoiced in the possession of a large ball-room, in which the members have a ball once a month, and in summer once a week.

Imagine the feelings of the old members of some of our London clubs, say the Athenæum, Reform, or Carlton, if it were proposed to devote one or more of the club-rooms to such an unholy purpose as dancing. I think that the bare idea of such a thing would be sufficient to give some of the selfish old fogies—the men who sit on four papers, with a fifth in their hands, and then go to sleep; the men who insist on keeping the temperature of the smoking-room up to 85 degrees, and then grunt at you if you object; and those who, in the height of summer, are always



'MAC' WALTED INTO SPACE.

looking out for draughts, which exist only in their own imagination—an apoplectic fit. We dined at the *table-d'hôte* at the hotel, which Mac discovered, the "Hotel Continental"—so far as I saw, the only one in town fit to go to—and had an excellent dinner for the very moderate charge of 13s. 4d. for four persons, wine, very drinkable, cheese and fruit included.

After dinner Mac and I decided to go up to the club and finish the papers, but the Commodore and Underhill preferred strolling about the town, so we agreed to meet at the stone pier at 10. When we left the club it was pitch dark, and however else they may spend their money, the town councillors of Vigo do not waste too much on gas.

We found our way down to the pier and hailed the boat. We were answered immediately, as the boat was right below with the other two in it, but it was so dark we could not make it out. Mac went down the wooden steps first, but would not listen to my advice to go down with his face to the steps and hold on. He had not gone down twenty steps, if there are so many, before I heard Jack cry out, "Take care, sir, there's a seven-foot drop." The next moment I saw Mac waltz into space, and heard a heavy thud as he fell in the boat. It may easily be imagined that after that I went down those steps with considerable caution,

and dropped safely into the dinghy. I was glad to find him apparently all right, although of course considerably shaken. It appeared that he had fallen on his side on the gunwale of the boat. How it did not upset is a marvel to me ; I used to be prejudiced against these boats, but I must say I have completely changed my mind, after seeing what our little twelve-foot Berthon dinghy went through.

The next day, Sunday, 20th April, the Commodore took his camera ashore and took two photographs, one of the promenade and one of the Bay, under the admiring gaze of the juvenile and ragged population of Vigo. Coming down from the terrace, Mac complained of a pain in his side, and great difficulty in breathing, so we thought it advisable to get him to the hotel and send for a doctor. The manager or owner of the hotel—I don't know which—was very kind, and sent out for one at once, who, besides his other qualifications, could speak French, as none of us could manage a word of Spanish. We had not long to wait before the doctor arrived, and having examined Mac, he informed us that he had broken a rib, and must go to bed at once, and that it was impossible for him to go on board at present ; he forbade him to have any lunch, to Mac's intense disgust, and said he would return and put some

leeches on him in a couple of hours. Why the delay of two hours we could not understand, except on the supposition that he meant to have his own *déjeuner*, cafe, cognac, and smoke first. Whether he lunched "not wisely, but too well," I don't know, but he certainly sent a substitute to put on the leeches. This gentleman brought two or three young fellows with him, and while putting on the leeches favoured them with what appeared to be a clinical lecture. We, perhaps, in our ignorance, thought it very funny treatment for a broken rib, and Underhill, who knows something about surgery, said it was adjectived nonsense, but, unfortunately, we could not help ourselves. At 5 the doctor found himself able to attend, and after binding Mac up, said we might take him on board that night. Leaving Mac to enjoy a little thin soup—all the doctors would allow him—we went in to the *table-d'hôte*, but before doing so, as there was an ugly sea in the Bay, we thought it wise to send a message on board by Manuelo, the bumboat man, telling Orvis to send some big coats and oileys ashore for Mac, and that we would not want the dinghy, but would go on board in Manuelo's boat.

After dinner we paid a visit to the theatre—"Teatro Circo Tamberlik," as it is called on the programme—and secured a box large enough to

hold four people, for the sum of twenty-four reales, or about five shillings in English money. It is a fair-sized house, but was very empty, and the manager's finances evidently did not allow of a heavy expenditure in dresses, scenery, etc. The hero of the piece and the star of the company had somewhat peculiar ideas as to a gentleman's dress, his idea being white duck trowsers, much too short for him, a maroon waistcoat, scarlet tie, frock coat, of the very shiniest broadcloth, and to crown all a billycock hat. We left shortly before 10, and picking up Mac at the hotel, helped him down to the stone pier, and got him on board without any accident. It was lucky we had not the Berthon, as there was a heavy sea running, and Manuelo's boat was lifted up and down alongside the pier by every wave in a way which caused us considerable trouble in getting him, helpless as he was, safely on board. Vigo Bay was looking its very loveliest as we got underway about 10 next morning, bound for Lisbon. There was scarcely any wind, so we had plenty of time to enjoy its varied charms, as one by one they were developed before us, and it was not till some time after lunch that we got clear of Bayona Island. Our bumboatman's bill—presented at the last moment—had rather astonished the Commadore, and caused our delay.

CHAPTER III

FOR the next two days the wind remained light and variable, and we had every opportunity of studying the coast while we basked in the sun, as the weather—luckily for us—still continued beautifully fine. On the Tuesday, 21st April, Underhill and the Commodore—as they both hit it—succeeded in shooting a fine gannet; when we got him on board we found we had made a double prize, as he had been shot in the act of swallowing a fish, the tail of which was still protruding from his beak. It was such a handsome bird that the Commodore decided to keep him, and have him cleaned and prepared for stuffing when he got to Lisbon: this he eventually had done, but it was done so badly that we were obliged to throw it overboard some three weeks afterwards.

At 12 noon we made out the lighthouse, Mondego Point, bearing south, three and a half miles off. At 4 in the afternoon, wind W. $\frac{1}{2}$ S.,

Mondego Point was bearing north-east, ten miles. The course was then altered to S.W.b.W., as the tide was fast setting us on shore. During the afternoon we got a little breeze and passed the dangerous Berlins, taking the inside passage about 1 A.M. on Thursday morning. Later on the wind dropped, and at 12 we were lolloping about on the top of a big swell, making no way, abreast of Cape Roca, only four miles off.

While we were rolling about in this aggravating manner several steamers passed us, and among others an English passenger boat bound home. We exchanged compliments, but when she was some distance astern we noticed that she was signalling us by means of the heliograph; unfortunately we had no code and could not read the signals. Passed Rago Point about 1, and when off the signal station we were rather astonished to find that they were signalling for our number. The Commodore immediately sent up the four flags which represented her letters, J L Q P., and official number, 86624, which told them that our boat was the *Chiripa*, of Ipswich. Going in by the north channel—the most dangerous, unless you have a fair wind—we passed Fort St. Joseph, keeping well clear of the nasty shelf of rock which juts out for some yards from it, and on which many a good ship has been wrecked,

and opened the Tagus about 4. With the exception of poor Mac, who had not left his bunk since leaving Vigo, we were all on deck eager to get the first glimpse of the river, whose wondrous beauties we had so often heard extolled—

“And Tagus dashing onward to the deep,
His fabled golden tribute bent to pay.” . . .

“Oh, Christ! it is a goodly sight to see
What heaven hath done for this delicious land.”

Beyond that its fertile shores are refreshing, after Mondego's bare and rocky coast, there is nothing to rave about, and little to praise. We all agreed that the Tagus was a big sell, and could not for one moment compare with Vigo Bay.

Off Belem Castle, where the river is only about a mile wide, though it broadens out to five opposite Lisbon, we were kept messing about for half an hour waiting for the quarantine boat, and therefore had plenty of time to admire this diminutive castle's architectural beauties. It is a graceful building with massive walls, handsome terrace, and some funny hanging watch-towers. The battlements too are covered with carving. Though built in the fifteenth century it was still strong enough to withstand the famous earthquake of 1755, which almost razed Lisbon to the ground. To most people, however, it is chiefly interesting,

as recalling to them that it was on that spot that Vasco de Gama set foot on returning from the discovery of a new empire.

At last the boat came off to us, and we had rather a shave of being put in quarantine, as at first the official insisted upon Mac being brought on deck ; this, however, we declined to do, and at last the officer gave in. Their boat had scarcely left us before the agent's boat was alongside. He had received a telegram from the signal station that we were coming in, and with an eye to business had sent his boat to meet us. His clerk piloted us up to our anchorage off the Lisbon Yacht Club house, where we brought up in five fathoms at 7.

As the Commodore thought it was not worth while to go ashore that evening, the agent was sent off with telegrams for friends, and instructions to bring off an English-speaking doctor and any other luxuries he could think of early next morning. Then we dined, and dined well, and over our final pipe on deck we came to the conclusion that Lisbon and the Tagus looked better by night than day.

When I woke up next morning I found the boat jumping about in such a very lively fashion that I rolled out of my bunk and ran up the companion to see what was up, found it was

blowing hard, with a nasty choppy sea, and the fishing-boats anchored ahead of us were having a merry time of it. It was much too cold to remain on deck with nothing on but pyjamas, so I tumbled below and commenced an elaborate toilette for the benefit of the poor Portuguese. The doctor, a jolly-looking old sportsman, came on board shortly afterwards, and after punching Mac about, told him—much to his delight—that he was all right, but it was quite unnecessary for him to tell Mac—as he did—to go ashore and enjoy himself, as Mac always made a point of doing that. As it would have been impossible for the *Berthon* to have lived in that sea with five people in her, the Commodore told the shore-boat to come back for us after landing the doctor.

We were anchored about one mile and a half from the landing stage, and so had to wait some little time for the boat. Once on shore, our first move was to indulge ourselves in our greatest luxuries—English beer, a shampoo, and a bath, which we found cheap and good at the *Hotel Centrale*, close to the river. About 12 we returned to the boat, as the Commodore wished to wind his chronometers, and by the time we got on board we were wet through from the spray which washed right over us. It was, however, very lucky that we did return, as we found *Orvis*

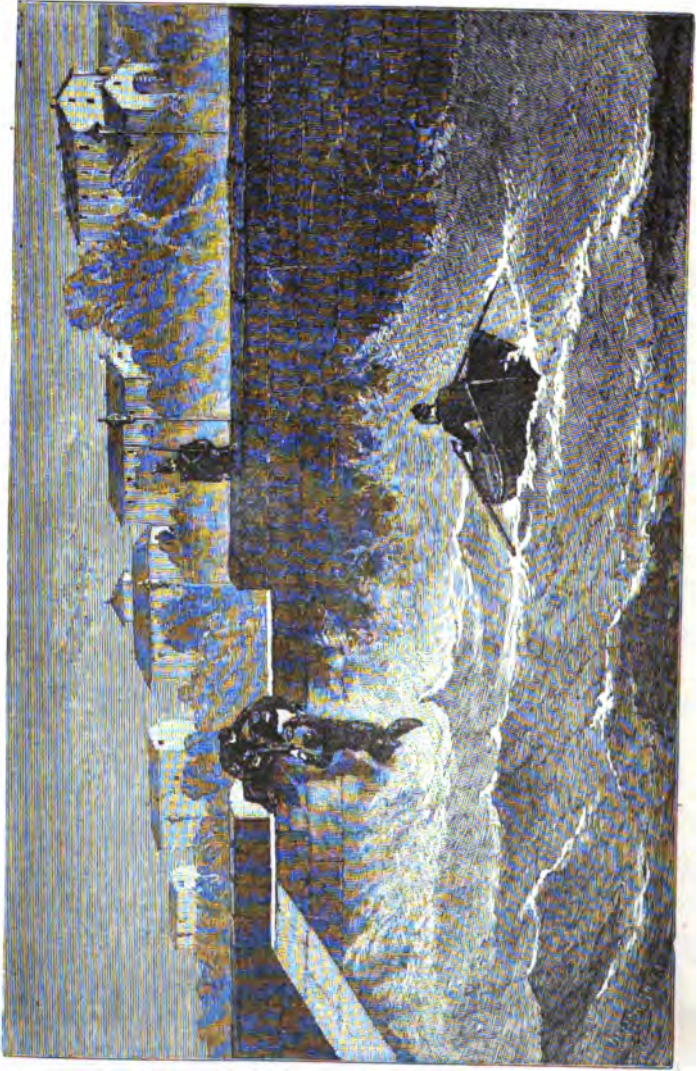
in an awful state of excitement. The boat had dragged her anchor and was on a shoal with only eighteen inches of water under her, a weather-going tide and blowing a gale of wind from W.S.W. We immediately set to work, hove in anchor, which fortunately had got a good hold, and with the assistance of foresail and peak of mainsail hoisted a little, managed to claw off. Before we were able to take up a fresh anchorage, it came on to pour; oileys were no protection; it ran down your neck in streams, trickled into your boots and cut your face and hands like whip-cord. It continued to rain on and off for the rest of the day, but we could not complain, as that was the first wet day we had had since crossing the Bay. Dined at the "Hotel Centrale," and had a very good dinner at a reasonable price. After dinner we were delighted to find that our old friend Paulus was playing at the Gymnase. The place was full, but we succeeded in getting a box. Paulus was in splendid form, but we could not help thinking that he was laying it on rather thick when he sang a song, the refrain of which was *Les Portugais sont toujours gais*, as a more melancholy set of notes it would be hard to find. The king was there with a large suite, and we saw them drive away afterwards in English-built carriages, each drawn by four mules!

It was a bright morning on 25th, Saturday, but the wind was still blowing hard, and a very heavy sea. We went on shore early and strolled about the town. Some fine Plazas and that was all. Wandering about the hill near St. George's, we were rather surprised to find some very small and poor houses boasting staircases with a dado about three feet high ; it consisted of blue tiles, and the design appeared to be cupids playing with flowers. Shortly afterwards, in a church in the immediate neighbourhood, we came across a dado of a similar character, but representing religious subjects. On our way back to the hotel we passed a barrack-looking building with crowds of men in all sorts of costumes looking out of the barred windows. They shouted to us, no doubt uncomplimentary remarks, but as we did not understand what they said it did not affect our equanimity. On inquiring we found out it was a prison. Prison regulations are evidently very lax in Portugal. Soon after dinner we went down to the landing stage, but as our agent's boat was not there we had to look out for another one. Any amount of gentlemen were bidding for our custom, but the Commodore decided in favour of the most vociferous, and certainly the most amusing applicant. "Come along with me, sar—I know your yat—my name John Beef."—"John Beef?"

said the Commodore, "you mean John Bull."—"All right, sar, you come with me; my name John Beef, John Bull, what you like; you come with me."

Next morning when I came on deck it was blowing a gale, and there was a regular sea running. We were most anxious to get ashore, as a bull-fight had been advertised to take place that afternoon; but in spite of all our signals, although we were only two cables' length off the nearest shore, no boat would come off to us. At 4 the Commodore decided in making an attempt to land in the Berthon. Only two persons were allowed to go at a time, the Commodore and Underhill going first. If they succeeded in the attempt, Mac and I were to follow with the camera. They did not attempt to row to our usual landing-place, but simply went for the nearest point of the stone embankment, in the hope that they might be able to climb it. It was very exciting for us to watch the little dinghy bobbing up and down in the heavy sea, and at times we thought she must founder.

At last they reached the embankment. Jack turned the Berthon smartly on top of a wave and backed her in, but before the Commodore could catch hold Jack had to pull out again to prevent the boat being smashed against the wall. Over



GOING ABOARD AT LISBON ON A ROUGH DAY.

and over again this happened, till at last the Commodore caught hold, and some good-natured souls on shore helping him, was soon on top, and Underhill quickly followed. When, in our turn, we got near the shore we found—what we could not see from the yacht—that there was an iron hoop let into the wall rather more than half-way up. Mac went first and then I handed up the camera.

The first try I made for the hoop I failed, and when I did catch hold, and was hauling myself up, a wave broke against the wall and wet me through. However, we had succeeded in effecting a landing, but we were not through all our troubles, as two Custom-House officers bore down on us and insisted on examining the camera. They stretched it out, looked through it, and at last, though not without some misgivings, passed it. Hailing the first cab, we told the driver to take us to the bull-ring. Cabby said nothing, but bustling up his old gee, rattled away, and after a drive of about twenty minutes pulled up with a grand flourish in front of the building. He then descended from his seat and informed us that there would be no bull-fight that day, as it had been put off in consequence of somebody's death. We only smiled and looked pleasant, but for all that, like the old lady's parrot, we thought

a lot. There was nothing for it but to return to the hotel, and there our curiosity was excited by seeing a crowd round the telegraph-board. We worked our way to the front, and found the cause of all the excitement was a press telegram to the effect that war was imminent between England and Russia, and that all the Russian men-of-war in the Mediterranean had been ordered home, with instructions to call at Cadiz and Lisbon on the way. From what we saw and heard, both then and later, it was quite clear to us that the sympathies of the Portuguese were most decidedly enlisted on the Russian side.

In the evening we attended Paulus's benefit, and had a very jolly time. When we returned on board the Commodore showed us the agent's bill. The charge for water was most extortionate, considering that we had filled up our tanks at Vigo we really required very little, but for that the charge was £1. The Commodore had remonstrated about it, but was told that the charge was the same whether he took much or little.

Before turning in we sampled some Collares and Bucellas, which the Commodore had laid in. They are cheap rough wines, but very drinkable with soda water, or even plain water.

CHAPTER IV

WE got under-way next morning at 6, and with wind and tide in our favour soon left Lisbon behind.

At 11 we passed Cape Espichel, bearing E.b.S., let go log and laid course S.b.W., a fresh breeze blowing from W.S.W. The weather continuing fine we sighted Cape St. Vincent, bearing S.b.W., at 8. On Monday at 12, midnight, hauled log and took departure from Cape St. Vincent, bearing north-west, distance ten miles, and laid course S.E. $\frac{1}{2}$ S. We made Cape Spartel about 2 A.M. on Tuesday morning, and when I came on deck at 4 we were just crossing Tangiers Bay. At 6 Arthur came on deck to look about him, and as it was quite calm I thought I would seize the opportunity and turn in for a couple of hours. About 9 I came on deck again, and looking forward, as usual, directly I got up the companion, said, "Why, there's the Rock!" To my astonishment and disgust everybody com-

menced to laugh, but what annoyed me most was that although I expressed my willingness to back my opinion I could get no one to take me up. In another half-hour or so we were able to make out the batteries, and the scoffers had to take a back seat, and own that I was right. Some twenty-four years had elapsed since I had been at Gibraltar, but the impression it had then made on me had not been effaced. We brought up inside the New Mole at 11 A.M. and found two yachts lying there, the steam yacht *Olivia*, and the yawl *Aruna*.

When the pratique boat came alongside we were all disgusted to find that war had not yet been declared, and we were sorry to hear that poor Captain Rose of the *Night Thought* had been lost overboard off Cape St. Vincent. He had made some wonderful passages across the Bay in small boats. Only stopping long enough to make ourselves somewhat presentable, we went ashore, and found, much to Mac's disgust, that it was some little distance into the town. He begged us to take a cab, but the Commodore was obdurate, and said a walk would do him much more good. Personally, I was only too glad to get an opportunity of stretching my legs. Although it was our invariable rule to go in for a square sleep when in harbour, it was so hot in the cabins

next morning that we were obliged to turn out much earlier than we otherwise would have thought of doing. At 10, with all the skylights, doors, and hatches open, the thermometer in the main cabin marked 70°. It was still hotter ashore, and when the Commodore proposed walking, there was a regular mutiny, as we, the crew, at once refused. The Commodore, however, was quite equal to the occasion, and simply said, "Very well, then you must give me a lift." As he left us to pay for the cab he had decidedly the best of it. We had intended to lunch at the "Hotel Royal," but were somewhat surprised when we were informed that the hotel was shut for the afternoon, as the proprietress had been married that morning, but that it would be open for *table-d'hôte* as usual. It was a great nuisance, as we had to go the whole of the way back to the boat for lunch. In the afternoon we strolled into the gardens to hear the band play, and luckily ran against a friend who was in garrison. He kindly offered to put our names down for the library, an offer which it is needless to say we accepted. Going off to the yacht the Commodore slipped on the steps and fell into the water, and was very nearly choked by Jack before we—as the wretched Commodore could not speak—could make him understand that he was amphibious. That night

we dined at the "Hotel Royal" and had a shocking bad dinner. The wedding had evidently upset the whole establishment. Mac said he hoped that the bridegroom was having a better dinner, as otherwise his temper would be utterly ruined, and his wife would have a real bad time. Captain H—— came off to lunch with us next day, and after looking round the boat he said he thought that we must hold our lives very cheap, as he would not have come out in such a small craft for anything. He tried to persuade us to remain for the races, in which he was running two horses, and he told us he was getting himself into condition by walking up to the signal station on the top of the Rock every day. As we had walked up to the galleries, which is only about half-way, the day before, and had barely yet recovered from our exertions, we admired the feat, but betrayed no wish to emulate it. Orvis compared chronometers with the *Alruna*, and found ours was eight seconds out. We strolled up to the library in the afternoon, and revelled in the English papers. The rooms were deliciously cool.

Got away next morning at 8, homeward bound, as the Commodore was due in London on the first of June. We had scarcely got clear of the Mole when we met H.M.S. *Neptune* coming in crowded with troops. The wind was S.W.b.W.,

consequently almost dead against us, and there was a nasty choppy sea, so what with the wind and the current, as it runs from the Atlantic into the Mediterranean at about the rate of four knots an hour, we could make no headway at all, and to be perpetually shifting the sheets to no purpose, especially when you get a dose of salt water over you every time, is not only far from amusing, but is quite sufficient to cool the ardour of the most enthusiastic mariner.

Even the Commodore got sick of it at last, and said he would run for Ceuta. The boat was accordingly put about, and we brought up in Ceuta Bay in five and a half fathoms, with twenty fathoms of chain out, at 12. There was a heavy sea running into the Bay, and when the wind is blowing hard from the north-east it would be impossible for any yacht to remain safely at anchor, more especially as the bottom is all rock. There is no harbour of any kind, but they are at present engaged in building a breakwater, which, when finished, if you once got inside, would no doubt make it a fairly safe harbour of refuge. I greatly fear, however, that this important work—judging by the number of men they have employed and their rate of progress—will not be finished much before the Channel Tunnel. Somehow or another we had all got it into our heads that

Ceuta was worth seeing ; but when we caught sight of the dilapidated collection of mud buildings which compose the town, we did not think it would be worth our while to land, so the Commodore set us to work to take in a couple of reefs before starting again. This had scarcely been accomplished to his satisfaction before the pratique boat came alongside. The Commodore informed the officer that we had no intention of going ashore, and therefore he would not trouble him to fill up our papers. However, whether it was for lack of work, and consequent need of fees, he insisted on taking our papers ashore, much to the Commodore's disgust.

There was no help for it, and so we resigned ourselves to circumstances, and although we dare not look it, we felt rather pleased, as we hoped that he would remain away long enough to allow us to have our luncheon in comparative peace ; as no matter how hard it is blowing you can always feed more comfortably when your boat is at anchor than when she is thrashing to windward. In the one case, although the table may be dodging about in a very lively manner, you can generally manage to put away the greater part of the contents of your plate ; in the other, as one moment the table may be, and very often is—constantly in our case—above your head, and next moment

considerably below your waist, nearly all your time is spent in trying to prevent the dishes and bottles from being emptied into your lap, and while thus employed your plate of food gently glides on to your knees, and from thence to the floor. We had succeeded in lunching, and were consequently enjoying our smoke on deck, when we saw a large barge full of people coming off. It was rather puzzling to us why such a number should think it necessary to come off to our little boat, and for a moment it was a question with us whether they were friendly or hostile. Our minds were soon set at rest, as the pratique officer hailed us and asked the Commodore's permission for his friends to see the boat. No doubt their curiosity had been excited on hearing from him the trip the boat had made, and from what we afterwards saw, Ceuta lacks amusement.

They gave us their cards, and as perhaps one or more of them may some day come across this little account, I set them out, and beg again to thank them on behalf of the crew for the great kindness they showed us. Miguel Sala Igual, Director de Sanitat Maritima ; Andres Gonzales y Sanchez de Alva, Registrador del Presidad de Ceuta ; Benito Tavaronna, Captain of Artillery ; Francisco Annadion, Medico Militaire. There were also the Commander of the fort and another

gentleman, whose cards I unfortunately lost, but I think he was the military advocate. Of course the Commodore asked them on board and took them below, and our last luxury, some English beer, was produced. They expressed themselves very much pleased with the boat, but were considerably astonished at our having attempted such a long journey in so small a yacht. By this time the cabin was pretty full of smoke, as everybody was smoking something or another, and as the boat was rolling very badly in a nasty jerky sort of way, I was not surprised when one gentleman bolted up the companion, without even stopping for his hat, and was quickly followed by all the rest. They now displayed greater anxiety to get on shore than they had to come on board, and as they pressed us to go with them and see what there was to be seen in Ceuta, we tumbled into the barge and accompanied them. They kindly acted as guides, and first of all took us up to the fort. It is some little distance from the landing stage, and as it was extremely hot, we did not hurry. I was walking with one of the party close behind the Commodore, who was discoursing eloquently about guns to the artillery officer. Presently the latter left him and joined us, and immediately asked me what the Commodore's profession was. "Engineer, military or civil?"

I made him happy by informing him he was only a civil engineer. "Then how does he know so much about guns?" he inquired suspiciously. "Oh," I said, "he's an amateur in those affairs."

When we got on board afterwards and compared notes, we found that he had put the same questions to every member of our party, the Commodore included. Whether for a moment or two he fancied we were spies from Gibraltar, and regretted having invited us to see the fort, I don't know; anyhow, we saw some splendid ten-inch breech-loading Krupp guns mounted, and others lying about ready for mounting. In the galleries at Gibraltar we had not seen any gun of equal calibre. The captain of artillery, for the sake of exercise, succeeded after a long struggle in lifting one of the shot, which weighed 90 kilos = 180 lbs., just clear of the ground; but both the Commodore and Underhill, determined not to let a Spaniard have it all his own way, succeeded in carrying the same shot right across the fort. Not content with doing it once, the Commodore repeated the feat and strained himself internally. He did not find it out till the next day, but then he was very seedy, and had to take a couple of days' rest. They told us they had 6000 troops in garrison.

Ceuta is a large convict establishment, and when we were there they had 1500 convicts. It

seems a pity that they do not employ them in making a good harbour, instead of keeping them at their present work. We were afterwards taken to the Moorish quarter of the town. This is separated from the town by a high wall, and the gates of the enclosure are closed every night at a certain time. We looked into one or two of the houses, but were obliged to beat a hasty retreat, as the odours were anything but savoury. Some of the young girls had their faces uncovered and were strikingly good-looking. It appears that these Moors never intermarry with the Spaniards, and keep strictly to their own customs. After they had showed us round they insisted on taking us up to their club, and on the way the military advocate nodded pleasantly to a Moorish woman sitting behind the grated window of a tumble-down old building. He informed me she was waiting her trial for having murdered her child. She certainly looked very unconcerned, and smiled and nodded back in a most cheerful manner.

The club was arranged in the same fashion as all the other clubs we had seen, the best room being used as a ball-room, but where the ladies come from, unless the members fall back on the dusky beauties, it would be hard to say. Some excellent sherry was brought in, and the health of the Queen was proposed in very flattering terms,

and drunk with all the honours. The Commodore then proposed the health of the King (since dead). It would have made a good picture if anybody had taken a sketch of us all standing up with our glasses in our hands singing "For he's a jolly good fellow," and the Spaniards trying to pick up the words from us. However, whenever they failed they always cheered, so it did not much matter, and the row was something terrific. In spite of their unpleasant experience of the morning they came off to the boat with us, but nothing would persuade them to venture on board again. We had a final drink, and, amid mutual expressions of good-will and waving of hats, our kind friends left us. The wind was now blowing hard, so we had to turn to and get in another reef and set forth jib, and after getting up the anchor, bade farewell to Ceuta.

Although Ceuta was not one of the ports in the black list, to avoid going through the formalities again, the Commodore decided on making for Algeiras instead of going back to Gibraltar, and waiting there till the wind moderated or shifted.

We were all night working past Europa Point, and we did not bring up off Algeiras till 10 next morning, after a very wet passage. There is no need for a bill of health at Algeiras, so any

yacht coming from an unhealthy port, and the passengers and crew wishing to see Gibraltar without first doing seven days' quarantine, can easily manage it by anchoring off Algeiras and going across to Gibraltar, three miles and a half, in a little steam ferry-boat which runs morning and evening. It only shows the farce of the whole system of quarantine that this should be the case. Had we even had cholera on board, there was nothing to prevent us from going into Gibraltar whenever we liked. The guide-book informs you that Algeiras was once a town of magnificence and note, but few traces of its early splendour are now to be found. There is one good Plaza and a market-place, the shops being under a funny little colonnade surrounding a large open space. In the chief church here I noticed, among the other usual *ex-votos*, two splendid switches of human hair. If the young women who presented them really cut them off their own heads, it shows a depth of gratitude with which one does not generally credit lovely woman.

CHAPTER V

THE wind showed no signs of shifting, so we arranged with the manager of the "Hotel Victoria" to provide us with animals for a ride round to Gibraltar, as we thought we might just as well go and see the races, about which we had heard so much.

We were also still doubtful whether, if we went across in the ferry-boat, we would be allowed to land; while the boy at the hotel, who was to be our guide, assured us that he would take us into Gibraltar without any trouble. Our Berthon was alongside about 9.30 next morning, and we quickly stowed ourselves away in her, for were we not going to see the races, and the rank fashion and beauty of Gibraltar? Alas! we were doomed to disappointment, for while, no doubt, the *élite* of Gibraltar were present, beauty was conspicuous by its absence, and with the exception of one young lady, daughter of a high official, we did not see a good-looking woman on the ground.

The painful recollection of my disappointment—which is still too vivid—must be my excuse for this digression. We had gone about fifty yards from the *Chiripa* when we heard the Commodore—who had been unable to join us, as he was still very seedy, having strained himself at amateur shot drill at Ceuta, and felt quite unequal to any exertion—hailing us; looking round we saw both Orvis and the Commodore pointing at something which, however, we were unable to discover, so keeping in the even tenor of our way, we arrived safely at the Mole. We found the boy waiting for us with three sorry-looking steeds, caparisoned in queer-looking saddles of the Mexican type, a sort of arrangement which raises you almost six inches above your gee. We walked our horses through the town, as the pavement did not permit of fast riding, and at the same time we had to keep a sharp look-out for holes, as in the middle of the street, every here and there, one came across a drain, minus its iron grating, or else set so low in the surrounding stone that should your animal step in it the results would be nearly as disastrous. Once clear of the town we took to the sands and had an exhilarating gallop. It is about ten miles round to Gibraltar, and the coast road is intersected by two rivers, the Guadaranque and Palmones, over

which we were ferried. The boats were worked by means of a wire rope, which, stretching across the river, was carried on board. The ferry-men had long pieces of leather with a large lump of cork at the end ; when everybody was on board they walked forward, and without stooping, with a mere turn of the wrist, succeeded in hitching the wire rope with their leather, and putting the end over their shoulders walked aft ; when they reached the end of the boat, with another turn of the wrist they disengaged their leather and commenced again *de novo*. The neatness with which they always caught hold and released their leather commanded our admiration. I had a try myself, but failed to catch once in half a dozen tries. Once over the Palmones, we cantered into the little Spanish village on the edge of the neutral ground, and leaving our horses at a little Fonda, crossed the neutral ground and entered the lines without the slightest difficulty. We lunched at the "Hotel Royal," and as we had a decent meal, we came to the conclusion that they had got over the excitement caused by the marriage.

The race-course, just inside the lines, is certainly not one of the best, and the ground was as hard as a brick. We got there in time to see Captain H—— come in second, to a horse called the

E

Camel, for the first race ; but the less said about the racing the better. The only noticeable feature of the meeting was the absence of "bookies," all the betting being done on the *Pari Mutuel* system, under the management of the officers of the garrison, and confined to members of the garrison library, jockey club, and officers in the army and navy. It was the first race-meeting I had ever been at where it was impossible to purchase a drink. It is true that the soldiers had their canteens there, but then they were some way down the course, and we did not know whether they were open to the public.

We saw two amateur "bookies" doing a thriving silver business among the soldiers. The gentleman who called the odds was a sergeant in the fusiliers, and his clerk—a private. The prices they laid were nearly as bad as the prices we now have to put up with in England. In a field of nine, I heard them offer three to one, bar two, and an outsider romped in.

When we got back to the hotel, where we had left our horses, we found only two, and our guide was also missing. After waiting about half an hour, we saw him galloping towards us from the racecourse on one of our gees, accompanied by a friend on the other. Both the wretched animals were in a fearful lather, and our guide had been

evidently galloping them about the whole afternoon. He explained to us that he had taken the horses to meet us, and when we pointed out to him that we were three in number, and that he had only taken two horses, he was not put out in the slightest, but simply said he did not think he could manage a third. Candid youth!

We had a delightful ride back in the cool of the evening, and found our dinner ready for us at the hotel, and we sat down, after our twenty mile ride, with excellent appetites, to a very good meal. We were still at table when the Commodore rushed into the room; but before we could even greet him, he burst out with, "I say, you fellows, you had a narrow squeak this morning."—"Narrow squeak! what do you mean?"—"Why, didn't you see that shark following you, when you went ashore in the Berthon?"—"Shark be —, we heard you hailing us, and saw you pointing at something, but we couldn't see anything."—"Oh, very well," said the Commodore, "you ask Orvis. You hadn't got forty yards from the boat before Orvis drew my attention to a shark, which followed you steadily till you got near that shoal; we saw his fin plainly." He was so much in earnest that we could not help believing him, but we were all mighty pleased we had not seen the gentleman with the fin, as

to know that you are being attended by one of those pirates when one is in a small Berthon almost loaded down to the water's edge, must be anything but a pleasant sensation. The Commodore told us that he had had the tank filled up in the afternoon, and had only paid half a *peseta* (fivepence) a breaker. For this sum the man fetched the water from a distance of about a quarter of a mile.

Wednesday, 6th May.—There was no change in the weather; it may here be said that there are only two winds in the Straits of Gibraltar: those from the east and west, known respectively by the locals as "Levante" and "La Poniente." Unfortunately for us the wind was still in the latter quarter. Underhill left us and caught the 7 boat for Gibraltar, as he had to be back in London by the tenth, and had booked a passage in the *Paramatta*, which ought to have arrived at Gibraltar at 6 that morning. However, even with the glasses we could see no signs of her. We heard afterwards that the boat did not come in till late in the afternoon, and Underhill had a horribly slow time of it ashore. We were all very sorry to lose him, as he is not only an excellent companion, always in good spirits, but a good navigator, and an able and most enthusiastic yachtsman. In the afternoon we went for a

stroll, as Mac said he did not feel equal to a ride to the cascade, and spent the greater part of the morning in trying to discover a soft seat on board. During our peregrination Mac took a fancy to a three-cornered puppy we saw in the market-place, so the Commodore promptly took it in his arms, and held up a dollar to its noble proprietor, who was taking his siesta on his own doorstep. An electric shock could not have stirred him more: he jumped up, seized the coin with a profusion of thanks, and no doubt regretted that he could not sell a pup at that price every day. The Commodore presented it to Mac, and it was immediately christened "Chirps." Nobody could make out what breed he was, but we have since been informed that he is a Spanish pointer. His original owner had unfortunately cut or bitten off his tail as close as possible, which somewhat detracts from his appearance.

Next morning we got under-way at 10, wind N.N.W., but very light. We set our trysail, as the Commodore thought it was getting mouldy, in order to give it an airing. We had barely got into the Straits before the wind shifted to S.W.b.W., and once more we were in for a wearisome thrash, under a trysail, and with such a light wind, we were scarcely able to hold our own against the current; so the Commodore—much to our delight

—consented to bring up for the night under the shelter of Peregril Island (on the African coast), but after reading the sailing directions, he thought better of it, and decided in favour of Almanza Bay. I may as well here quote the sailing directions, as it may perhaps help to explain why we departed so hurriedly from Almanza Bay:—

“PEREGRIL ISLAND.—From Almanza Point a high rugged coast continues eastward as far as Peregril or Coral Island, and then turns north-east to Leona Point. The centre of this island is exactly midway between each point, or a short mile from both. It lies at the base of the Sierra Bulones, or Apes Hill, with the land of which it appears blended; it is of nearly triangular form, a mile in circuit, and its northern point 244 feet high. . . . On its eastern side there are two coves, the northernmost, called Ruy or Levante, and the southernmost, Reina; they are only fit for small craft. There are other coves on the north and west, where landing may be effected to climb the cliffs, should it be necessary to reach its summit for any purpose, or to obtain fuel. It contains a cave called Palomas, in which 200 men could find shelter. . . . Anchorage: Between Peregril Island and the coast there is good shelter for small vessels, both from easterly and westerly winds, and the island would be resorted to but for the *unfriendliness of the Moors*. Smuggling craft and fishing vessels are all that frequent it, when overtaken by bad weather. In case of necessity a vessel may obtain water on the shore of the mainland opposite the island, *but the greatest precaution must be used against any sudden attack.*”

The same sort of warnings about the African coast appear over and over again in the sailing directions.

A little after 8 we stood in for Almanza Bay. By this time it was very dark and we could see no signs of an opening in the land, but the Commodore did not seem uneasy, and sailed right ahead into the very shadow of the tall cliffs. We made sure that he was going to put us on the rocks, but as we were only part of the crew, we had to sit still and await events: we were exactly in the same position as the gentlemen in the Light Brigade, about whom Tennyson has sung—

“Their’s not to make reply,
Their’s not to reason why,
Their’s but to do and die.”

However, just when things were getting too exciting to be altogether pleasant, we passed in between the headlands. The rocky cliffs run up to a considerable height on each side, and I doubt whether you could effect a landing on either side, as the cliffs seemed almost perpendicular. However, there appeared to be a strip of sandy beach at the head of the bay.

The bay is—at night, at all events—a very ugly one. We had just got the foresail off, the anchor was ready, and Jack was only waiting for

word to let go, when Orvis drew our attention to a boat which was sneaking up under our lee. We were still looking in wonder at this mysterious boat with its solitary occupant, when Jack called out, "Three boats to windward, sir." Apparently there was only one man in each of these boats, though Orvis said that the one which got closest to us was full of men lying down; anyhow, the effect was most uncanny. We knew there was no village in the Bay, or even any houses, and although it was calm, with next to no wind, we heard no rattle in the rowlocks, nor the sound of the sculls as they were dipped in the water. Orvis and the Commodore thought it best to get sail on her once more; but as there was very little wind, and things were looking decidedly ugly, for there was no doubt all these boats were bearing down on us, Mac was kept busy handing up all the firearms we had on board. It was rather a miscellaneous collection—a rook rifle, a double-barrelled shot gun, and a Colt's revolver. By the time the last weapon and an adequate supply of cartridges had been handed up, the leeward boat was pretty close under our stern, so the Commodore handed over the tiller to Orvis, and taking the Colt in his hand stepped on the Monkey Island, and kept the strange boat covered; in another moment he would have fired, but luckily

we got a puff of wind, and without waiting to see them closer, we bolted.

“Mark the dens of Caitiff Moors :
Ha ! the pirates seize their oars,—
Haste we from th’ accursed shores.”

It was horribly disappointing, for we had all counted on having a square sleep. As it was, we had a horribly stupid night, tacking along the coast, and making scarcely any way. All next day was the same, winds light and variable. By this time everybody was in a bad temper. Here we were having only a thirty mile trip to make from Algeiras to Tangiers, and we had already been some thirty hours at it. It was my eight hours out, and I rejoiced when I came on deck to find it was such a lovely night. About 9.30, as we were standing in for the African shore, I made out a very bright light about two miles west of Cape Baga. Orvis or I could not understand it at all, as there is no light on this coast between Ceuta and Spartel, and there is no village where I saw the light. It remained visible till 10, when it suddenly disappeared. A few moments afterwards we made out a light about half a mile to the eastward of the spot we had seen the first one. The two lights then kept showing alternately ; at 10.30 the east light disappeared altogether, and the west one became

a flasher, and then disappeared also. Whether, judging from our size, they mistook us for one of their smugglers, or whether they thought they could induce us to run ashore, it would be hard to say ; but from what we saw of them, and what we have heard since, I would advise all small yachts to give that bit of "Afric's burning shore" a wide offing.

In the early morning we caught a nice breeze from the north-west, which brought us along merrily, and after sailing through a small fleet of open boats, all employed in fishing, we brought up off Tangiers in six fathoms, at 11.30 A.M. Slavery is still in vogue here, and we found out afterwards that nearly all the fishermen were slaves. The view of Tangiers from the Bay is most effective, and we could not have had a better day for our first glimpse. A strong sun, and the cloudless blue sky reflected in the clear water, calm, but for a passing ripple ; while the white houses, with the minarets of the different mosques towering above them, stood out well in the bright sunlight.



CHAPTER VI

THE anchorage here is very fair ; but it seems a pity that the English destroyed the Mole—which they had been at so much trouble to build, and the remains of which are still clearly visible at low tide—when they evacuated the place in the seventeenth century. The quarantine officers made no difficulties, and they had scarcely pushed off when a shore boat came alongside with a most magnificent Oriental-looking gentleman seated in the stern. He introduced himself to us as Hadj Cador Sahta, and offered us his services as interpreter, guide, philosopher, and friend. He seemed to have any number of most excellent testimonials from various yachts, including the famous *Sunbeam*, so the Commodore came to an arrangement with him, and shortly after we went ashore under his guidance. As we drew near the wretched landing-place, he said to us, quite seriously, “ Now, gentlemen, when you get 'shore you do what you like ; you knock, kick the people,

you do what you wish." He seemed to have a very poor opinion of his own countrymen. We passed the Custom-House without any trouble, then up several narrow lanes, between monotonous whitewashed walls and houses, unrelieved by any windows, and arrived at the "Hotel Centrale," where we lunched.

This is a very nice hotel indeed, and when we entered the drawing-room we were nearly overpowered by the perfume from the roses, with which the room was filled. The view from the windows over Tangiers Bay is perfectly charming, and for this reason, I think, it is to be preferred to the next best hotel, the "Victoria," as the latter is outside the town; and although it too commands a view of the sea, it is a comparatively distant one. Besides, as the town gates are shut at 10 P.M. every night, you might possibly be shut in or out. Perhaps this rule is not enforced towards foreigners, as although you are not supposed to go out of the town, even to go on board, after 10, still, thanks to Hadj, who always saw us off, we never had any trouble, though we never went on board before 10, and the gates leading to the shore were always closed.

After lunch Hadj proposed that we should visit the Soko, or large open place outside the town, where the markets are held twice a week—



on Sunday and some other day. He took us up the chief street, which is built on rather a steep incline, leading from the harbour to the Soko. The chief mosques are on the left hand side, but Christians are not allowed to see them, and did a Jew but put his unholy head within the door it would fare badly with him. The shops are funny little kennels, about six feet square, and raised about two feet from the ground. Here you might see a lawyer dozing over some heavy legal work, and close by a public letter-writer, apparently doing a good business. The other shops were chiefly straw-plaiters, coffee shops, and shops stocked with Moorish antiques, most probably supplied from Birmingham, for the benefit of unsuspecting tourists. The street—narrow enough at any time—was crowded, and every now and then you had to jump out of the way to make room for a string of mules coming in from the country laden with merchandise for the next day's fair; the overflowing panniers, sticking out on each side, kept knocking against you in a most unpleasant manner. The Moors are a splendid set of men, with grand physique and magnificent carriage. The women you could see nothing of, as their faces were hidden, except the eyes, and they were so swaddled up in their long wraps that they had no shape left. Those

who were kind enough to drop their veils, and give us poor Christians a chance of gazing on their charms, were uncommonly ugly. It was curious to see the Jews walking about in a dress which we never see in England except on the stage, and which we associate with Shylock ; but here were any number of gentlemen who would have required no make-up to enable them to play the part. At the top of the street we went through an archway, turned sharp to the right through another archway, then to the left through the gates of the town, and we were on the market ground. The fair, or market, was not till the next day, but large numbers of traders had already arrived, and it was a truly curious sight. It was like a scene out of the *Arabian Nights*. The monotonous tom-tom could be heard in every direction, and the popping of guns as some happy Moors showed their joy by firing off their six feet long flint-locks in the air. Right in front of us, towering over the crowd, we could see a pyramid of Arab acrobats dressed in white with scarlet sashes. Every now and then one of them would fire off his gun. Close to us were some twenty or thirty wretched-looking camels making the most of their rest, and near them were a number of women with uncovered faces guarding bundles of alfalfa. Every one of these

women, and even their children, had some sort of blue mark between their eyebrows or on their chins. As they were evidently not Jewesses we asked Hadj how it was they exposed their faces. He told us that they were a low class, and that the marks were tribal ones. Just then we spied out a real snake charmer, and not waiting for further details rushed off, and Hadj, who seemed to be a person of consequence, soon got us a place in the front row.

We got there just as he was going to perform. On the ground in front of him, writhing about, were four or five snakes, the largest being about five feet long, and the rest varied from two to three. I could not tell what sort of snakes they were, and Hadj was as ignorant as myself. Taking one of the smaller snakes in his hand, the charmer bade the boy who was sitting beside him strike up, and he immediately began to peg away on the tom-tom—before we left Tangiers we longed to smash every tom-tom in the place. After he had tom-tommed—if the term may be excused—for about five minutes, the snake charmer put the small snake he was still holding up to his mouth, and put out his tongue. The snake immediately caught hold of it, and seemed to be trying to draw the man's tongue down its own throat. After giving every-

body around an opportunity of seeing this, he picked up another and a larger one, and held it close to the neck of the snake which was still holding on to his tongue. The snake immediately caught hold, and the gentle pressure he brought to bear made the first snake let go. We noticed that when he did so the man was bleeding freely from his mouth. We had seen enough, more especially as we wanted to walk round the whole show before *table-d'hôte*, but when we eventually left the ground about 5, the wretched man was still performing and still bleeding. The Soko on a market-day is certainly not only an interesting but a brilliant scene, but I think what struck me most was the large audiences which the numerous story-tellers seemed to command.

Hadj next took us up to the Governor's Palace, which, as we understood, was scarcely or ever used, and which is decidedly out of repair. We walked through several rooms still showing traces of their former glories, and we only regretted that the place should be allowed to go to decay for want of ordinary repairs. We now thought we had done enough for one afternoon, as it was excessively hot, but Hadj was not to be denied, and insisted on taking us up to the prison, where we were invited to look at the wretched prisoners through a hole in the wall,

by courtesy called a window. I use the word "wretched" advisedly, as although I suppose all prisoners are more or less 'wretched, still the treatment which a Moorish prisoner has to put up with, or perhaps it may be safer to say, the lot of one who happens to be sent to the prison at Tangiers, is anything but a happy one. When we looked in at the window they all crowded round, either to beg tobacco or money, or to offer basket-work for sale. To this day I regret that when I paid my visit to the prison I did not know the prison regulations—or rather want of them—or I would certainly have subscribed more largely. It appears that all the prisoners—here of course I am speaking only of the male prisoners—are crowded together in one large stone cell. The sanitary arrangements exist only in name. At the time of our visit we saw that all these unfortunates had chains fixed to their ankles, and we were informed that at night they had also to wear an iron collar, and were then all linked together. Incredible as it may appear, these poor wretches are *entirely* dependent on what they can beg or earn, and on their relations, friends, and generous visitors, for their support. The materials for the basket-work they have to pay for themselves. As we returned to the hotel we noticed that a great many of the houses had

a hieroglyphic, painted in red on the wall. We were told that this was supposed to represent the human hand, and was placed by the Jews on their houses as an effective protection against the evil eye.

In the evening we dined at the hotel, and afterwards went to a Moorish *Café Chantant*. Half a dozen men were sitting on their heels in one corner of the room beating the infernal *tom-tom*, and chanting in a sing-song way peculiar to these people, and horribly wearisome. There was no fee for admission, but we were supposed to take coffee, which was certainly not good.

Next morning we were ashore early, as we had arranged with Hadj to ride to the lighthouse on Cape Spartel—a ride no one should miss. Hadj was waiting for us, close to the gate leading from the port, with two good-looking mules and a couple of small weedy ponies. He was good enough to allot one pony to me, which I could not help looking on as a mark of honour, as he took the other one himself, and Hadj has a great idea of his own importance, while Mac and the Commodore had the mules. If I had had any idea of the sort of road we had to travel on I would most certainly have stood out for a mule, as they are much more sure-footed. Not much time was lost in mounting, and I flatter myself

we made a most effective start. Hadj led the way, sitting more erect than ever, and besides he had evidently put on a clean burnouse in honour of the occasion, although it must be confessed that his burnouses were nearly always dazzlingly white; then the Commodore, Mac, and myself—in the order mentioned—in blue flannel coats, white flannel trousers, boating shoes, and yachting caps, scarcely the costume for the Row; while Jack, looking very hot, brought up the rear, carrying the Commodore's camera. Once on the Soko we dismounted, and the Commodore took two instantaneous photos of the noisy and moving masses. Unfortunately the heat or damp affected the plates, and they became useless. Jack was glad to get leave to return, and mounting, we proceeded gaily on our way.

CHAPTER VII

LEAVING the Soko the road soon led us across the Jews' river, and then by a lot of narrow little lanes hedged in by the walls and fences enclosing the gardens of the pretty summer residences of the different ministers, rich Moors and Jews. As a woman does not care to hide her beauty, or to keep it for the gratification of one, so the flowers refused to keep within bounds, and wave after wave of clusters of roses of every hue—nasturtiums, convolvuluses, and other sweet-smelling flowers—flowed over the walls and fences to rejoice the eye, and gratify the senses of the passer-by. It struck us forcibly that the American minister, with national 'cuteness, had secured the position with the most shade, the best view, and had decidedly the best house.

Getting clear of these lanes, and crossing a large barren open space, the road leads up into the mountains. I have ridden in many countries, but I never met with such a road. Every here and

there the rock cropped up for a distance of a hundred yards or so ; no attempt has been made to level it or blow it up, so when you come upon it you must simply trust to Providence and the sagacity of your animal to climb, and slip, and creep, and tumble across it in his own way. It was fearfully hot, and when, after about an hour and a half of this amusement, we heard that we had only got about half way, we began to think that we had made a mistake in coming at all. However, just as we were beginning to feel rather dejected, Hadj pointed out our luncheon boy—who had been sent on in front with a well-laden mule—waiting patiently for us by the side of the road. How grateful we were to Hadj for his forethought, and how we did bless Bass as Hadj extracted bottle after bottle of the foaming liquid from the mule's capacious panniers, and how delicious that drink seemed to our blistered palates and parched throats !

Not much time was wasted, and we were soon on the road again, as we meant to lunch at the lighthouse. The road soon began to descend, and this was the most beautiful part of a lovely ride. "It was a day that sent into the heart a summer feeling." The mountains were covered with heather, and sweet-smelling shrubs, arbutus, laurels, lauristinas, gum, broom, myrtle, and others

that I did not recognise, and the air was redolent with perfume. Far below us "The bridegroom sea is toying with the shore, his wedded bride. And in the fulness of his marriage joy, he decorates her tawny brow with shells ; retires a pace to see how fair she looks, then, proud, runs up to kiss her. All is fair ; all glad, from grass to sun !"

Far ahead of us Hadj was riding, but every now and then we could hear his monotonous chant, as he repeated some verses of the Koran, and his fine figure in its becoming costume stood out clear against the hill's green background, and gave the finishing touch to a lovely picture. A little farther down a sharp turn to the left and the lighthouse was before us. The house, like most Eastern buildings, is square-shaped, the middle part being open to the sky. On every side of this square there is a cloistered walk, on to which the different rooms open, and as usual, a small fountain graces the middle of the square. It was delightful to come in out of the glaring sun into this deliciously cool spot. The guardian of the lighthouse, a nice old Austrian, whose name I regret to say I have forgotten, allows visitors to the lighthouse to take their lunch in one of his rooms, a privilege which we were glad to avail ourselves of. After lunch we persuaded him to come in and have a cup of coffee with us. He

showed us his visitors' book, and pointed out to us with much pride Lady Brassey's name. He also displayed before us what evidently seemed to be his greatest treasures, a French copy of the cruise of the *Sunbeam*, and photographs of Lady Brassey, her husband, and children, which she had kindly sent him from England. He told us that he had seen our little boat knocking about for some days in the Straits and wondered what it was. He complained bitterly about the difficulty of getting anything from Tangiers, and said that only a short time before he had been signalled by a passing vessel, but could not give an answer as he had no signal halliards, and although he had sent in for them over and over again, he could get nothing. The Commodore told him that he intended to start next morning, and said that he would signal him as he passed. The old gentleman seemed very pleased, and promised to wave back to us, but he said, "I am so high up, I am afraid you will not see me."

Shortly afterwards he took us to see some porcupines he had caught, and told us that there were plenty of them about. They were fine animals, but unfortunately both had been injured by the traps, one having lost nearly half his fore-leg. He kindly insisted on presenting us with a small bundle of their quills, as souvenirs of our visit to

Cape Spartel, and I am using one of them as a penholder while I write. It was now time to start, and after bidding good-bye to our hospitable friend, we mounted for the return journey. So far as I saw, our wretched animals were given nothing to eat during the whole time we were there. All that was done for them—to the best of my knowledge—was to loose their girths. By this time it was so much cooler that our ride back was most enjoyable. Hadj varied the return journey by taking us over the plain, an open space above Tangiers, from which you can get a splendid view of the Straits.

Stopping for a moment to enjoy it, we entered the town, and hurrying through the wretched streets, dismounted at the hotel, in time for the *table-d'hôte*, all thoroughly pleased with a most delightful excursion. Hadj's charge for mules, horses, muleteer, and luncheon, not including wine or beer, was only £1 : 12s. At dinner we met two young Englishmen who had just come over from Gibraltar. It turned out that we had some mutual friends, so it was not long before we struck up a sort of friendship. They had come over in the wretched little steamer which still plies between Gibraltar and Tangiers, and had noticed the *Chiripa* when they came in ; and as they expressed a wish to be allowed to see her, the Commodore—who

is as far gone over his boat as a woman over her first baby—invited them to breakfast next morning, as he meant getting under-way about 10.

Before going on board we had two or three games at billiards, the Commodore and I playing a double-handed game against our two new friends, on a table which most certainly had "a cloth untrue, with a twisted cue, and elliptical billiard balls"; and I regret to say we got the worst of it. At 8.30 our friends came alongside, and were shortly followed by Hadj, with the provisions we had ordered him to bring for our passage from Tangiers to Lisbon, which would be, if all went well, our next port. We were sitting aft, waiting for a summons to breakfast, and Hadj had taken his boat forward to unload, so we had not noticed anything, when presently one of our visitors said, "Why, he's plucking a chicken alive!"

It was quite true. Holding it firmly by the neck, one of Hadj's boat crew was, with true Oriental calmness, quietly plucking the unfortunate fowl, an attention which the wretched bird resented by kicking and struggling for all it was worth. The Commodore at once went forward and stopped it, much to Hadj's astonishment. It appeared that the Commodore had ordered a dozen chickens, and Hadj had brought them off to us alive. The Commodore pointed out to him

that in a boat only ten feet wide there was no room for a hen-coop, and that Hadj must despatch them before plucking them. "All right," said Hadj. "You give me knife." Orvis handed him a knife, and Hadj, taking one of the chickens by the head, proceeded to saw away at its neck, handling the knife somewhat after the fashion a violinist handles his bow. "Surely," said the Commodore, "you can kill it quicker than that?"—"How so?" indignantly replied Hadj. "You call this knife, this no good." Another was given him, and the poor fowls were soon put out of their misery. To give some idea of the prices charged at Tangiers, I have copied out a few items from Hadj's bill, which now lies before me. Fifty eggs, 10d.; four rabbits, 2s. (the rabbits were very small); twenty-nine pounds of beef, 12s. 1d.; three pounds of butter, 6s. 6d.; one dozen chickens, 6s. I cannot make out how much milk we had altogether, but I see that I have a note on the bill to the effect that it was dear. It will thus be seen that while chickens, eggs, rabbits, and beef, were cheap, milk and butter were dear, water too was not cheap, as we had to pay 9s. 6d. for filling up our tank. As for flowers, you could buy bundles of lovely roses for next to nothing.

Unfortunately, the executions had rather spoiled the appetite of one of our visitors, and he

did not do that justice to his breakfast which I imagine the Commodore would liked to have seen. Breakfast over, they bade us farewell, and went off in Hadj's boat, Hadj first getting the Commodore to add to his list of testimonials, which he could conscientiously do. When our friends were some little distance off, they turned round to wave a final adieu, and at the same time one of them tried to comfort us by shouting, "You will never get back!" However we knew what the little *Chiripa* could do, and therefore this cheerful prophecy did not alarm us in the least. While we were getting up the anchor, the gun-boat *Grappler*, which had been at Gibraltar with us, went by, steering for Cadiz, and we exchanged compliments.

It is a marvel to me how it is that Tangiers has not yet come into fashion as a health resort. It takes only five days by one of the comfortable floating palaces of the P. and O. service from London to Gibraltar, while the cost is only £9, and Tangiers is but four hours from Gibraltar. Surely this would be less fatiguing—to say nothing of more comfortable—for an invalid than the wearisome railway journeys from Calais to Paris, and again from Paris to Nice or Mentone. As for the climate, Dr. C. J. B. Williams, the great authority, in his standard work on consumption,

says, "Tangiers stands as an intermediate between the Atlantic and Mediterranean climates;" and Dr. J. A. Lindsay in his climatic treatment of consumption says, speaking of the Riviera, "There is no such certainty in the winter climate as may be had in Algiers or Morocco." In Tangiers, besides, you do not run the same risk of an earthquake, and you are certainly not obliged to wrap up after 5 P.M. to protect yourself from the Mistral. The hotels—though of course not so large—are equal in every respect to those on the Riviera, cleaner than some I could mention, and the charges are certainly not extortionate. Beautiful sites for building villas on can now be bought for a song, and I think the prices I have already given for provisions will compare favourably with any other health resort. Tangiers boasts a first class English doctor, an English clergyman, and an English consul; so while the first two gentlemen take care of your body and soul between them, the last will take care of your property.

CHAPTER VIII

THE anchor was soon up and catted, and with all plain sail set, we got under-way about 11. The wind was from the north, but very light, so light that we were scarce able to make any head against the current. However, it was a lovely day; we were close inshore, so we lolled about on the deck enjoying the grand view of the coast. At 5, still calm, the wind shifted to south-east, and we got the Berthon on deck, folded it up, and stowed it away in its usual place alongside the companion and saloon skylight. The Commodore then took his departure, and laid the course N.W. $\frac{1}{2}$ W. About 5.30, Spartel lighthouse being about three miles off, as it was getting hazy, the Commodore thought it advisable to signal our friend according to promise. We signalled him two or three times, but could not get any response. Our glasses were scarcely strong enough to show a man at that elevation at that distance off. We had at

all events kept our promise, and we tumbled down to dinner with good appetites and easy consciences.

Tuesday, 13th May.—The weather was most aggravating, the wind still remaining light and shifty; during the course of the day it changed round to nearly every point of the compass, and as the clouds were dull and threatening, we scarcely knew what to expect; as we more or less anticipated, it freshened up considerably as the evening advanced.

Next morning the wind was blowing sufficiently hard for us to have to shift jibs and take in a reef. There was a very nasty short sea, and we were soon taking more water aboard than we did in the gale in the Bay.

Smack!—and some thirty or forty gallons of water were racing aft, pouring down the fo'castle, wetting all the men's bunks, then down the main companion, while the rest disappeared through the scuppers. Scarcely free of one wave before another was on top of us; go forward to shift the sheets and you got a wave over you which wet you through, in spite of oileys. Hold on to the shrouds and you got a wave which came to your middle, and when you did your trick at the tiller you never knew the moment you would be washed to the other side of the deck,

like your deck cushion, which was constantly washed from under you. The little boat seemed to know that we were not having a very gay time of it, and struggled bravely against the elements, coming up to time as bravely as any man who ever stood in a twenty-four foot ring ; but wind and sea were too much for her, and all she could do was to keep her course and bravely take her knocking about. The wind kept on increasing during the night, and next morning it was blowing hard with a very heavy sea. You could not stand in the cabin without holding on, and you had to get your food the best way you could. The fire could not be lit in the stove, and it was hopeless to attempt to lay the cabin table.

One of the bookcases, screwed to the ceiling, came away, and one of Colt's heavy revolvers, which was in the rack on the port side, was flung right across to the other, making a considerable dent in the ceiling. It was most amusing to notice how, when you came off your watch and called up the next watch, "Now, then, wake up, starboard watch!" the individuals thus roused from their sleep would look you over to see if your oileys were streaming or not, and thus get some idea of what they were going to exchange their warm bunks for.

At 6.45 the Commodore hove her to, sailing her with foresail to mast. About 1 P.M.—in my watch—to add to our troubles, we had to tack to avoid a steamer. If there is one thing more annoying than another, it is in having to give way to these wretched channel and ocean bullies. The rules of the road are plain enough. All steamers must give way to sailing vessels; but the reverse is the case. Here we were having a nasty thrash, doing our best to get an extra mile or two out of her on each tack, and we had to lose the benefit of perhaps a couple of tacks to avoid being run down by a steamer. Over and over again, not only on this cruise but on others, we have had to tack to get out of the way of some wretched coasting collier. These colliers are the curse of the channel. They most likely come out of port with nearly all hands helplessly drunk, one hand on deck, and that the man at the wheel, and the rest below getting over the effects of their last carouse, or, perhaps, commencing another. The man at the wheel has been set his course, and he is not going to alter it a quarter of a point to avoid anything which he thinks he can run down with impunity. To them it means nothing if they run into a small yacht or fishing smack. It would be something like a 'bus running down a perambulator

or a costermonger's cart. The yacht or smack would be cut in two, while those on board the steamer would scarcely feel the shock, and the steamer would in all probability escape without injury. If no one were rescued so much the better, as dead men tell no tales; but even if some one is fortunate enough to survive, and obtain the name of the vessel, and proceedings are eventually taken against the captain and owner of the offending boat, the decision of the court of inquiry—as in a recent running down case where one person was drowned—will be something to this effect: We find the steamer was entirely in fault; no blame can be attached to the captain of the yacht, and the court therefore orders that the certificate of the captain of the steamer shall be suspended for three months.

Can anything be more farcical? Most likely the captain takes a holiday for that time, receiving all the time full pay from his employers—who prefer a captain who drives along regardless of everything and makes quick passages—or else he acts as first mate, still receiving full money. But suppose for one moment that he only receives a first mate's pay for that three months, and gets a berth directly his time has expired, is that an adequate punishment for having wilfully and deliberately imperilled the lives of three or four,

G

or even a smaller number? The driver of a 'bus or van in our London streets who acted in that way would be tried for manslaughter, so would the driver of a locomotive, or even the captain of a small steam launch on the upper Thames; but the captains of these colliers and steam merchantmen seem to have a licence to murder. Of course these remarks do not apply to the large passenger vessels. These boats are well navigated, carefully handled, and always strictly observe the rule of the road. Till a steamer captain or two has been hanged, or received a sentence of penal servitude for life, the number of missing smacks will continue to increase, and small yachts will never be safe. An old yachtsman, a great friend of mine, will never stop out in the channel at night if he can possibly make a harbour, as he says the danger of being run down is too great.

A well-built and well-found yacht of from 17 to 20 tons, properly handled and navigated, will go anywhere, and with the exception of the risk you run of being washed overboard, you are safer on board a little yacht than on a big steamer. The dangers proper of yachting can be summed up in one word—Steamers.

The next day the wind went down a good deal, and at midnight it was easy, though there

was still a very nasty popple. At 2 on Saturday morning—in my watch—we had to tack twice to avoid steamers. At 10 A.M. the wind had moderated so much that we were able to shake out two reefs in the mainsail, one in the foresail, and stand in for the Tagus. Going in by the south channel, we ran up the river at a grand pace, but off Belem had to heave-to as usual to wait for the quarantine officers. At last they came off in a small steam launch and signalled to us to come alongside; with the main-sheet well hauled in we ran alongside and delivered our papers, but the man had scarcely seized them with his tongs before we had shot ahead. Hauling the boom in till it was almost amidships, we still ran ahead of them, although they were doing all they knew to keep up with us. This did not seem to please the officer in charge, who afterwards turned out to be the sanitary doctor who had made—or perhaps, I should rather say, had tried to make—himself so agreeable on our first visit to Lisbon. Having carefully perused our papers, he roared out, as we were fast leaving the launch astern, “Have you been anywhere else?”—“Yes, Algesiras,” answered the Commodore.—“Oh! then you have quarantine; go and anchor over there,” pointing to the anchorage in front of the old convent of St. Jeronymite, “and put your

flag up." Orvis came aft looking very much disgusted, and the dirty yellow quarantine flag was run up. "I thought he'd play you that trick," he said, "because you didn't get him to attend Mr. Mac when we were here last." Running in amongst some small coasters, all flying the bilious yellow burgee, we brought up off the convent at 4.30.

Here was a nice state of affairs. We had had an uncommonly nasty thrash from Tangiers lasting *six* days, during which time we had scarcely ever been dry, and certainly never had a square meal, and here we were pinned up in quarantine within sight of Lisbon for three days, simply because we had touched at Algeiras—a place where, as I have explained in earlier chapters, there is no quarantine arrangements, and consequently a place which could not be in the black list, and, as we found out afterwards, was not in the list at all.

After dinner—only the second hot one since we had left Tangiers—we had a long consultation as to what was to be done. We all agreed that, as we were entirely in the hands of the quarantine officers, it would not be advisable to annoy them ; while it was most necessary that we should have an explanation as to the reason of our having been put in quarantine, considering that all our bills of health were clean ones. The Commodore

solved the difficulty by proposing that next morning we should hoist F C V L—J V R—J V W of the commercial code of signals, which meant : Wanted fresh beef, butter, eggs and milk. He pointed out that some one would have to answer the signal, and then, when the sportsman came alongside, we could press for an explanation. This was unanimously agreed to, and with full and final blessings on all quarantine officers, we turned in.

The next morning I was awakened about 7 by a boat hailing us. I didn't turn out, as I don't see the force of doing that in harbour, but listened anxiously. "You capitano, sar?" was what I heard first, and then I recognised the oily accent of the Commodore as he sweetly owned to the soft impeachment. "What you want?"—"Why, fresh milk, eggs, meat, water, vegetables, everything!"—"All right, sar, you may have agent's boat alongside; will tell him to come off." He was evidently then going to row away, but the Commodore roared out, "Here, I say, why are we in quarantine?"—"I don't know, sar; but you can come ashore and see chief officer," and he then scuttled away. Not long afterwards provisions of all sorts were brought on board, and we sat down to a splendid breakfast.

It was a perfect morning. The wind had dropped almost entirely, and the sun was shining

as it never seems to shine in our "tight little island." We brought cushions and pillows on deck, filled our pipes, and while reposing comfortably, discussed our chances of being let off our three days' boycotting. At 11 the Commodore went ashore to interview the chief quarantine officer. It seemed to us hours before we saw him returning, but directly we could make him out we saw him shaking his head most ominously. "No go," he said as he jumped on deck.—"Whom did you see?" I asked, as I thought if he had interviewed the man who had put us into quarantine there was no likelihood of getting any remission of the sentence from him.—"The head man," was the Commodore's doleful reply.—"What did he say?"—"Only that the doctor had put us in quarantine."—"What for?"—"He didn't know, but he was a good old sportsman; and although he put me in a sort of kennel, and only spoke to me through a tiny aperture, he was very civil. He said he would send up to the doctor's private house and ask him his reasons for putting us in quarantine." To cut a long story short, at 2 the same day a boat came off with a note, of which the following is a faithful copy:—

"Mr. CAPTAIN—Doctor, chief officer of this Board of Health, says, that he put you in quarantine, in consequence

of your having touched some ports of the Mediterranean, including *Algesiras*.

“ Belem.

“ The Interpreter of the Board of Health.

“ J. MASCASENHAS.

“ 17/5/85.”

When the Commodore read it, he was simply frantic. “ *Algesiras*,” he said, “ is not in the Mediterranean.”—“ Then come ashore and bring your log and chart,” said the officer in charge.—“ Certainly,” said the Commodore ; and then to us in a stage whisper, “ By Jove, I must scratch that out.” It appeared that when he had been ordered into quarantine, he had made the following entry in the log : “ Brought up by order of quarantine officers (idiots).” This, however, was carefully altered into “ *pro tem* ” before he went ashore. Luckily he was not asked to show his log, for when he convinced them from the chart that *Algesiras* was not in the Mediterranean, they let us go, as we had clean bills of health from every other place, having been imprisoned for twenty-two hours through their own ignorance. We soon hauled down the quarantine flag, and getting under-way, brought up at our old anchorage at 3. As we were all dying to get ashore and stretch our legs, after having been cooped up in a little boat for six days, we lost no time over our

toilettes, and were soon on *terra firma*. After indulging in the luxury of a bottle of English beer, we had a bath and a shampoo, and sat down to an excellent dinner at the "Hotel Centrale," which we did full justice to.

At 10.30 next morning, according to arrangement, the proprietor of the hotel had a carriage and pair waiting to take us to Cintra. The drive, until you get to Cintra itself, is most uninteresting. We stopped at a small village, the name of which I was unable to catch, about half-way, in order to feed the horses, but it struck us forcibly that the coachman did all the eating and drinking. I certainly did not see the horses get anything to eat or drink, but I did see the coachman pour vinegar over their loins: none of us had ever heard of this practice before, and I cannot imagine what possible benefit it can be. The whole time we were detained at the little inn we were of course persecuted by the usual swarm of loathsome mendicants. I say loathsome, because to obtain your pity they expose their deformities or open sores, and sometimes the sight is most sickening. Getting bolder, the small boys and girls—nearly all of them suffering from sore eyes—invaded our room, and we had to take refuge in our carriage. After driving for about one hour and a half more over an ex-

tensive heath, we reached the foot of a rocky mountain, but well clothed with trees ; bearing to the right of it we entered a pretty village, nestling under the shadow of the rock, and turning sharp to the left round the base of the mountain, Cintra lay before us.

“ Lo ! Cintra’s glorious Eden intervenes
In variegated maze of mount and glen.
Ah, me ! what hand can pencil guide, or pen,
To follow half on which the eye dilates ;
Through views more dazzling unto mortal ken,
Than those whereof such things the bard relates—
Who to the awe-struck world unlock’d Elysium’s gates ?
The horrid crags, by toppling convent crowned,
The cork trees hoar, that clothe the shaggy steep,
The mountain moss, by scorching skies unbrowned,
The sunken glen, whose sunless shrubs must weep,
The tender azure of the unruffled deep,
The orange tints that gild the greenest bough,
The torrents that from cliff to valley leap,
The vine on high, the willow branch below,
Mixed in one mighty scene with varied beauty glow.”

The road now runs downhill to the village, or town. On the right, in the valley far below, a fantastic group of buildings attracts the eye ; it looks more like a collection of used-up lime-kilns than anything else. We could not ask our coachman, as we had found out a long time before that he could only speak Portuguese ; but when we arrived at “ Lawrence’s Hotel,” we were

informed that that building was the Palaccio Real, and the conical buildings were merely the kitchen chimneys.

Cintra is situated in a fertile basin, surrounded by rocky mountains—but all the same well covered with trees and verdure, which hide the sea from view; but from any of these heights, especially from the Palaccio de Pena, a view can be obtained which baffles description. We were told that it was from there that a look-out was kept to see if there were any signs of Vasco de Gama's returning fleet, and it appears that from that point it was discovered. After an excellent lunch, which did not lose anything by being served to us by a charming English Hebe, we took mules to ride up to the Palaccio de Pena—better known, I believe, as Pena Convent, as it formerly belonged to the monks of the beautiful Jeronymite convent at Belem, which we had so many opportunities of studying when we were anchored off it during our twenty-two hours' quarantine. It was fearfully hot—not a breath of air, and the road which zigzagged up the mountain was uncommonly steep. Imagine my delight when, after having gone about one hundred yards, my mule declined to go a foot farther. The muleteer exerted his utmost powers of persuasion, which consisted in striking the poor beast over the head

with a formidable-looking bludgeon, but it was no good, and I had to make the rest of the ascent on foot, hauling the beast after me, while the muleteer brought up the rear. I must honestly confess that my companions were just as stubborn as the mule, as, although I did my best to persuade them to get off and let me ride instead, they all turned a deaf ear to my convincing arguments and refused to assist me in any way. I think I felt the disappointment I experienced at finding them so selfish, more than the heat and labour of the climb. Presently we reached the gates, and leaving our mules, entered the gardens.

CHAPTER IX

THE change was wonderful : from the strong glare of the sun and the intense heat we entered into profound shadow and a deliciously cool atmosphere. It was as if we had stepped from the sunny side of the road—on which only dogs and Englishmen walk, according to a Spanish saying—into some old cathedral ; only in our case we had trees for pillars, and the roof was a beautiful canopy of graceful foliage, which sheltered us effectually from the sun's scorching rays. "Soft mossy lawns. Beneath these canopies extend their swells, fragrant with perfumed herbs and eyed with blooms, minute yet beautiful." Flowering shrubs and choice ferns were there in profusion, and the murmur of falling water could be heard on every side. The walks have, nearly all, been cut out of the living rock, and the labour must have been very heavy. The building is constructed on the very summit of the peak, and the ramparts which surround it are also hewn out of

the solid rock. The cloisters—a charming place to meditate, smoke, or flirt in—have been left very much as they were when the unlucky monks were driven out from this terrestrial paradise.

There is nothing very particular about the old monastery itself, but it was some time before we could tear ourselves away from the lovely panorama which stretched out below us. Far away to the west was the blue Atlantic, in front was the mouth of the Tagus, and turning to the north, as far as the eye could see, were miles and miles of plain, only broken by “Mafra’s majestic pile.” However, we had to think about getting back. Reluctantly we left the charming scene, and found our mules patiently waiting for us. I had no trouble with my animal, and we had an exciting ride back to the hotel. I have already mentioned in a former chapter that the road zigzagged up to the convent; coming back the muleteer ran behind us, distributing resounding blows most impartially among the mules, then ran down the face of the hill, perhaps catching us in time at the lower corner to favour the mules with some more of his attentions, and so on to the bottom. We had a pleasant drive back, dined at the “Centrale,” and went on board early, taking with us a gentleman whom we had met at the hotel on our former visit, and who had agreed to go with us

as far as Vigo, on condition that he was to be allowed to go as passenger, and would not be called upon to keep watch, or do anything else. The Commodore readily excused him, and we were very glad of his company, but Mac complained bitterly, and said it was not at all fair.

Next morning, the 13th, we got under-way about 7 o'clock, and with a light breeze dropped down the Tagus. About 8.30, the wind beginning to freshen, the Commodore took in a reef and got the dinghy on board, and made it fast in its usual place. At mid-day it was blowing very hard, and the wind had shifted from N. to N.b.W., so we took in second and third reefs, then we tacked in for the land and commenced another enjoyable thrash. At 3 o'clock, Cape Roca bearing east, we let go the log. The rest of the afternoon we kept tacking on and off the land. At 4.15 we hauled the log and found we had done seven miles, which, as it was done on a wind, was not encouraging. All night long we were at it, perpetually shifting sheets, and getting a ducking every time; it had turned cold too, and the consumption of rum was prodigious. Mr. J——, our Lisbon friend, had decidedly the best of it; and when Mac and I came off our watch, wet through, and saw him slumbering peacefully in his warm bunk, I agreed with Mac

that it was a disgusting sight. At 3 we sighted the Burlins light, bearing N.N.E., and not long afterwards passed it, taking the outside course.

In the morning the wind eased up a bit, so at 1.15 the Commodore set second jib and shook out two reefs in the mainsail. At 6 o'clock the wind commenced to freshen, and at 8 it was blowing very hard from north-west, so it looked as if we were going to have another night's fun. At 12, midnight, the wind shifted to N.N.W., and we had a succession of heavy squalls.

Next morning, although the wind had died away completely, there was a very heavy swell running, and the boat rolled about in a way that was anything but comfortable. At 2.30 burst reef earring, and hove-to and shook out reef. At 3 o'clock, the roll being very heavy, we burst the main-outhaul. As we hoped to fetch Vigo that evening, a sharp look-out was kept for Bayona Island; towards evening, however, it came on hazy, and as the light is one of the highest in the world, being over 600 feet above the level of the sea, it is consequently very often obscured by the clouds. We certainly could not make it out, but the Commodore decided to run in. About 8 o'clock we could just make out Bayona Island towering out of the water right ahead of

us, but even then we could not make out any light. The weather had been getting thicker and thicker, making it impossible to see any distance. The Commodore was bent on getting in that night, and so we stood in by the north passage. It was ticklish work, as you could not see fifty yards. Orvis was steering, Jack was in the bows on the look-out, the Commodore and I were standing by the shrouds on the port side, when presently Jack roared out, "Breakers ahead!" Yes, there they were quite clear, and we could hear the roar of the water as it beat against the submerged rocks.

"Down with the helm!" yelled the Commodore, and with a swish the little boat came round, and we stood out to sea again, after as narrow a little shave as any of us were ever in. Only those who have experienced it can realise the effect produced by those two simple words, "Breakers ahead!" I cannot describe it, but I know it sent a cold shiver down my back, and I did not feel better till we were well out at sea again. Three or four minutes more and we would have been hard and fast on the rocks, and with such a heavy swell rolling it would not have been long before nothing but the *Chiripa's* bones had been left for the seas to lick, and of course we would not have stood a chance with the Berthon,

even if we had succeeded in launching it. The Commodore, after having taken in a reef, hove her to on the port tack, and I turned in.

Next morning we found we had drifted a long way back, and as the wind was very light we did not bring up at Vigo till half-past seven P.M. By the time we had made her snug, it was too late to think of going ashore, so we dined on board. It was quite a comfort to be able to have the table laid and to be able to eat like a Christian, off a plate, and without having to hold on.

Early next morning Manuêlo was alongside with everything we could desire, amongst other things some delicious strawberries, and we had a splendid breakfast. Coming on board about 1 for our lunch, we saw that the *Vanadis*, a steam yacht of 300 tons, had come in, and while we were at lunch, her owner came on board and kindly invited us all to dine with him that night, and the Commodore accepted the invitation. We spent the afternoon idling about the shore and showing Mr. J—— the sights, and we did not forget to call on the manager of the "Hotel Continental" and sample some English beer. At half-past six the steam launch from the *Vanadis* was kindly sent to fetch us, and we spent a delightful evening on board. About eleven o'clock we bade good-bye to our kind host, who expressed his

H

doubts as to our ever getting back to England, and he also said that "although he was going to stop at Vigo two days and two at Corunna, he would be back at Southampton before we were." His prophecy, however, did not come true, as we were at Southampton at least ten days before him.

The next morning the *Vanadis* party paid us a visit, and were pleasantly surprised at the extent of the *Chiripa's* accommodation. We exchanged books, and were delighted to get something fresh to read. We informed our friends of the curious news we had heard at the Consul's that morning, *i.e.* that the cholera had broken out in England, and, of all places in the world, at Durham, but we could not fancy cholera in that dreariest of cathedral towns. The Commodore told them he would get under-way after lunch, and they said they would look out for us, and wishing us a safe passage they steamed away. Lunch despatched, our friend, Mr. J——, wished us good-bye, and was put ashore by Jack, it being his intention to return to Lisbon by train. Before we say good-bye to Mr. J—— I think I ought here to repeat a story—not an anecdote, but a fact—which he told us. We had been complaining to him about the way in which we had been mobbed whenever we went to the theatre at Lisbon, and at the

same time expressed our astonishment at the unusual amount of politeness we received from the manager and all the employees at the hotel. So far as the mobbing at the theatre went, we had attributed it, more or less, to our costume, because, as our wardrobe was limited, and we never knew what weather we might have to go off in, we always went ashore in blue flannels, yachting caps, and shoes. We had raised the question one evening, over our pipes, when he said, much to our amusement, "Why, don't you really know?"—"No, certainly not," was our reply; "unless it was our generally disreputable appearance."—"Nothing of the kind. The fact is, it was in all the papers when you first arrived that you were four English noblemen who had made a very heavy wager that they would do the trip from England to Gibraltar and back; and the manager told me that lots of people came to the hotel simply to stare at the representatives of England's old nobility." I can only hope we did it credit. While Jack was away a big bouquet of fresh flowers was affixed to the *Chiripa's* bowsprit, the anchor was weighed and made fast inboard, and under all plain sail, we bore down on the *Vanadis*, running close alongside, we dipped, and, with waving of hats and handkerchiefs, bade good-bye to the *Vanadis* and to Vigo.

CHAPTER X

IT was a perfect day—just such a day as we had when we left Vigo for Lisbon—and we looked forward hopefully to a pleasant crossing. There was next to no wind, but what there was, was from the north, so it was not till 7.30 that we got clear of Bayona Island, going through the north passage. We were very glad when we were clear, as it was rather thick, and it was fast getting thicker. At 8.30 the wind freshened up considerably, so we hove-to, took in two reefs, and shifted to fourth jib. There was a nasty lumpy sea running, and we shipped a lot of water. After midnight, to our great joy, the haze commenced to lift and the wind eased.

Next day, 26th May, broke nice and fine. We met several steamers during the day. Shortly after mid-day the Commodore shook out two reefs, and we set second jib. At 7 o'clock we tacked in to Finisterre light, bearing N.b.E., and distant about five miles. Hour after hour

did we stand on and off the shore, but we did not seem able to shake off the light. It was a lovely night, quite clear, and a bright moon. I think the moon must have been accountable for it, as during our watch Mac concocted the following poem, with which he favoured us the next morning :—

“TO THE COMMODORE.

“When at the helm I breathed a prayer,
But you were hard of hearing,
That when I reached Cape Finisterre,
That I might finish steering.”

At 1 o'clock A.M. Finisterre light, then bearing $E.\frac{1}{2}S.$, suddenly disappeared. The Commodore then laid course north-east, and took departure. It was such a lovely night that I did not mind yielding to Mac's entreaties to dog one watch, as there was certainly no necessity for more than two to be on deck at a time. When I relieved Mac and came on deck I went forward as usual to inspect our side lights, and found the starboard one had gone out, so I came aft and took the tiller from Orvis, while he went below to trim and re-light it. I was alone on deck, not the first time by many, but this was such a perfect night that one could, for a short time at least, realise “how passing sweet is solitude.” I know nothing so impressive as to

be alone at sea at night. The feeble glimmer which straggles through the saloon skylight, and the light from the binnacle, only seem to throw the forward part of the vessel into deeper shadow. No lights in sight, no land, and no sound, except the splash of the water as a sea occasionally strikes the vessel, or a porpoise playing round, brings his head out of the water with a splash and a snort, close by where you are sitting steering, causing you, the first time you hear it at night, to jump and almost fall off your cushion. If it is impressive in calm weather, it is awesome when rough. It is then you really realise the sea's irresistible power.

In a few minutes Orvis came up, and having lit his pipe, began to entertain me with one of his yarns. He is a first-class watch mate, as he has got an inexhaustible fund of stories, which he relates with much humour, so that the time passes merrily, and you can scarcely believe you have been on deck for four hours. One of his yarns, and one which I never heard without laughing, will, I think, bear repetition here. Talking about the meanness of a certain large yacht owner, he used to say, "You may laugh, sir, but it's perfectly true; the very mice on board that boat used to go about with tears in their eyes for want of something to eat."

That night there was scarcely any wind, and

yet, *in the Bay*, we had to tack no less than four times to avoid the yachtsman's curse—steamers. In the morning we had a fresh breeze S.W.b.W., and the sky was overcast. About mid-day the wind softened, but only for us to have it very thick about an hour afterwards, and then, to make things still more comfortable, we had some nice fine rain.

Next evening we passed an English-armoured turret ship, of the Glatton class; she was going more under than over the water, her decks being a-wash, and was apparently making shocking bad weather of it. I don't think any one of us on board the *Chiripa* would have willingly changed places with the individuals on board that vessel, though it was one of our glorious iron kettles.

29th May.—It was still raining, but we had a fair breeze. About 8 o'clock P.M. we took soundings with armoured lead, got eighty fathoms, and brought up white shells, showing we were off the Ushant. As this may not be quite intelligible to some of my readers, I will attempt to explain it.

The charts have marked on them the depth of water you will find in the different degrees of latitude and longitude, and besides that, they tell you what the character of the bottom is in those places, *i.e.* whether it is rock or shells, or

sand, or clay, or even what sort of sand, or shell, or clay you ought to meet with. I may further say that an armoured lead is a lead with an opening in the base, which is filled up with tallow or some greasy substance, to which the sand, shells, etc., adhere; therefore, when the lead showed eighty fathoms and we brought up the white shells, we knew we were off the Ushant.

There are lots of fishermen who know nothing whatever about navigation, but who will take you half round the coast of England by the use of the lead line alone.

30th.—A shocking nasty raw morning, with a horrid drizzle. We were once more getting into our detestable English climate, and pea-jackets and mufflers were again in demand. The Commodore became rather anxious at not making land, although for the last week he had begun to distrust his patent log. According to the log, we ought to have been close home, but we could see no signs of land. As there was a nasty haze, the Commodore's anxiety increased, and when at three o'clock we sighted the barque *Achille*, of Dunkerque, he determined to speak her and verify his position; accordingly we ran alongside. It was a long job, as, although we were sailing with our foresail to the mast, we would shoot right ahead of the old tub before we had time to get

an answer, and then have to come round and repeat the process. However, we found our position was quite correct, and the log had played us the trick.

About 4 o'clock P.M. it came on very thick, and Jack was set to work with the fog horn, or, as it is endearingly called, the little squeaker. I remember once being in Dieppe harbour, and a French yacht lay close to us; the sailors belonging to it made night hideous with their songs and their violent but unsuccessful attempts to extract melody from a concertina. We in the cabin did not like it at all, and it was evident that our men liked it less, as one night, when the concert on board the neighbouring boat had nearly driven us frantic, Jack came on deck—of course with something more than Orvis's tacit permission—and played the little squeaker till they were reduced to silence. Every night after that, when they started a concert Jack did so too, and he was always left in possession of the field.

It got thicker and thicker, and so at 7 o'clock the Commodore hove-to. We had a hideous night of it; all round us we could hear the steamers whistling, and never knew the moment we might not see the bows of some adjectived collier towering above us. At 10

o'clock the haze lifted and we sailed her again, and at 11.15 we sighted the Eddystone, bearing N. $\frac{1}{2}$ E.

When we came on deck after breakfast next morning the fog had cleared away and the sun was shining brightly, as if to welcome us on our return. Right ahead of us we could see Rame Head. Several times during the morning we were hailed by fishermen asking us where we were from, and I fancy this must have been on account of the *Chiripa's* battered, rakish, and generally disreputable appearance. A little after ten o'clock we passed the west end of the breakwater and entered Plymouth Sound, having been seven weeks away. What a different appearance it presented to when we were there last. Then there were only a few fishing smacks, two or three small yachts anchored off the pier, a revenue cutter and one steamer. Now it looked animated and positively gay, for some twenty or more ocean-going steamers—the finest of their class, among them the *Oregon*, which has since been lost in a very mysterious way off Newfoundland—newly painted, decked with all their available bunting and with steam up, were brought up waiting for orders, never, alas, to arrive.

They were the vessels commissioned to take out stores and the troops who were going to peg

back the Russians. It made one's heart glad to think that at last we were going to put a stop to Russia's insolence, and at all events put a check on her further advance. But it was not to be, and after wasting millions of money, we drew back as usual. When the Russians get to Herat, I suppose we shall find that it is not necessary for our defence of India, and so on and so on, till they are in India itself, and then, as usual, it will be too late. At 11.30 we brought up inside the Cattwater, and a few minutes after the Custom-House officers came on board. High and low they searched; in the bunks, in the drawers, under the cushions, in the wine lockers, not a place was left unvisited; but as there was nothing to find they went away empty-handed. In all my experience I have never known a yacht treated in that way before, and I can only come to the conclusion that the officials at Plymouth are unusually polite. It may be as well to mention that this was the only time in the whole cruise that we were searched, or, in fact, had any unpleasantness. It was a nice welcome home. We hurried ashore, as we wanted to stretch our legs, and we were all anxious to see if English beer still retained its flavour. We took the dogs ashore, it being only the second time that they had had a run since leaving Vigo, and the puppy

had only once been ashore since we bought him at Algeiras. Anything more ridiculous than his walk it would be almost impossible to imagine, and even now at the time I write he has not been able to get over his sea roll. He walks exactly as if he had extremely high-heeled boots on his hind legs, so that his quarters are at times at right angles with his fore body. He kept us in roars of laughter, and was an unfailing source of attraction to all the small boys and gals in Plymouth.

At first we could not make out why everybody we met turned round to stare at us, but it presently seemed to us that our complexions were rather darker than the majority of the people we met ; and not having shaved since we left England, we presented rather a hirsute and ragged appearance. A visit to the nearest hairdresser, and things were soon put right ; but unfortunately in getting shaved we made matters rather worse, as the parts of our faces which had been protected were quite fair, and the rest of the skin was almost as black as a hat. Our appearance was most ludicrous, and we could scarcely look at one another without laughing. The Commodore lunched and dined with us at the Grand Hotel on the Hoe, and went up to town by the night train, as he had to be in town by 10.30 next morning, kindly leaving the boat at our disposal. The Commodore caught

his train and kept his appointment, which he had made before he left England ; as great a feat of punctuality as any of Monte Christo's. He had travelled nearly 2800 miles, reckoning it from Aldeburgh, in a small sailing yacht, and only arrived at Plymouth about twenty-four hours before time, having about fifteen hours to spare.

The next day Mac and I took things very easily. For once in a way we were not disturbed in our sleep by the odious cry of, "Now then, port watch, turn out," and we were able to sleep the sleep of the just.

Monday, 1st June.—We loafed about, bathed, and enjoyed ourselves thoroughly. We made arrangements with Hawke to have the boat photographed, and next day several instantaneous photos were taken from the Cattwater. Wednesday morning we got under-way, bound for Southampton. There was a nasty haze and a very light wind. About 3 o'clock we were becalmed, and in a very ugly fog. About four hundred yards off on our port quarter was a large schooner becalmed also. Of course the little squeaker was brought into use, and day or night, it was hard to say which it was, was made hideous. Presently we heard the whistle of a steamer, but from which direction the sound came was, as is often the case in a fog, hard to make out ; but presently I saw

Orvis rush forward, seize the little squeaker from Jack, and blow through it, for all he was worth. "Good Heavens!" he roared, "she'll be into us." We then made out that a big steamer was bearing straight down upon us. We were utterly helpless; there was not even sufficient wind to make the sails flap, and an accident seemed inevitable. Suddenly it seemed that the people on the steamer had perceived us, as her helm was put hard a-starboard, which would have had the effect of clearing us and going outside of us, but just as we thought we were all right, they put the helm hard a-port, and once more we thought they were coming into us; however, they raced by between us and the schooner at a pace which, considering how the fog was, was certainly most dangerous. The steamer came close enough to us for me to read her name, and I saw she was the *Electra*, which, I believe, belongs to one of the telegraph companies.

The wind continued light. We called in at Southampton for our dinghy, and found that the steamer which had heliographed us had reported having seen us off Lisbon, and that, so far as they could make out, we had lost our boat and topmast, and that we must certainly have foundered in the gale which they met with two hours afterwards. We stopped the night at Southampton, and got

under-way early next morning; not too early, but just early enough, as Mac and I are quite of one mind that it is a great mistake to make a toil of pleasure. Somehow or other the anchor would not come up, and in a weak moment I volunteered to help. As there is very little room in the bows, the Commodore is obliged to have one of the patent windlasses, worked by a lever. I had an hour of this amusement, as our anchor had got foul of some moorings, and we had to keep on heaving it up a little and then letting it out again. If any one wants to get into condition I would recommend a little of this exercise, as I believe the treadmill must be child's play to it. Directly it was up, I went below to refresh, and Mac followed, as he thought that no doubt I might not care to drink by myself. While we were thus pleasantly occupied I heard a good deal of cheering, and going up the companion, I found Orvis was receiving quite an ovation from the different yachts as we ran by, so I once more retreated below. We had nothing but light winds, calms, and fogs from here to Dover, where we eventually brought up in the *Wick* at 5 o'clock A.M., on Monday, June the 8th, thus bringing a delightful cruise to a successful termination.

The dire forebodings of the croakers, cowards, and Solent sailors had not been realised. I

cannot conclude without saying that in his choice of the crew Orvis had shown himself a shrewd judge of character, as no matter what the circumstances might be, they were always cool and courageous, cheerful and civil. We had no grumblers on board, and it will give me much pleasure to ship with them again, even if only as one of the crew.

NOTE.—Since the above was written I have seen a copy of the report of the Commissioners appointed to inquire into the cause of the upsetting of the life-boats off Southport, on the night of December the 10th, 1886. The *Daily Telegraph* described it as “An Awful Night at Sea.” I see from the report that “at Lytham it was blowing 7 by Beaufort’s scale.” In the gale we were in the Bay, on April the 13th and 14th, the wind was registered at Biarritz as blowing 9, of course by the same scale. One may then fairly assume that it was blowing at least 10 outside. That being the case, I think we may fairly claim to have once more established the fact that a small boat, well built, well found, and properly handled, will go anywhere, and live in almost any sea.

APPENDIX

As the majority of those who read the newspapers nowadays never think of looking at or for the shipping intelligence—which is generally printed in small type and hidden away in some obscure corner—and would never know or believe that a vessel was ever lost in any other but the orthodox ways so dear to novelists, such as springing a leak, being wrecked, or catching fire, if their attention was not every now and then attracted, by a sensational headline printed in heavy leaded type, to the exciting details of some fearful disaster, such as the loss of the *North Fleet*, the running down of the *Princess Alice*, or perhaps the collision between the royal yacht and the *Mistletoe*, I have for their benefit, and as a justification of what I have said about the reckless way in which steamers are now navigated, compiled a list as nearly complete as possible of the yachts, sailing vessels, barges, etc., which have been run down or come into collision with steamers during the last thirteen years.

This list of course deals only with those cases where I have been able to find a full report, but how often does it occur that the poor fisherman's wife waits at the end of the pier or jetty, with one little one in her arms

and a little toddler hanging on to her skirts, straining her eyes gazing out to sea heedless of the spindrift which flies in her face, bedraggling her scanty gown, running down on to her for the moment forgotten babe, and making her other little one cry petulantly to "mither" to take her home,—wearily waiting for the bread-winner, never, alas! to return.

Several smacks missing, supposed to have been lost in the last gale, will be all the notice in the paper; but to those who really know the seaworthiness of our smacks, and how ably they are handled, this report will not be hurriedly accepted, but they will heartily sympathise, and will understand what is meant when they hear some fishermen say, "Poor Bill! lost? Not he, run down by one of them — steamers." No report appears, those on board the steamer feel nothing,¹ and perhaps know nothing, only a smack is missing!

Cases where steamers have been run down or come into collision with other steamers are not given, nor those where sailing vessels have come into collision with other sailing vessels. I have besides set out nine judgments—taken at random from the reported Board of Trade Inquiries, with the exception that I have given the preference to those cases of collision which have been attended with loss of life—in order that the public may see for themselves the value which our officials place on the lives of those who are foolish enough to go to sea.

When one reads a judgment something like the

¹ In the case of the running down of the yacht *May Fly*, a schooner of 120 tons, it was reported after the accident by some of those on board the steamer that they felt nothing, and did not know that anything had happened till they heard the cries of the drowning people.

following—and it is not an isolated instance—where an open boat on the high seas, in broad daylight and in perfectly calm weather, had been run down by a steamer because the officer in charge of the steamer *imagined* he would just miss the boat, and therefore kept going ahead till too late to avoid an accident, thinking he would chance it, and consequently several lives were lost; and one then reads that the Court decided that the officer was to blame for not giving way to the boat according to the Regulations, yet they could only say it was an error of judgment, and considering his excellent character, they did not propose to deal with his certificate, one is frightened to express what one really feels. Just fancy a station-master, in bold defiance of the rules for the Regulation of Traffic, letting a train go on because he thought he could chance it: would that man be let down so easily? Take another case which is quoted at the end of this Appendix, where the mate of the steamer—this was in the Channel too—was found to blame for not having kept a proper look-out, and having only one man on deck, and where the Court said “the steamer was not navigated in a seamanlike manner.” This was also a fatal collision, but will any one venture to say that if the same sort of *accident* (?) had happened on shore the accused would have got off in the same ridiculously easy manner? Let the reader go through these cases and judge for himself.

This list does not pretend, at least so far as the ten years from 1875 to 1885, to be by any means a complete one, as for that period they have been taken only from *The Field*, which I imagine simply mentions cases of collisions where yachts are concerned, and very

likely is not able to spare the space to report every case which occurs. It must also be borne in mind that the number of yachts which are put in commission every year is very limited, and that the majority of them are not in commission for more than four months.

For the remaining three years, from 1885 to 1888, I have gone to the pages of the *Shipping Gazette*, which, I believe, is the official paper.

There are three other cases of collision besides those I have set out at the end, in two of which several lives were lost, but which I have not set out, or taken into account in any way, as I have been unable to find a full report, and without the report of the Board of Trade Inquiry before me I am unwilling to apportion the blame. One of these must be fresh in the public mind, as I believe an illustration of the accident appeared in more than one paper. I refer to the running down of the mission smack (belonging to the Society for Providing Mission Vessels for the North Sea Fishermen), when four lives were lost; another is the sinking of the *Kalafish* (yacht), when both the owner and his wife were drowned; and the last is the running down of the pilot cutter (*Maiden*) in fine weather and in broad daylight off Aldeburgh. In the analysis which follows I have only laid the blame on the steamer or sailing vessel when the decision arrived at by the Court has been such as to leave no doubt in any one's mind, and all other cases where there is a shadow of doubt I have put both vessels down as in fault. Looking through all these cuttings, it appears from my collection that in the thirteen years, from 1874 to 1888, there have been 130 cases of collision or running down, in which 129 lives

were lost. While all the blame has been attached to the steamer, in no less than 60 occasions out of the 85 where I have been able to find that there has been an inquiry, or an action at law, in only 16 cases have the sailing vessels or barges been proved to have been in the wrong. Blame has been attached to both in 6 instances, and only 3 cases have been found to have been accidental. It is scarcely necessary to point out to any one that a captain of a steamer has far greater command over his ship than the captain of a sailing vessel, but in spite of that we find, out of the reports which I have been able to discover, that the number of occasions when steamers were held in fault was 60 to 16 of the sailing vessels; while the loss of life occasioned by these collisions was for the former 72, and for the latter 14. Some one may say that I have only accounted for 85 out of 130 cases, but the reason for that is that I have been unable to find that any proceedings were taken in the others. With the exception of one case, where it was decided that both yachts were to blame, I have been unable to find a single instance where it has been held that the yacht has not been navigated with proper and seamanlike care, or where a proper look-out has not been kept. It is satisfactory to note that out of all the cases I have set out—where an inquiry has been held or legal proceedings have ensued—that in two only has the Court come to the decision that the officer or officers in command were guilty of inhumanity—by that is meant not attempting to save life—but I much regret to have to say that in both those cases the vessels were English, commanded by English officers and manned (?) by Englishmen.

FROM 'THE FIELD'

18th DECEMBER 1875 TO 5th DECEMBER 1885

- 18th December 1875.—The 'Lady Ambrosine' (s.) *v.* the 'Princess Royal.' Collision.
- 1st April 1876.—Collision with a yacht the 'Ytene' *v.* the 'Solent' (s.) Moens *v.* Solent Steam Packet Company.
- 1st January 1881.—The yacht 'Lily' and a tug. Collision.
- 5th August 1882.—The yacht 'Wave Queen' and the 'St. Malo' (s.) Collision.
- 29th July 1882.—Loss of the 'May Fly.' Collision. 'Valhalla' (s.) and 'May Fly.' Six lives lost.
- 9th September 1882.—Board of Trade Inquiry into the running down of the yacht 'May Fly.'
- 22d September 1883.—Loss of the 'Challenge.' Collision. 'Ossian' (s.), 'Challenge.'
- 26th April 1884.—The 'Enchantress.' Running down case. 'India' (s.), 'Enchantress.'
- 28th June 1884.—Sinking of the 'Olga.' Running down case. 'Violet' (s.), 'Olga.'
- 6th September 1882.—Collision in the Solent, a yacht sunk. 'Prince Leopold' (s.), 'Juanita.'
- 15th November 1882.—The 'Vanessa.' Collision. 'Don' (s.), 'Vanessa.' One life lost.
- 6th December 1882.—Collision, the 'Vanessa' and 'Don' (s.) Board of Trade Inquiry.
- 5th December 1885.—The collision between yachts off Cowes. 'Brilliant' (s.), 'Avalanche.'

FROM THE 'SHIPPING GAZETTE'

23d JANUARY 1885 TO DECEMBER 1887

- 23d January 1885.—Before Mr. Justice Butt. The 'Magdeburgh' (s.) *v.* the 'Henry Villard.' Collision. Seven lives lost.
- 23d January 1885.—Before Mr. Justice Butt. The 'Luke Bruce' *v.* the 'Durango.' Collision. Whole crew drowned with exception of mate, who died very shortly afterwards.
- 23d January 1885.—Before Sir F. Roxburgh, Q.C. The 'Alice' *v.* the steam-tug 'Cruiser.' Collision.
- 9th January 1885.—Before Mr. Commissioner Kerr. The 'Ostrich' (s.) Collision, dumb barge 'Ban Righ.'
- 6th February 1885.—Before Mr. Justice Butt. The 'Union' *v.* the 'Kuikoura' (s.) Collision.
- 6th February 1885.—The 'Dione' *v.* the 'Camden.' Collision. Twenty-four lives lost.
- 27th February 1885.—Before Sir F. Roxburgh, Q.C. The 'Pride of the Yare' *v.* the 'Speedwell' (s.) Collision.
- 27th February 1885.—Before Mr. Justice Butt. The 'Santa Clara' *v.* 'Admiral Moorson' (s.) Collision.
- 13th March 1885.—House of Lords. Owners of the 'Elysia' *v.* owners of the 'Emily' (s.) Collision.
- 20th March 1885.—Before the Recorder. The 'Endeavour' (s.), 'Rose' *v.* Great Yarmouth Steam Carrying Company. Collision with a raft.

- 2d April 1885.—Before Mr. Justice Butt. The 'Union' *v.* 'Kuikoura' (s.) Collision.
- 10th April 1885.—The 'James Billenan' *v.* the 'El Darando' (s.) Collision.
- 10th April 1885.—The 'Arabia' (s.) Bombay Police Court. Collision between the B. I. S. N. Company's Steamer 'Arabia' and a native fishing bagora. Three lives lost.
- 1st May 1885.—Before Sir James Hannen. The 'Atmosphere' *v.* the 'Thyatira.' Collision.
- 1st May 1885.—Barque 'River Leven' of Glasgow *v.* the 'Adolph Meyer' (s.) of Gothenburg. Collision. Official Inquiry ordered.
- 8th May 1885.—The 'T. M. Stevens' *v.* the 'Stormcock' (s.) Before Sir James Hannen. Collision.
- 8th May 1885.—Before Mr. Justice Butt. The 'Pride of the Yare' *v.* the 'Speedwell' (s.) Collision.
- 8th May 1885.—The 'Daunebrog' *v.* the 'Zoe' (s.) Before Sir James Hannen. Collision. Six lives lost.
- 22d May 1885.—The 'United Kingdom' (steam-tug) and the 'Ellen Anne.' Collision.
- 19th June 1885.—The 'I. C. U.' *v.* the 'Chusan' (s.) Before Mr. Justice Butt. Collision. All hands of 'I. C. U.' lost.
- 26th June 1885.—The 'Hans Gude' and the 'Merchant Prince' (s.) Before the Wreck Commissioner. Collision. Eight lives lost.
- 26th June 1885.—The 'Egret' (s.) Before Mr. Commissioner Kerr. Tug-boat 'William' and her cargo through collision with the steamer 'Egret.'
- 3d July 1885.—The 'Capulet' (s.)—Voss *v.* General

- Steam Navigation Company. Before Judge Holroyd. Collision between the 'Capulet' and the barque 'Thunia.'
- 3d July 1885.—The 'Lapwing'—Cowan and Sons *v.* General Steam Navigation Company. Before Mr. Justice Wills. Collision between the 'Lapwing' (s.), barque 'Eliza.'
- 3d July 1885.—The 'Collingrove' *v.* the 'Colstrup' (s.) Before Mr. Justice Butt. Collision.
- 10th July 1885.—The 'Havilar' *v.* the 'Empress' (s.) Before Sir James Hannen. Collision.
- 10th July 1885.—The 'Hawk' (s.-t.) Before Mr. Commissioner Kerr. Collision between the brig 'Ann Peat' *v.* the screw-tug 'Hawk.'
- 24th July 1885.—The 'Trojan' (s.-t.) Collision between iron barge 'Fly' *v.* the steam-tug 'Trojan,' and the barge 'Mary' in tow.
- 24th July 1885.—The 'Hans Gude' *v.* the 'Merchant Prince.' Before Sir James Hannen. Collision. Eight lives lost.
- 24th July 1885—*Bail Fees.* The 'Colstrup' (s.) *v.* 'Collingrove,' etc.
- 24th December 1885.—The ketch 'Humility.' Before Judge Owen. Ketch 'Humility' of Bideford *v.* Newport and Alexandria Dock Company. Collision.
- 14th August 1885.—The 'Kaluju' *v.* the 'Main' (s.) Before Sir James Hannen. Collision, Russian Finn barque 'Kaluju' North German Lloyd Screw Steamship 'Main.' One life lost.
- 21st August 1885.—Nantes Tribunal of Commerce. The 'Abeille.' Collision. Owners of dredging machine sued the owners of the 'Abeille' tug, No.

- 18, and the ship 'Meta,' which was in tow, for damage to a barge.
- 28th August 1885.—The 'Glamorganshire' (s.) and the 'Clarissa B. Carver.'
- 18th September 1885.—'Cheong Po' *v.* 'Crusader' (s.), and the 'Crusader' (s.) *v.* 'Cheong Po.'
- 18th September 1885.—'Trevethick' (s.), 'Mauve.' Official Inquiry ordered. Collision.
- 2d October 1885.—The 'Medina' *v.* the 'Brunswick.' Collision.
- 2d October 1885.—The 'Mauve' and the 'Trevethick' (s.) Before Wreck Commissioner. Collision. Twelve lives lost.
- 2d October 1885.—The 'Excelsior' (s.), Cardiff Town Hall. Collision.
- 6th November 1885.—Before Mr. Commissioner Kerr. The barge 'Rebecca' *v.* the tug 'Ada.' Collision.
- 13th November 1885.—The barges 'Alice,' 'Maud,' and 'Eliza Ballard,' *v.* the 'Vesper' (s.) Collision.
- 13th November 1885.—'Maltese Cross' (s.) *v.* the 'Alma.' Collision.
- 4th December 1885.—The 'Kate' *v.* the 'Odiel' (s.) Collision.
- 4th December 1885.—The 'Bertie' *v.* the 'Challenger' (steam-tug). Collision.
- 1st January 1886.—Official Inquiry ordered. Collision between the 'Hayle' of Aberdeen and a schooner, off the Bell Rock, North Sea.
- 1st January 1886.—Official Inquiry ordered. Collision.
- 15th January 1886.—The 'Hayle' (s.) Collision. Six lives lost.
- 15th January 1886.—The 'Kirkheaton' (s.), the

- 'Catherina,' and the barge 'Charles,' and 'Eliza.' Collision.
- 29th January 1886.—The lugger 'Jenne Lousia' and the 'Potaro' (s.) Collision. One life lost.
- 5th February 1886.—The 'Elene' *v.* 'General Roberts' (s.) Collision.
- 12th February 1886.—The 'Hugh Cann' *v.* the 'Seaham Harbour' (s.) Collision.
- 12th February 1886.—The 'Storjohann' *v.* the 'Para' (s.) Collision.
- 12th February 1886.—Owners of the 'Santa Clara' *v.* London and North-Western Railway Company. Collision.
- 12th February 1886.—Judge Bedwell. The 'Emily' and the 'Ada' *v.* the 'Stephen Gray' and 'Watt' (s.) Collision.
- 12th February 1886.—The barge 'Eastcourt' and the 'Ella' (s.) Collision.
- 26th February 1886.—'Duchess of Albany' *v.* the 'Oakfield' (s.) Collision.
- 5th March 1886.—Official Inquiry ordered.
- 5th March 1886.—The 'Annie' (s.) and the barge 'William.' Collision.
- 5th March 1886.—The 'J. W. J.' *v.* the 'Seafisher' (s.) Collision.
- 2d April 1886.—The 'Alexandra' (s.) and the barge 'John.' Collision.
- 2d April 1886.—The 'Empress' *v.* the 'Risea' (s.) Collision.
- 9th April 1886.—The 'Jane' (s.) and the barge 'Flint and Essex.' Collision.
- 9th April 1886.—House of Lords. The 'Duke of

- Leinster' (s.) *v.* the Dublin and Glasgow Steam-packet Company, Dublin Port and Dock Board. Collision.
- 22d April 1886.—The 'Antelope' (s.) and the barge 'Alfred Little.' Collision.
- 22d April 1886.—The 'Idlewild' (s.) and the sailing barge 'Director.' Collision.
- 22d April 1886.—House of Lords. The 'Glenogle' (s.) *v.* the 'Achille.' Collision.
- 14th May 1886.—The 'Mildred' and the 'El Dorado' (s.) Collision. One life lost.
- 14th May 1886.—The 'Jane' *v.* 'Ralph Cheyke.' Collision.
- 28th May 1886.—The cutter 'Ida' and the 'Martello' (s.) Collision. One life lost.
- 28th May 1886.—The 'Doncaster' (s.) *v.* the 'Unity.' Collision.
- 4th June 1886.—The 'Perseverance' and the 'Donegal' (s.) Collision. One life lost.
- 4th June 1886.—House of Lords. The 'Kaluja' *v.* the 'Main' (s.) Collision. One life lost.
- 18th June 1886.—The 'Rotifer' (s.) and the barge 'Tees.'
- 25th June 1886.—The 'Crusader' *v.* the 'Strathnairn' (s.) Collision.
- 2d July 1886.—The 'Antelope' (s.) and the barge 'Little.' Collision.
- 9th July 1886.—The 'Osprey' *v.* the 'Pioneer' (s.) Collision.
- 30th July 1886.—The 'Clan Macintosh' (s.) and the 'Fidelio.' Collision. Seven lives lost.
- 10th August 1886.—The junk 'Lim Yeang Seang' *v.* the 'Pahnam' (s.)

- 13th August 1886.—The 'Ogmore' (s.) *v.* the 'Alice.' Collision.
- 13th August 1886.—The 'Friends' *v.* the 'Ethelbert' (s.) Collision.
- 20th August 1886.—The 'Daisy' *v.* the 'Bee' (s.) Collision. One life lost.
- 10th September 1886.—Official Inquiry ordered.
- 24th September 1886.—The 'Elsy' (s.) *v.* the 'Jane.' Running into moorings.
- 8th October 1886.—The sloop 'Marie' and the 'Sailor Prince' (s.) Collision. One life lost.
- 29th October 1886.—'Re Edward Lawson.' *Fatal* running down case.
- 29th October 1886.—The barge 'Bob,' the 'Florence' (s.), and the 'Naiad' (s.) Collision.
- 26th November 1886.—The 'Donegal' (s.) and the 'Eagle.' Collision.
- 26th November 1886.—The 'Port Victor' (s.) *v.* the 'Ane Jorgiane II.' Collision.
- 26th November 1886.—The 'Neptunus,' the 'Ansgar,' and the 'Prince of Wales,' *v.* the 'India' (s.) Collision.
- 3d December 1886.—'Gemini' *v.* the 'Mayo' (s.)
- 10th December 1886.—The 'Sultan' *v.* the 'Sardinian' (s.) Collision.
- 7th January 1887.—'Eliza A. Kenny.' Collision.
- 7th January 1887.—'Japanese' (s.) *v.* 'Stimpson.' Collision.
- 7th January 1887.—'Glan Wern' (s.) Collision.
- 7th January 1887.—'Duke of Connaught' and 'Dragoman' (s.) Collision. Fourteen lives lost.
- 7th January 1887.—'William Cochrane.' Collision.

- 7th January 1887.—‘Ulster’ (s.) *Eva*.
- 28th January 1885.—The steam barge ‘Speedwell’ *v.* the barge ‘Fanny.’ Collision.
- 28th January 1885.—Official Inquiry. ‘Duke of Connaught’ *v.* the ‘Dragoman’ (s.)
- 4th February 1887.—The ‘Ocean Bridge’ and the ‘Beryl’ (s.) Official Inquiry. Four lives lost.
- 4th February 1887.—‘Alpha’ *v.* ‘Glenmore’ (s.) Collision.
- 4th February 1887.—The ‘Rivera’ (s.) and the barge ‘Duet.’ Collision.
- 11th February 1887.—The ‘Nith’ *v.* the ‘Ville de Permambuco’ (s.) Collision.
- February 1887.—‘St. Rene’ *v.* the ‘Gaulois’ (s.) Collision.
- 18th February 1887.—The ‘Sybille’ *v.* the ‘Nova Scotian’ (s.) Collision. One life lost.
- 18th February 1887.—The ‘Falcon’ (s.) and the barge ‘Frederick.’ Collision.
- 4th March 1887.—The ‘Hopestill’ *v.* the ‘Raven’ (s.) Collision.
- 4th March 1887.—‘Juan Cunningham’ (s.) and the barge ‘John.’ Collision.
- 18th March 1887.—The ‘Annie’ and the ‘St. Clements’ (s.) Collision. Eight lives lost.
- 15th April 1887.—Barge ‘Ivy’ and the ‘Charles Morand’ (s.) Collision.
- 10th June 1887.—The ‘Alacrity’ (s.) and the ‘Leila.’ Collision. Three lives lost.
- 10th June 1887.—The ‘Betsy’ and the ‘Samuel Laing’ (s.) Collision. One life lost.
- 1st July 1887.—The ‘Tern’ (s.) and the ‘Hamburg.’ Collision. Five lives lost.

-
- 1st July 1887.—The 'Seaton' (s.) and the 'San Cayetano.' Collision. Three lives lost.
- 1st July 1887.—The 'Carnarvon Castle' and the 'Trojan' (s.)
- 15th July 1887.—Running down of the fishing-boat 'Darling.' Collision. Two lives lost.
- 15th July 1887.—The 'Express' and the 'Alf.' Jameson *v.* 'Rasmussen,' *et à contra.* Collision.
- 5th August 1887.—The 'Tenasserim' (s.), the 'Norcross,' and the 'Antares.' Collision.
- 19th August 1887.—The 'Trixie H.' and the 'Plover' (s.) Collision. Five lives lost.
- 26th August 1887.—The 'Lydia' and the 'Pavonia' (s.) Collision. Two lives lost.
- 26th August 1887.—The 'Australina' (s.) and the 'Annie Lisle.' Collision.
- 28th October 1887.—The 'William' and the 'Norma' (s.) Collision. One life lost.
- 11th November 1887.—Official Inquiry. Running down of the fishing smack 'Zoe' by 'Grenadier' (s.)
- 11th November 1887.—The 'Upupa' (s.) and the 'Planteur.' Collision. Eleven lives lost.
- 2d December 1887.—Official Inquiry. The 'Star' and the 'Cyprus' (s.) Two lives lost.

BOARD OF TRADE INQUIRIES

FATAL collision.—“Said they were of opinion that, under the circumstances, the sailing vessel was justified in showing a flare light. It appeared that when the flare was seen from the steamer it was thought to be shown from the stern of an overtaking vessel, but there was some doubt, and under the circumstances the master of the steamer was not justified in continuing his course and bearing down upon the approaching vessel, but that he should have made such an alteration in her course which would have taken her clear. In their opinion, the master of the steamer was to blame for the collision in continuing his course, and not reducing speed when the flare was seen, but it was difficult for them to say that he had been guilty of a wrongful act or default. He might have been deceived by the flare when first seen, and mistaking it as being shown by an overtaking ship, but he was wrong in continuing her on the course and speed. Although they considered that the master was guilty of a serious error of judgment, still they thought that it was not such a grave act and default as would justify them in dealing with his certificate. Every effort to save life seemed to have been made by the steamer, and the sailing vessel was not to blame.”

Fatal collision.—“It was the opinion of the Court that the — (s.) was also navigated with proper and seamanlike care up to the time of the sinking of the —. The steamer had not kept a proper look-out on board. The Court, however, believed that after the

collision everything was done by the officers and crew of the steamer to save life. The collision and loss of life caused thereby was caused by the default on the part of —, first officer of the steamer, who had failed to keep a proper look-out and had not shown proper seamanship. It was the intention of the Court to suspend his certificate for twelve months from this date.”

Fatal collision.—“The Court were of opinion that —, master of the steamer, and —, second mate, did not exhibit sufficient humanity in trying to save lives, and suspended the captain’s certificate for four months, and the second mate’s for three months.”

Fatal collision.—“The master was not in default, but the mate, in the opinion of the Court, was in default, in respect that prior to the collision he did not keep a proper look-out, and left his post when only a man at the wheel was on the bridge in charge of the vessel. In the circumstances the Court found it necessary to deal with the mate’s certificate, but having regard to his previous good character, as proved in evidence, limited its suspension to a period of six months. The nautical assessors unanimously and unreservedly concurred in the judgment of the Court.”

Fatal collision.—“Mr. — in giving judgment said the Court was of opinion that the steamer did not comply with the ‘Regulations for preventing Collisions at Sea,’ and that practically the sailing vessel did comply therewith. It thought further that at the time of the collision the sailing vessel was stationary, and that she exhibited the light required by the Regulations. In the opinion of the Court the steamer did not comply

with Arts. 17 and 18 of the Regulations. The master of the steamer was not justified in leaving the deck in charge of the boatswain after the light of the sailing vessel had been reported. The life of one of the crew of the sailing vessel was lost in consequence of injuries which he received in the collision, but it appeared that all proper steps were taken by the master of the steamer to avoid this loss of life. The steamer was not navigated with proper and seamanlike care, and the casualty was caused by the wrongful act and default of — her master, but in view of the excellent testimonials that he had received, the Court would not suspend his certificate for a longer period than three months. The Board of Trade would be recommended to grant him a first mate's certificate during the period that his master's certificate was suspended."

Fatal collision.—The Commissioner in giving judgment said: "The sole blame for the collision rested with the master of the steamer, and the question was whether, in the opinion of the assessors, his certificate should be dealt with as regards his conduct in porting when he saw the red light, in not starboarding when the green light appeared, and in not stopping and reversing. The Board thought that they were merely errors of judgment, for which they would not think of dealing with his certificate. The Court, however, had more doubt as to what it ought to do in regard to his conduct in going at this rate of speed over a spot frequented by such a number of vessels. They thought, however, that there was some excuse for him in being led to believe that he could see much farther than as a matter of fact he could. On the whole they were disposed to take a lenient view

of the case, and they would not, therefore, deal with his certificate."

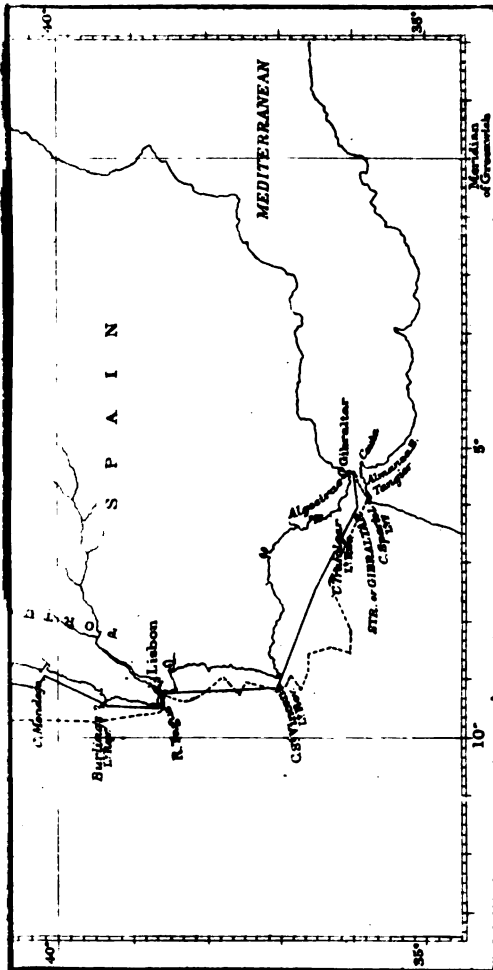
Fatal collision.—"The Commissioner in giving judgment said the sailing vessel was navigated with proper and seamanlike care, and kept her course, as it was her duty to do. But with regard to the steamer the feeling of the Court was that she was navigated in a very improper and unseamanlike manner, and that it was due to this, and this alone, that the collision was due. In the opinion of the assessors, the collision was entirely due to the wrongful act and default of the second officer, and thought that it was a case in which it was impossible for them not to deal with his certificate. Looking at all the circumstances, they were of opinion that his certificate should be suspended for nine months."

Fatal collision.—"The Court found that the collision was due to the second mate of the steamer having neglected to observe the 'Regulations for preventing Collisions at Sea,' and they suspended that officer's certificate for twelve months."

Fatal collision.—"The collision and loss of life caused thereby was caused by the default of the first officer, who had failed to keep a proper look-out, and had not shown proper seamanship. It was the intention of the Court to suspend his certificate for twelve months from this date."

THE END

Printed by R. & R. CLARK, Edinburgh



NEW WORK BY SIR RICHARD TEMPLE.

With Thirty-two Coloured Plates, reproduced by Chromo-Lithography from the Author's Original Paintings on the spot, and Four Maps.

Imperial 8vo, 31s. 6d.

PALESTINE ILLUSTRATED.

BY

Sir RICHARD TEMPLE, Bart.,

M.P., G.C.S.I., C.I.E., D.C.L. (Oxon.), LL.D. (Cantab.)

AUTHOR OF

"Journals kept in Hyderabad, Kashmir, Sikkim, and Nepal,"

&c. &c.

LIST OF ILLUSTRATIONS.

Cana of Galilee.	Bethel.
Joppa or Jaffa.	Mizpeh.
Ajalon by Moonlight.	Shiloh.
Church of the Holy Sepulchre.	Gerizim and Shechem.
Jerusalem at Sunset.	Jacob's Well.
Gethsemane.	Samaria.
Bethany.	Dothan and Carmel.
Jerusalem from Olivet.	Plain of Esdraelon.
Temple Corner.	Jezreel.
Hinnom.	Mount Tabor.
Mount Zion.	Nazareth.
Bethlehem.	Galilæan Uplands and Carmel.
The Dead Sea.	Saféd, the City set on a Hill.
The Jordan.	Hattin, or Mount of Beatitudes.
Mount Quarantania from Jericho.	Ruins of Tiberias.
Storm on the Lake of Gennesareth.	

"Every picture is a study in itself. . . . He has produced a very delightful book, and one that will set the Holy Land in quite a new aspect to many readers."—*Guardian*.

"The speciality of the book is its coloured illustrations—thirty-two admirably rendered reproductions of the author's striking studies in oil of historic scenes of the Holy Land."—*Truth*.

"Its topography is luxurious, and its beautifully executed coloured illustrations produced from the author's sketches make it a gift volume of singular richness."—*Banner*.

"It is the highest praise of this work, and a thing which its accomplished and illustrious author would be best pleased to receive, to say that the study of these pictures should prove of the greatest help in making young people understand and realise the historical portions of the Bible; while the letterpress may be read with advantage and instruction by all."—*Saturday Review*.

"An interesting and useful addition to the long list of works relating to the Holy Land."—*Morning Post*.

London: W. H. ALLEN & CO., 13 Waterloo Place, S.W.

RECENT PUBLICATIONS.

Como and Italian Lake Land. By T. W. M. LUND, M.A., Chaplain to the School for the Blind, Liverpool. Crown 8vo, with 3 Maps and 11 Illustrations by Miss JESSIE MACGREGOR, 10s. 6d.

"The author is to be congratulated on having been aided by an illustrator of Miss Jessie Macgregor's talent. In a series of finely executed etchings she has portrayed many of the works of art, the sites, the types and costumes of the Italian Lake Land with rare fidelity."—*Morning Post*.

"It should certainly be in the hands of every intelligent tourist making a stay in or near the queen of Italian waters."—*Daily Telegraph*.

Napoleon and his Detractors. By H.I.H. PRINCE NAPOLEON. Translated by RAPHAEL LEDOS DE BRAUFORT. With Portraits and Biographical Sketch. Demy 8vo, 16s.

The New Paris Sketch-Book: Men, Manners, and Institutions. By J. G. ALGER. Crown 8vo, 6s.

"We wish that we could do more than allude to some of his shrewdly suggestive remarks on French manners and their consequences."—*Times*.

"Few English writers have described French manners, men, and institutions, with the author's vivacious accuracy."—*Morning Post*.

Adelaide Ristori: an Autobiography. Crown 8vo, portrait, 5s.

The Romance of Life Preservation. By JAMES BURNLEY. Crown 8vo, 6s.

"A thoroughly good book of its kind. A thoroughly successful attempt to embrace in one comprehensive view the entire scope of life-saving efforts."—*Vanity Fair*.

Some Hobby-Horses and How to Ride them. By C. A. MONTRESOR. Crown 8vo, with Illustrations, 5s.

"Everybody who owns a scrap-book ought to read the instructive and gossipy essay, 'How to Keep a Scrap-Book.'"—*Just published, Crown 8vo, 3s. 6d.*

Handbook of the Italian Schools in the Dresden Gallery. By "C. J. F." With Numerous Illustrations.

RICHARD A. PROCTOR'S NEW WORKS.

Other Suns than Ours. A Series of Essays on Suns, Old, Young, and Dead. With other Science Gleanings and Correspondence with Sir John Herschel. Crown 8vo, 7s. 6d.

Watched by the Dead: a Loving Study of Dickens's Half-told Tale. Crown 8vo, cloth, 1s. 6d.; paper, 1s.

BIOGRAPHIES OF GREAT COMPOSERS.

Handel. By J. CUTHBERT HADDEN. With Portrait. Fcap. cloth, 1s. 6d.

Mendelssohn. By J. CUTHBERT HADDEN. [*In course of preparation.*]

EMINENT WOMEN SERIES.—EDITED BY JOHN H. INGRAM.

New Volume, Crown 8vo, 3s. 6d.

Hannah More. By CHARLOTTE M. YONGE.

"It is almost needless to say that Miss Yonge has made excellent use of the simple and interesting materials at her command, and that she has produced a sympathetic and discriminating monograph on Hannah More."—*Scots Magazine*.

THE STATESMEN SERIES.

Edited by LLOYD C. SANDERS.

Crown 8vo, 2s. 6d. each volume.

THREE VOLUMES ALREADY ISSUED.

Beaconsfield. By T. E. KEBBEL.

Palmerston. By LLOYD C. SANDERS.

O'Connell. By J. A. HAMILTON.

Metternich. By Colonel G. B. MALLESON, C.S.I.

[*In the Press.*]

Other Volumes in the course of preparation as previously announced.

London: W. H. ALLEN & CO., 13 Waterloo Place, S.W.

Now ready, price 2s.

LONDON IN 1888.

ILLUSTRATED BY EIGHTEEN BIRD'S-EYE
VIEWS OF THE PRINCIPAL STREETS.

Also by a Map showing its Chief Suburbs and Environs.

Originally Compiled by

HERBERT FRY,

Editor of "The Royal Guide to the London Charities,"
"Handbook to Normandy," "The Road to Paris," &c.
- Eighth Year of Issue, Revised and Enlarged.

Now ready, Sixth Year.

ACADEMY SKETCHES, 1888.

A Supplemental Volume of Sketches of Paintings,
Water-Colours, &c., in the Royal Academy,
Grosvenor Gallery, New Gallery, New English
Art Club, Nineteenth Century Art Gallery,
and other Exhibitions.

Edited by

HENRY BLACKBURN,

Editor of "The Academy" and "Grosvenor Notes,"
"New Gallery Notes," "English Art," &c., and
Originator of the System of Catalogues Illustrés.

London: W. H. ALLEN & CO., 13 Waterloo Place, S.W.

BOOKS ON HORSES AND RIDING

Published by W. H. Allen & Co.

Crown 8vo, with Portrait, 5s.

Ladies on Horseback: Learning, Park-Riding, and Hunting. With Hints upon Costume, and numerous Anecdotes. By Mrs. POWER O'DONOGHUE (Nannie Lambert), Authoress of "The Knave of Clubs," "Horses and Horsemen," &c.

"Thoroughly practical, dealing with learning, park-riding, hunting, and costumes, and written in a style that is sure to win readers. We heartily recommend the book."—*Graphic*.

Crown 8vo, 2s. 6d.

How to Ride and School a Horse. By E. L. ANDERSON.

"It requires the study of only a very few pages of this book to convince the reader that the author thoroughly understands his subject."—*Illustrated Sporting and Dramatic News*.

Crown 8vo, 2s. 6d.

A System of School Training for Horses. By E. L. ANDERSON, Author of "How to Ride and School a Horse."

"There is no reason why the careful reader should not be able, by the help of this little book, to train as well as ride his horses."—*Land and Water*.

New and Cheaper Edition. 8vo, half-bound, 10s. 6d.

Illustrated Horse Doctor. Being an Accurate and Detailed Account, accompanied by more than 400 Pictorial Representations, characteristic of the various Diseases to which the Equine Race are subjected; together with the latest Mode of Treatment, and all the requisite Prescriptions written in Plain English. By EDWARD MAYHEW, M.R.C.V.S.

New and Cheaper Edition. 8vo, 7s. 6d.

Illustrated Horse Management. Containing Descriptive remarks upon Anatomy, Medicine, Shoeing, Teeth, Food, Vices, Stables; likewise a plain account of the situation, nature, and value of the various points; together with comments on grooms, dealers, breeders, breakers, and trainers; with more than 400 engravings. By EDWARD MAYHEW. Revised and improved by J. I. LUPTON, M.R.C.V.S.

Crown 8vo, Illustrated, 6s.

The Management and Treatment of the Horse, in the Stable, Field, and on the Road. By WILLIAM PROCTOR (Stud Groom). Second Edition, revised and enlarged.

"There are few who are interested in horses will fail to profit by one portion or another of this useful work."—*Scotsman*.

London: W. H. ALLEN & CO., 13 Waterloo Place, S.W.

OCTOBER 1888.

BOOKS, &c.,

ISSUED BY

MESSRS. W. H. ALLEN & Co.,

Publishers & Literary Agents to the India Office

COMPRISING

**MISCELLANEOUS PUBLICATIONS IN GENERAL
LITERATURE.**

INDIAN AND MILITARY LAW.

MAPS OF INDIA, &c.

LONDON:

**W. H. ALLEN & CO., 18 WATERLOO PLACE,
PAUL MALL, S.W.**

Works issued from the India Office, and sold by W. H. ALLEN & Co.

Illustrations of Ancient Buildings in Kashmir.

Prepared at the Indian Museum under the authority of the Secretary of State for India in Council. From Photographs, Plans, and Drawings taken by Order of the Government of India. By Henry Hardy Cole, Lieut. R.E., Superintendent Archaeological Survey of India, North-West Provinces. In 1 vol.; half-bound, Quarto. 58 Plates. £3 10s.

The Illustrations in this work have been produced in Carbon from the original negatives, and are therefore permanent.

Pharmacopœia of India.

Prepared under the Authority of the Secretary of State for India. By Edward John Waring, M.D. Assisted by a Committee appointed for the Purpose. 8vo. 6s.

The Stupa of Bharhut. A Buddhist Monument.

Ornamented with numerous Sculptures illustrative of Buddhist Legend and History in the Third Century B.C. By Alexander Cunningham, C.S.I., C.I.E., Major-General, Royal Engineers (Bengal Retired); Director-General Archaeological Survey of India. 4to. 57 Plates. Cloth gilt. £3 3s.

Archæological Survey of Western India.

Report of the First Season's Operations in the Belgam and Kaladgi Districts. January to May 1874. Prepared at the India Museum and Published under the Authority of the Secretary of State for India in Council. By James Burgess, Author of the "Rock Temples of Elephanta," &c. &c., and Editor of "The Indian Antiquary." Half-bound. Quarto. 58 Plates and Woodcuts. £2 2s.

Archæological Survey of Western India. Vol. II.

Report on the Antiquities of Kāthiāwād and Kachh, being the result of the Second Season's Operations of the Archæological Survey of Western India. 1874-1875. By James Burgess, F.R.G.S., M.R.A.S., &c., Archæological Surveyor and Reporter to Government, Western India. 1876. Half-bound. Quarto. 74 Plates and Woodcuts. £3 3s.

Archæological Survey of Western India. Vol. III.

Report on the Antiquities in the Bidar and Aurungabad Districts in the Territory of H.H. the Nizam of Haidarabad, being the result of the Third Season's Operations of the Archæological Survey of Western India. 1875-1876. By James Burgess, F.R.G.S., M.R.A.S., etc. Half-bound. Quarto. 66 Plates and Woodcuts. £2 2s.

Illustrations of Buildings near Muttra and Agra.

Showing the Mixed Hindu-Mahomedan Style of Upper India. Prepared at the India Museum under the Authority of the Secretary of State for India in Council, from Photographs, Plans, and Drawings taken by Order of the Government of India. By Henry Hardy Cole, Lieut. R.E., Superintendent Archaeological Survey of India, North-West Provinces. 4to. With Photographs and Plates. £3 10s.

The Cave Temples of India.

By James Ferguson, D.C.L., F.R.A.S., V.P.R.A.S., and James Burgess, F.R.G.S., M.R.A.S., &c. Printed and Published by Order of Her Majesty's Secretary of State, &c. Roy. 8vo. With Photographs and Woodcuts. £3 2s.

THE
NATIONAL REVIEW.

MONTHLY, 2s. 6d.

Vols. I. to XII. already issued, 17s. each.

Cases for Binding, 2s.

THE
ILLUSTRATED NAVAL & MILITARY MAGAZINE.

A MONTHLY JOURNAL

Devoted to all subjects connected with H.M.

Land and Sea Forces.

2s. 6d.

Vols. I. to VIII. already issued, 18s. 6d. each.

Cases for Binding, 2s. 6d., Reading Covers, 3s. 6d.

COLBURN'S UNITED SERVICE MAGAZINE.

With which is incorporated

THE ARMY AND NAVY MAGAZINE.

A Monthly Service Review.

ONE SHILLING.

Vols. I. to XIV. already issued, 7s. 6d. each.

Cases for Binding, 1s. 6d.

LONDON :

W. H. ALLEN AND CO., 13, WATERLOO PLACE.

MESSRS. W. H. ALLEN & CO.'S CATALOGUE OF BOOKS, &c.

[All bound in cloth unless otherwise stated.]

ABERIGH-MACKAY, GEORGE.

Twenty-one Days in India. Being the Tour of Sir All Baba, K.C.B. Post 8vo. 4s. An Illustrated Edition. Demy 8vo. 10s. 6d.

ABBOTT, Capt. JAMES.

Narrative of a Journey from Herat to Khiva, Moscow, and St. Petersburg, during the late Russian Invasion of Khiva. With some Account of the Court of Khiva and the Kingdom of Kheurlan. With Map and Portrait. 2 vols. Demy 8vo. 24s.

Academy Sketches, including Various Exhibitions. Edited by Henry Blackburn, Editor of "Academy" and "Grosvenor" Notes. Sixth year, 1888, 200 Illustrations. Demy 8vo. 2s.

Academy Sketches, 1883, 1884, 1885, in One vol. 600 Illustrations. Demy 8vo. 6s.

Æsop, the Fables of, and other Eminent Mythologists. With Morals and Reflections. By Sir Roger L'Estrange, kt. A facsimile reprint of the Edition of 1669. Fcap. Folio, antique, sheep. 21s.

Akbar: An Eastern Romance. By Dr. P. A. S. Van Limburg-Brouwer. Translated from the Dutch by M. M. With Notes and Introductory Life of the Emperor Akbar, by Clements R. Markham, C.B., F.R.S. Cr. 8vo. 10s. 6d.

Alexander II., Emperor of all the Russias, Life of. By the Author of "Science, Art, and Literature in Russia," "Life and Times of Alexander I.," &c. Cr. 8vo. 10s. 6d.

ALFORD, HENRY, D.D., the late Dean of Canterbury.

The New Testament. After the Authorised Version. Newly compared with the original Greek, and Revised. Long Primer, Cr. 8vo., cloth, red edges, 6s.; Brevier, Fcap. 8vo., cloth, 3s. 6d.; Nonpareil, small 8vo., 1s. 6d., or in calf extra, red edges, 4s. 6d.

How to Study the New Testament. Vol. I. The Gospels and the Acts. Vol. II. The Epistles, Part 1. Vol. III. The Epistles, Part 2, and The Revelation. Three vols. Small 8vo. 3s. 6d. each.

ALGER, J. G.

The New Paris Sketch Book. Men, Manners, and Institutions. Crown 8vo. 6s.

AMBEH ALI, SYED, MOULVI, M.A., LL.B., Barrister-at-Law.

The Personal Law of the Mahommedans (according to all The Schools). Together with a Comparative Sketch of the Law of Inheritance among the Sunnis and Shiaks. Demy 8vo. 15s.

ANDERSON, EDWARD L.

How to Ride and School a Horse. With a System of Horse Gymnastics. Cr. 8vo. 2s. 6d.

A System of School Training for Horses. Cr. 8vo. 2s. 6d.

- ANDERSON, THOMAS, Parliamentary Reporter, &c.**
History of Shorthand. With an analysis and review of its present condition and prospects in Europe and America. With Portraits. Cr. 8vo. 12s. 6d.
Catechism of Shorthand; being a Critical Examination of the various Styles, with special reference to the question, Which is the best English System of Shorthand? Fcap. 8vo. 1s.
- ANDREW, Sir WILLIAM PATRICK, C.I.E., M.R.A.S., F.R.G.S., F.S.A.**
India and Her Neighbours. With Two Maps. Demy 8vo. 15s.
Our Scientific Frontier. With Sketch-Map and Appendix. Demy 8vo. 6s.
Euphrates Valley Route, in connection with the Central Asian and Egyptian Questions. Lecture delivered at the National Club, 16th June 1882. Roy. 8vo., with 2 Maps. 5s.
Through Booking of Goods between the Interior of India and the United Kingdom. Demy 8vo. 2s.
Indian Railways as Connected with the British Empire in the East. Fourth Edition. With Map and Appendix. Demy 8vo. 10s. 6d.
- ANDREW, W. R.**
Life of Sir Henry Raeburn, B.A. With Portrait and Appendix. Demy 8vo. 10s. 6d.
- ANGELL, H. C., M.D.**
The Sight, and How to Preserve it. With Numerous Illustrations. Fifth Thousand. Fcap. 8vo. 1s. 6d.
- ANSTED, Professor DAVID THOMAS, M.A., F.R.S., &c.**
Physical Geography. Fifth Edition. With Illustrative Maps. Post 8vo. 7s.
Elements of Physiography. For the Use of Science Schools. Fcap. 8vo. 1s. 4d.
The World We Live In. Or, First Lessons in Physical Geography. For the use of Schools and Students. Twenty-fifth Thousand, with Illustrations. Fcap. 8vo. 2s.
The Earth's History. Or, First Lessons in Geology. For the use of Schools and Students. Third Thousand. Fcap. 8vo. 2s.
Two Thousand Examination Questions in Physical Geography. pp. 180. Fcap. 8vo. 2s.
Water, and Water Supply. Chiefly with reference to the British Islands. Part I.—Surface Waters. With Maps. Demy 8vo. 18s.
The Applications of Geology to the Arts and Manufactures. Illustrated. Fcap. 8vo., cloth. 4s.
- AQUARIUS.**
Books on Games at Cards. Piquet and Cribbage—New Games at Cards principally for Three Players—Tarocco and Tresillo—Norseman—New Games with Cards and Dice—Écarté and other Games—Imperial and other Games for Two Players—Round Games, English and Foreign. Crown 16mo. 1s. each.
- ARCHER, Capt. J. H. LAWRENCE, Bengal H. P.**
Commentaries on the Punjab Campaign—1848-49, including some additions to the History of the Second Sikh War, from original sources. Cr. 8vo. 8s.
The Orders of Chivalry, from the Original Statutes of the various Orders of Knighthood and other sources of information. With 3 Portraits and 68 Plates. 4to. Coloured, £6 6s. Plain, £3 3s.
- Army and Navy Calendar for the Financial Year 1888-89.** Being a Compendium of General Information relating to the Army, Navy, Militia, and Volunteers, and containing Maps, Plans, Tabulated Statements, Abstracts, &c. Compiled from authentic sources. Published Annually. Demy 8vo. 2s. 6d.
- Army and Navy Magazine.** Vols. I. to XIV. are issued. Demy 8vo, 7s. 6d. each. Monthly, 1s.

BAGOT, A. G.

Shooting and Yachting in the Mediterranean. With some Practical Hints to Yachtsmen. Second Edition. Crown 8vo. 1s.

BAILDON, SAMUEL, Author of "Tea in Assam."

The Tea Industry in India. A Review of Finance and Labour, and a Guide for Capitalists and Assistants. Demy 8vo. 10s. 6d.

BARNARD, H.

Oral Training Lessons in Natural Science and General Knowledge: Embracing the subjects of Astronomy, Anatomy, Physiology, Chemistry, Mathematics and Geography. Cr. 8vo. 2s. 6d.

BAYLEY, Sir EDWARD CLIVE, K.C.S.I.

The Local Muhammadan Dynasties. GUJARAT. Forming a Sequel to Sir H. M. Elliot's "History of the Muhammadan Empire of India." Demy 8vo. 21s.

BAYLISS, WYKE.

The Higher Life in Art: with a Chapter on Hobgoblins, by the Great Masters. Illustrated. Second Edition. Cr. 8vo. 6s.

BELLEW, Captain.

Memoirs of a Griffin; or, A Cadet's First Year in India. Illustrated from Designs by the Author. A New Edition. Cr. 8vo. 10s. 6d.

BENTON, SAMUEL, L.R.C.P., &c.

Home Nursing, and How to Help in Cases of Accident. Illustrated with 19 Woodcuts. Cr. 8vo. 2s. 6d.

BERRINGTON, B. S.

Fortunes of Albert Travers. A Tale of the Eighteenth Century. Cr. 8vo. 6s.

BERRINGTON, JAS.

The Self-Tests Series: I.—French. Fcap. roan. 5s.

BIOGRAPHS OF GREAT COMPOSERS.

Mozart. By J. Cuthbert Hadden. With Portrait. Fcap. 1s. 6d.

Mendelssohn. By J. Cuthbert Hadden. (*In preparation.*)

BOILEAU, Major-General J. T.

A New and Complete Set of Traverse Tables, showing the Differences of Latitude and the Departures to every Minute of the Quadrant and to Five Places of Decimals. Together with a Table of the Lengths of each Degree of Latitude and corresponding Degree of Longitude from the Equator to the Poles; with other Tables useful to the Surveyor and Engineer. Fourth Edition, thoroughly revised and corrected by the Author. 1876. Roy. 8vo. 12s.

BOULGEE, DEMETRIUS CHARLES, M.R.A.S.

History of China. Demy 8vo. Vol. I., with Portrait, 18s. Vol. II., 18s. Vol. III., with Portraits and Map, 28s.

England and Russia in Central Asia. With Appendices and Two Maps, one being the latest Russian Official Map of Central Asia. 2 vols. Demy 8vo. 36s.

Central Asian Portraits; or, The Celebrities of the Khanates and the Neighbouring States. Cr. 8vo. 7s. 6d.

The Life of Yakooob Beg, Athalik Ghazi and Badanlet, Ameer of Kashgar. With Map and Appendix. Demy 8vo. 16s.

BOWLES, THOMAS GIBSON, Master Mariner.

Flotsam and Jetsam. A Yachtsman's Experiences at Sea and Ashore. Cr. 8vo. 7s. 6d.

BOYD, R. NELSON, F.E.G.S., F.G.S., &c.

Chili and the Chilians, during the War 1879-80. Cloth, Illustrated. Cr. 8vo. 10s. 6d.

Coal Mines Inspection: Its History and Results. Demy 8vo. 14s.

- BRADSHAW, JOHN, LL.D., Inspector of Schools, Madras.**
The Poetical Works of John Milton, with Notes, explanatory and philological. New Edition. Post 8vo. 7s. 6d.
- BRADSHAW, Mrs. J.**
Gabrielle; or, Worth the Winning. Crown 8vo. 5s.
- BRAITHWAITE, E., M.D., F.L.S., &c.**
The Sphagnaceae, or Peat Mosses of Europe and North America. Illustrated with 29 Plates, coloured by hand. Imp. 8vo. 25s.
- BRANDE, Professor, D.O.L., F.R.S., &c., and Professor, A. S. TAYLOR, M.D., F.R.S., &c.**
Chemistry, a Manual of. Fcap. 8vo. 900 pages. 12s. 6d.
- BRANDIS, Dr., Inspector-General of Forests to the Government of India.**
The Forest Flora of North-Western and Central India. Text Demy 8vo. and Plates Roy. 4to. £3 18s.
- BREBERTON, WILLIAM H., late of Hong Kong, Solicitor.**
The Truth about Opium. Being the Substance of Three Lectures delivered at St. James's Hall. Demy 8vo. 7s. 6d. Cheap edition, sewed, Cr. 8vo., 1s.
- BRIGHT, W., late Colour-Sergeant 19th Middlesex E.V.**
Red Book for Sergeants. Sixth and Revised Edition, 1886. Interleaved. Fcap. 8vo., 1s.
- BRISTOWE, J.S., M.D., F.R.C.P., Senior Physician and Joint Lecturer on Medicine, St. Thomas's Hospital.**
The Physiological and Pathological Relations of the Voice and Speech. Illustrated. Demy 8vo. 7s. 6d.
- British Pharmacopoeia, Pocket Guide to the, Being an Explanatory Classification of its Drugs, Preparations, and Compounds.** All essentials being comprised in a form and size adapted to the Practitioner's Note Book. 1s.
- BROWNE, G. LATHOM.**
Wellington; or, the Public and Private Life of Arthur first Duke of Wellington, as told by himself, his Comrades, and intimate Friends. With Portrait, &c. Cr. 8vo. 6s.
- BUCKLAND, C.T., F.R.S.**
Whist for Beginners. Second Edition. Cr. 16mo. 1s.
Sketches of Social Life in India. Cr. 8vo. 5s.
- BUCKLE, the late Captain E., Assistant Adjutant-General, Bengal Artillery.**
Bengal Artillery. A Memoir of the Services of the Bengal Artillery from the formation of the Corps. Edited by Sir J. W. Kaye. Demy 8vo. 10s.
- BUCKLEY, ROBERT B., A.M.I.C.E., Executive Engineer to the Public Works Department of India.**
The Irrigation Works of India, and their Financial Results. Being a brief History and Description of the Irrigation Works of India, and of the Profits and Losses they have caused to the State. With Map and Appendix. Demy 8vo. 9s.
- BURBIDGE, F. W.**
Cool Orchids, and How to Grow Them. With Descriptive List of all the best Species in Cultivation. Illustrated with numerous Woodcuts and Coloured Figures of 13 varieties. Cr. 8vo. 6s.
- BURGESS, Captain F. Bengal Staff Corps.**
Sporting Fire-arms for Bush and Jungle; or, Hints to Intending Griffs and Colonists on the Purchase, Care, and Use of Fire-arms, with Useful Notes on Sporting Rifles, &c. Illustrated by the Author. Cr. 8vo. 5s.
- BURKE, PETER, Sergeant-at-Law.**
Celebrated Naval and Military Trials. Post 8vo. 10s. 6d

- BURNLEY, JAMES**, Author of "*The Romance of Invention.*"
The Romance of Life Preservation. Cr. 8vo. 10s. 6d.
- BURROWS, MONTAGU**, Captain R.N., *Retired List*, *Chichele Professor of Modern History in the University of Oxford.*
Life of Edward Lord Hawke, Admiral of the Fleet, Vice-Admiral of Great Britain, and First Lord of the Admiralty from 1766 to 1771. Demy 8vo. 21s.
- Byron Birthday Book, The.** Compiled and edited by James Burrows. New Edition. 16mo. 2s. 6d.
- CANNING, The Hon. ALBERT S. G.**, Author of "*Macaulay, Essayist and Historian,*" &c.
Thoughts on Shakespeare's Historical Plays. Demy 8vo. 12s.
Revolted Ireland, 1798 to 1803. Crown 8vo. 3s. 6d.
- CARLYLE, THOMAS.**
Memoirs of the Life and Writings of, With Personal Reminiscences and Selections from his Private Letters to numerous Correspondents. Edited by Richard Herne Shapard, Assisted by Charles N. Williamson. 2 vols. With Portrait and Illustrations. Cr. 8vo. 21s.
- CARRINGTON B., M.D., F.R.S.**
British Hepatices. Containing Descriptions and Figures of the Native Species of *Jungermannia*, *Marchantia*, and *Anthoceros*. Imp. 8vo., sewed, Parts 1 to 4, each 2s. 6d. plain; 3s. 6d. coloured. To be completed in about 12 Parts.
- CAVENAGH, Gen. Sir ORFEUR, K.C.S.I.**
Reminiscences of an Indian Official. Cr. 8vo. 10s. 6d.
- Challenge of Barletta, The.** By Massimo D'Azeglio. Rendered into English by Lady Louisa Magenis. 2 vols., Cr. 8vo. 21s.
- CHAMISSO, ADALBERT VON.**
Peter Schlemihl. Translated by Sir John Bowring, LL.D., &c. Illustrations on India paper by George Cruikshank. Large paper, Cr. 4to., half-Roxburghe, 10s. 6d.
- CHAYTOR, HENRY.**
Secrets of National Finance. Demy 8vo. 3s. 6d.
- Chesney, General F. E., Life of.** By his Wife and Daughter. Edited by Stanley Lane-Poole. 8vo. 18s.
- Civil Service Calendar.** Official Regulations and Instructions for Candidates, &c., forming a Complete Handbook and Guide to the Civil Service. Edited by William Bussell. Issued Yearly. Cr. 8vo. 1s. 6d. Cloth 2s.
- Collection Catalogue for Naturalists.** A Ruled Book for keeping a Permanent Record of Objects in any branch of Natural History, with Appendix for recording interesting particulars, and lettered pages for general Index. Strongly bound, 200 pages, 7s. 6d.; 300 pages, 10s.; and 2s. 6d. extra for every additional 100 pages. Working Catalogues, 1s. 6d. each.
- CLARKE, Captain H. W.**
Longitude by Lunar Distances. Illustrated with examples worked out step by step, and with references to works on Practical Astronomy, &c. Royal 8vo. 7s. 6d.
The Sextant. Small 4to. 2s.
- COLLINS, MABEL.**
The Story of Helena Modjeska (Madame Chlapowska). Cr. 8vo. 7s. 6d.
- COLOMB, Colonel.**
Blue Stockings. A Comedy in Five Acts. Adapted from the French of Molière. Cr. 8vo. 3s. 6d.
Miss Crusoes. A Curious Story for Big and Little Children. Illustrated. Cr. 8vo. 3s. 6d.
Donnington Castle: a Royalist Story. Three Volumes. Crown 8vo. 31s. 6d.
For King and Kent: a True Story of the Great Rebellion. 10s. 6d.

- COLQUHOUN, Major J. A. S., R.A.**
With the Kurrum Force in the Cabul Campaign of 1878-79.
 With Illustrations from the Author's Drawings, and two Maps. Demy 8vo. 16s.
- Companion to the Writing-Desk.** How to Address Titled People, &c. Roy. 32mo. 1s.
- CONDER, ALFRED.**
The Discontent of Ireland: Its Origin and Cause. Crown 8vo. 6s.
- COOKE, M. C., M.A., LL.D.**
The British Fungi: A Plain and Easy Account of. With Coloured Plates of 40 Species. Fifth Edition, Revised. Cr. 8vo. 6s.
British Hepatices. Sewed 8d.
Rust, Smut, Mildew, and Mould. An Introduction to the Study of Microscopic Fungi. Illustrated with 209 Coloured Figures by J. E. Sowerby. Fourth Edition, with Appendix of New Species. Cr. 8vo. 6s.
A Manual of Structural Botany. Revised Edition, with New Chemical Notation. Illustrated with 300 Woodcuts. Twenty-fifth Thousand. 32mo. 1s.
A Manual of Botanic Terms. New Edition, greatly Enlarged. Illustrated with over 300 Woodcuts. Fcap. 8vo. 2s. 6d.
- COOKE, M. C., M.A., A.L.S., et L. QUELET, M.D., O.A., Inst. et Sorb. lawr.**
Clavis Synoptica Hymenomycetum Europaeorum. Fcap. 8vo. 7s. 6d.
- Cooper's Hill Royal Indian Engineering College, Calendar of.** Published (by Authority) in January each year. Demy 8vo. 5s.
- COPLAND, JOHN.**
Walter Stanhope, a Man of varied Sympathies. Cr. 8vo. 6s.
- CORBET, Mrs. M. E.**
A Pleasure Trip to India, during the Visit of H.R.H. the Prince of Wales, and afterwards to Ceylon. Illustrated with Photos. Cr. 8vo. 7s. 6d.
- COXWELL, HENRY.**
My Life and Balloon Experiences. Portrait. Crown 8vo. 3s. 6d.
- CRESSWELL, C. N., of the Inner Temple.**
Woman, and her Work in the World. Cr. 8vo. 3s. 6d.
- CROSLAND, Mrs. NEWTON.**
Stories of the City of London: Retold for Youthful Readers. With 10 Illustrations. Cr. 8vo. 6s.
- Crown of Life, The.** By M. Y. W. With elegantly illuminated borders from designs by Arthur Robertson, Fcap. 4to. 6s.
- Cruise of H.M.S. "Galatea," Captain H.R.H. the Duke of Edinburgh, K.G., in 1867-1868.** By the Rev. John Milner, B.A., Chaplain; and Oswald W. Brierly. Illustrated by a Photograph of H.R.H. the Duke of Edinburgh; and by Chromo-lithographs and Graphotypes from Sketches taken on the spot by O. W. Brierly. Demy 8vo. 16s.
- CUNNINGHAM, H. S., M.A., one of the Judges of the High Court of Calcutta, and late Member of the Famine Commission.**
British India, and its Rulers. Demy 8vo. 10s. 6d.
- CUVIER, BARON.**
The Animal Kingdom. With considerable Additions by W. B. Carpenter, M.D., F.R.S., and J. O. Westwood, F.L.S. New Edition, illustrated with 500 Engravings on Wood and 36 Coloured Plates. Imp. 8vo. 31s.
- DALTON, C.**
Memoir of Captain Dalton, H.E.I.C.S., Defender of Trichinopoly. With Portrait. Cr. 8vo. 6s.
- DAMANT, MARY.**
Peggy Thornhill. A Tale of the Irish Rebellion. Cr. 8vo. 7s. 6d.
- DAUMAS, E., General of the Division Commanding at Bordeaux, Senator, &c. &c.**
Horses of the Sahara, and the Manners of the Desert. With Commentaries by the Emir Abd-el-Kadir (Authorized Edition). Demy 8vo. 6s.

DAVIDSON, H. O.

Mad or Married? A Manx Story. Cr. 8vo. 2s. 6d.

DAVIES, THOMAS.

The Preparation and Mounting of Microscopic Objects. New Edition, greatly Enlarged and brought up to the Present Time by John Matthews, M.D., F.R.M.S., Vice-President of the Quekett Microscopical Club. Fcap. 8vo. 2s. 6d.

DAVIS, GEORGE H., F.R.M.S., F.C.S., F.I.C., &c.

Practical Microscopy. Illustrated with 257 Woodcuts and a Coloured Frontispiece. Demy 8vo. 7s. 6d.

DICKENS, CHARLES.

Plays and Poems, with a few Miscellanies in Prose. Now first collected. Edited, Prefaced, and Annotated by Richard Horne Shepherd. 2 vols. Demy 8vo. 2s.

Edition de Luxe. 2 vols. Imp. 8vo. (Only 150 copies printed.)

DICKINS, FREDERICK V., Sc.B. of the Middle Temple, Barrister-at-law (translator).

Chiushingura; or the Loyal League. A Japanese Romance. With Notes and an Appendix containing a Metrical Version of the Ballad of Takasako, and a specimen of the Original Text in Japanese character. Illustrated by numerous Engravings on Wood, drawn and executed by Japanese artists and printed on Japanese paper. Roy. 8vo. 10s. 6d.

Diplomatic Study on the Crimean War, 1852 to 1856. (Russian Official Publication.) 2 vols. Demy 8vo. 28s.

DOUGLAS, Mrs. MINNIE.

Countess Violet; or, What Grandmamma saw in the Fire. A Book for Girls. Illustrated. Cr. 8vo. 8s. 6d.

Grandmother's Diamond Ring. A Tale for Girls. Cr. 8vo. 2s. 6d.

Dresden Gallery. Handbook of the Italian Schools. By C. J. Ff. With Illustrations. Cr. 8vo. 3s. 6d.

DEURY, Col. HEBER.

The Useful Plants of India, with Notices of their chief value in Commerce, Medicine, and the Arts. Second Edition, with Additions and Corrections. Roy. 8vo. 16s.

DUKE, JOSHUA, F.R.A.S., Bengal Medical Service.

Recollections of the Kabul Campaign 1879-1880. Illustrations and Map. Demy 8vo. 15s.

DURAND, HENRY MARION, C.S.I., Bengal Civil Service, Barrister-at-law.

The Life of Major-General Sir Henry Marion Durand, K.C.S.I., C.E., of the Royal Engineers. With Portrait. 2 vols. Demy 8vo. 42s.

DURTNALL, ARTHUR A. (of the High Court of Justice in England).

A Chronological and Historical Chart of India, showing, at one view, all the principal nations, governments, and empires which have existed in that country from the earliest times to the suppression of the Great Mutiny, A.D. 1858, with the date of each historical event according to the various eras used in India. Price, fully tinted, mounted on roller or in case, 20s. Size, about 40 in. by 5 in.

DUTTON, Major the Hon. CHARLES.

Life in India. Cr. 8vo. 2s. 6d.

DWIGHT, HENRY O.

Turkish Life in War Time. Cr. 8vo. 12s.

DYER, The Rev. T. P. THISTLETON, M.A.

English Folk-lore. Second Edition. Cr. 8vo. 5s.

EMINENT WOMEN SERIES. Edited by JOHN H. INGRAM. Cr. 8vo. 3s. 6d.

- BLAND, MATHILDE.**
George Elliot.
Madame Roland.
- ROBINSON, A. MARY F.**
Emily Brontë.
Margaret of Angoulême, Queen of Navarre.
- THOMAS, BERTHA.**
George Sand.
- GILCHRIST, ANNE.**
Mary Lamb.
- HOWE, JULIA WARD.**
Margaret Fuller.
- ZIMMERN, HELEN.**
Maria Edgeworth.
- PITMAN, Mrs. E. E.**
Elizabeth Fry.
- LEE, VERNON.**
Countess of Albany.
- MILLER, Mrs. FENWICK.**
Harriet Martineau.
- PENNELL, ELIZABETH ROBINS.**
Mary Wollstonecraft Godwin.
- KENNAED, Mrs. A.**
Rachel.
Mrs. Siddons.
- CLARKE, ELIZA.**
Susanna Wesley.
- DUFFY, BELLA.**
Madame de Staël.
- CHARLOTTE M. YONGE.**
Hannah More.
- JOHN H. INGRAM.**
Elizabeth Barrett Browning.
- ENSOR, F. SYDNEY, C.E.**
Incidents of a Journey through Nubia to Darfeer. 10s. 6d.
The Queen's Speeches in Parliament, from Her Accession to the present time. A Compendium of the History of Her Majesty's Reign told from the Throne. Cr. 8vo. 7s. 6d.
- EYRE, Major-General Sir V., K.C.S.I., C.B.**
The Kabul Insurrection of 1841-42. Revised and corrected from Lieut. Eyre's Original Manuscript. Edited by Colonel G. B. Malleon, C.S.I. With Map and Illustrations. Cr. 8vo. 9s.
- FINCH-HATTON, HON. HAROLD.**
Advance Australia! An Account of Eight Years Work, Wandering, and Amusement in Queensland, New South Wales, and Victoria. Map and Plates. New edition. Crown 8vo. 7s. 6d.
- FLEET, F. R.**
Analysis of Wit and Humour. Second edition. Crown 8vo. 2s. 6d.
- Following the Drum.** Sketches of Soldier Life in Peace and War, Past and Present. The Verses selected and Illustrated by Richard Simkin. Small 4to. 1s.
- FORBES, Capt. C. J. F. S., of the British Burma Commission.**
Comparative Grammar of the Languages of Further India. A Fragment; and other Essays, being the Literary Remains of the Author. Demy 8vo. 6s.

- Foreign Office, Diplomatic and Consular Sketches.** Reprinted from "Vanity Fair." Cr. 8vo. 6s.
- FOURNIER, ALFRED, Professeur à la Faculté de Médecins de Paris, Médecin de l'Hôpital Saint Louis, Membre de l'Académie de Médecine.**
Syphilis and Marriage: Lectures delivered at the Hospital of St. Louis. Translated by Alfred Lingard. Cr. 8vo. 10s. 6d.
- FRASER, Lieut.-Col. G. T., formerly of 1st Bombay Fusiliers, and recently attached to the Staff of H.M. Indian Army.**
Records of Sport and Military Life in Western India. With an Introduction by Colonel G. B. Malleon, C.S.I. Cr. 8vo. 7s. 6d.
- FRY, HERBERT.**
London in 1888. Its Suburbs and Environs. Illustrated with 8 Bird's-eye Views of the Principal Streets, and a Map. Sixth year of publication. Revised and Enlarged. Cr. 8vo. 2s.
- GALL, Capt. H. R., late 5th Fusiliers**
Modern Tactics. Text and Plates. 2 vols. Demy 8vo. 10s. 6d.
- Gazetteer of Southern India.** With the Tenasserim Provinces and Singapore. Compiled from original and authentic sources. Accompanied by an Atlas, including plans of all the principal towns and cantonments. With 4to. Atlas. Roy. 8vo. £3 3s.
- Geography of India.** Comprising an account of British India and the various states enclosed and adjoining. pp. 250. Fcap. 8vo. 2s.
- Geological Papers on Western India.** Including Cutch, Scinde, and the south-east coast of Arabia. To which is added a Summary of the Geology of India generally. Edited for the Government by Henry J. Carter, Assistant Surgeon, Bombay Army. With folio Atlas of Maps and Plates; half-bound. Roy. 8vo. £2 2s.
- GIBNEY, Major E. D., late Adj. 1st Wilt's R.V.**
Earnest Madement; a Tale of Wiltshire. Dedicated by permission to Lieut.-Gen. Sir Garnet Wolseley, G.C.B. Cr. 8vo. 6s.
- Gibraltar (To) and Back.** By One of the Crew. With Chart, Illustrations from Sketches by Barlow, Moore, and Photographs. Cr. 8vo. 6s.
- GILLMORE, PARKER (UBIQUE).**
Prairie and Forest. A description of the Game of North America, with Personal Adventures in its Pursuit. With 37 Illustrations. Cr. 8vo. 7s. 6d.
- GOLDSTÜCKER, Prof. THEODORE, The late.**
The Literary Remains of. With a Memoir. 2 vols. Demy 8vo. 21s.
- GOULD, CHARLES, B.A., late Geological Surveyor of Tasmania, &c.**
Mythical Monsters. Royal 8vo., with Coloured Frontispiece and Ninety-three Illustrations. 25s.
- GRAHAM, ALEXANDER.**
Genealogical and Chronological Tables, illustrative of Indian History. Demy 4to. 5s.

GRANVILLE, J. MORTIMER, M.D.

- The Care and Cure of the Insane.** 2 vols. Demy 8vo. 36s.
Change as a Mental Restorative. Demy 8vo. 1s.
Nerves and Nerve Troubles. Fcap. 8vo. 1s.
Common Mind Troubles. Fcap. 8vo. 1s.
How to make the Best of Life. Fcap. 8vo. 1s.
Youth: Its Care and Culture. Post. 8vo. 2s. 6d.
The Secret of a Clear Head. Fcap. 8vo. 1s.
The Secret of a Good Memory. Fcap. 8vo. 1s.
Sleep and Sleeplessness. Fcap. 8vo. 1s.

GRAY, MELVILLE.

- A Life's Trouble: a Story of the Nineteenth Century.** Crown 8vo. 5s
Una's Revenge. A Picture of Real Life in the Nineteenth Century.
 Crown 8vo. 3s. 6d.

GREENE, F. V., Lieut. U.S. Army, and lately Military Attaché to the U. S. Legation at St. Petersburg.

- The Russian Army and its Campaigns in Turkey in 1877-1878.** Second Edition. Roy. 8vo. 32s.
Sketches of Army Life in Russia. Cr. 8vo. 9s.

GREG, PERCY.

- History of the United States from the Foundation of Virginia to the Reconstruction of the Union.** 2 vols. demy 8vo., with Maps. 32s.

GRIESINGER, THEODORE.

- The Jesuits; a Complete History of their Open and Secret Proceedings from the Foundation of the Order to the Present Time.** Translated by A. J. Scott, M.D. Illustrated. Second Edition. One Volume. Demy 8vo. 10s. 6d.

GRIFFIS, WILLIAM ELLIOT, late of the Imperial University of Tokio, Japan.

- Corea, the Hermit Nation.** Roy. 8vo. 18s.

Grove's System of Medical Book-keeping. The Complete Set, 4to., 24 14s. 6d.**HALL, E. HEPPLER, F.S.S.**

- Lands of Plenty for Health, Sport, and Profit.** British North America. A Book for all Travellers and Settlers. With Maps. Cr. 8vo. 6s.

HALL, The Rev. T. G., M.A., Prof. of Mathematics in King's College, London.

- The Elements of Plane and Spherical Trigonometry.** With an Appendix, containing the solution of the Problems in Nautical Astronomy. For the use of Schools. 12mo. 2s.

Handbook of Reference to the Maps of India. Giving the Lat. and Long. of places of note. Demy 18mo. 3s. 6d.

*. This will be found a valuable Companion to Messrs. Allen & Co.'s Maps of India.

HARCOURT-ROE, Mrs.

- Whose Wife?** Cr. 8vo. 6s.

Hardwicke's Elementary Books, paper covers: Chemistry, 6d. Mechanics, 2 parts, 4d.; Hydrostatics, 2d.; Hydraulics, 2d.; Pneumatics, 2d.

HARDWICKE, HERBERT JUNIUS, M.D., &c.

Health Resorts and Spas ; or, Climatic and Hygienic Treatment of Disease. Fcap. 8vo. 2s. 6d.

HARTING, JAMES EDMUND.

Sketches of Bird Life. With numerous Illustrations. Demy 8vo. 10s. 6d.

HAWEIS, Rev. H. E.

Music and Morals. Thirteenth Edition. With Portraits. Cr. 8vo. 7s. 6d.

My Musical Life. 2nd Edition. With Portraits. Cr. 8vo. 7s. 6d.

HAWEIS, Mrs.

Chaucer's Beads: A Birthday Book, Diary, and Concordance of Chaucer's Proverbs or Sooth-saws. Cr. 8vo., vellum. 5s.; paper boards, 4s. 6d.

Health Primers. 1. Premature Death. 2. Alcohol. 3. Exercise and Training. 4. The House. 5. Personal Appearances. 6. Baths and Bathing. 7. The Skin. 8. The Heart. 9. The Nervous System. 10. Health in Schools. Demy 16mo. 1s. each.

HEINE, HEINRICH.

The Book of Songs. Translated from the German by Strathair. Cr. 8vo. 7s. 6d.

HELMS, LUDWIG VERNER.

Pioneering in the Far East, and Journeys to California in 1849, and to the White Sea in 1878. With Illustrations from original Sketches and Photographs, and Maps. Demy 8vo. 18s.

HENNEBERT, Lieutenant-Colonel.

The English in Egypt; England and the Mahdi—Arabi and the Suez Canal. Translated from the French (by permission) by Bernard Paucote. 3 Maps. Cr. 8vo. 2s. 6d.

HENSMAN, HOWARD, Special Correspondent of the "Pioneer" (Allahabad), and the "Daily News" (London).

The Afghan War, 1878-80. Being a complete Narrative of the Capture of Cabul, the Siege of Sherpur, the Battle of Ahmed Khel, the brilliant March to Candahar, and the Defeat of Ayub Khan, with the Operations on the Helmund, and the Settlement with Abdur Rahman Khan. With Maps. Demy 8vo. 21s.

HERRICK, SOPHIE BLEDSOE.

The Wonders of Plant Life under the Microscope. With numerous Illustrations. Small 4to. 6s.

HESCHEL, Sir JOHN F. W., Bt., K.H., &c., Member of the Institute of France, &c.
Popular Lectures on Scientific Subjects. Cr. 8vo. 6s.

HILLAM, S. A.

Sheykh Hassan, the Spiritualist. A View of the Supernatural. Cr. 8vo. 2s. 6d.

HODGSON, W. EARL.

Unrest; or, The Newer Republic. Crown 8vo. 6s.

HOLDEN, EDWARD S., *United States Naval Observatory.*

Sir William Herschel: His Life and Works. Cr. 8vo. 6s.

Holland. Translated from the Italian of Edmondo Amicis, by Caroline Tilton. Cr. 8vo. 10s. 6d.

HOLMES, T. R. E.

A History of the Indian Mutiny, and of the Disturbances which accompanied it among the Civil Population. Third Edition. With Maps and Plans. Cr. 8vo. 7s. 6d.

HOOKEE, Sir W. J., F.R.S., and J. G. BAKER, F.L.S.

Synopsis Filicum; or, a Synopsis of all Known Ferns, including the Comnuidaceae, Schizaceae, Marattiaceae, and Ophioglossaceae (chiefly derived from the Kew Herbarium), accompanied by Figures representing the essential Characters of each Genus. Second Edition, brought up to the present time. Coloured Plates. Demy 8vo. £1 8s.

HOWDEN, PETER, V.S.

Horse Warranty: a Plain and Comprehensive Guide to the various Points to be noted, showing which are essential and which are unimportant. With Forms of Warranty. Fcap. 8vo. 3s. 6d.

HUGHES, Rev. T. P.

Notes on Muhammadanism. Second Edition, revised and enlarged. Fcap. 8vo. 6s.

A Dictionary of Islam. Being a Cyclopaedia of the Doctrines, Rites, Ceremonies, and Customs, together with the Technical and Theological Terms, of the Muhammadan Religion. With numerous Illustrations. Royal 8vo. £2 2s.

HUNT, Major S. LEIGH, Madras Army, and ALEX. S. KENNY, M.R.C.S.E., A.K.C., Senior Demonstrator of Anatomy at King's College, London.

On Duty under a Tropical Sun. Being some Practical Suggestions for the Maintenance of Health and Bodily Comfort, and the Treatment of Simple Diseases; with Remarks on Clothing and Equipment for the Guidance of Travellers in Tropical Countries. Second Edition. Cr. 8vo. 4s.

Tropical Trials. A Handbook for Women in the Tropics. Cr. 8vo. 7s. 6d.

HUNTER, J., late Hon. Sec. of the British Bee-Keepers' Association.

A Manual of Bee-Keeping. Containing Practical Information for Rational and Profitable Methods of Bee Management. Full Instructions on Stimulative Feeding, Ligurianizing and Queen-raising, with descriptions of the American Comb Foundation, Sectional Supers, and the best Hives and Apian Appliances on all systems. With Illustrations. Fourth Edition. Cr. 8vo. 3s. 6d.

HUTTON, JAMES.

The Thugs and Dacoits of India. A Popular Account of the Thugs and Dacoits, the Hereditary Garotters and Gang Robbers of India. Post 8vo. 5s.

India Directory, The. For the Guidance of Commanders of Steamers and Sailing Vessels. Founded upon the Work of the late Captain James Horsburgh, F.R.S.

Part I.—The East Indies, and Interjacent Ports of Africa and South America. Revised, Extended, and Illustrated with Charts of Winds, Currents, Passages, Variation, and Tides. By Commander Alfred Dundas Taylor, F.R.G.S., Superintendent of Marine Surveys to the Government of India. Sup. roy. 8vo. £1 18s.

Part II.—The China Sea, with the Ports of Java, Australia, and Japan, and the Indian Archipelago Harbours, as well as those of New Zealand. Illustrated with Charts of the Winds, Currents, Passages, &c. By the same. (In preparation.)

INGRAM, JOHN H.

The Haunted Homes and Family Traditions of Great Britain. New and cheaper edition, in one vol. 6s.

In the Company's Service. A Reminiscence. Demy 8vo. 10s. 6d.

Ireland, Letters from, 1836. By the Special Correspondent of "The Times." Crown 8vo. 2s. 6d.

IRWIN, H. C., B.A., *Oxon, Bengal Civil Service.*

The Garden of India; or, Chapters on Oudh History and Affairs. Demy 8vo. 12s.

JACKSON, LOWIS D'A., A.M.I.C.E., *Author of "Hydraulic Manual and Statistics," &c.*

Canal and Culvert Tables. With Explanatory Text and Examples. New and corrected edition, with 40 pp. of additional Tables. Roy. 8vo. 28s.

Accented Four-Figure Logarithms, and other Tables. For purposes both of Ordinary and of Trigonometrical Calculation, and for the Correction of Altitudes and Lunar Distances. Cr. 8vo. 9s.

Accented Five-Figure Logarithms of Numbers from 1 to 99999, without Differences. Roy. 8vo. 16s.

Units of Measurement for Scientific and Professional Men. Cr. 4to. 2s.

JAMES, Mrs. A. G. F. ELIOT.

Indian Industries. Cr. 8vo. 9s.

James' Naval History. Epitomised by Robert O'Byrne, F.R.G.S., &c. Cr. 8vo. 7s. 6d.

JEWITT, LLEWELLYN, F.S.A.

Half-Hours among English Antiquities. Contents: Arms, Armour, Pottery, Brasses, Coins, Church Bells, Glass, Tapestry, Ornaments, Flint Implements, &c. With 304 Illustrations. Second Edition. Cr. 8vo. 8s.

JOHNSON, R. LOCKE, L.R.C.P., L.R.C.I., L.S.A., &c.

Food Chart. Giving the Names, Classification, Composition, Elementary Value, Rates of Digestibility, Adulterations, Tests, &c., of the Alimentary Substances in General Use. In wrapper, 4to., 2s. 6d.; or on roller, varnished, 6s.

JONES, LUCY.

Puddings and Sweets. 365 Receipts approved by Experience. Fcap. 1s.

JOYNER, Mrs. A. BATSON.

Cyprus: Historical and Descriptive. Adapted from the German of Herr Frans von Löber. With much additional matter. With 2 Maps. Cr. 8vo. 10s. 6d.

KAYE, Sir J. W.

History of the War in Afghanistan. New Edition. 3 vols. Cr. 8vo. £1 6s.

The Sepoy War in India. A History of the Sepoy War in India 1857-1858. By Sir John William Kaye. Demy 8vo. Vol. I., 18s. Vol. II., £1. Vol. III., £1.

(For continuation, see **History of the Indian Mutiny**, by Colonel G. B. Malleon, Vol. I. of which is contemporary with Vol. III. of Kaye's work.)

KEATINGE, Mrs.

English Homes in India. 2 vols. Post 8vo. 16s.

KEBBEL, T. B.

History of Toryism. From the Accession of Mr. Pitt to power in 1783, to the Death of Lord Beaconsfield in 1881. Demy 8vo. 16s.

This work traces the progress of the Tory theory and the policy of successive Tory Governments during the hundred years which intervened between the rise of the Younger Pitt and the Death of Lord Beaconsfield.

The Agricultural Labourer. A Short Summary of his Position. A New Edition, brought down to date with fresh Chapters on Wages, &c. Crown 8vo. 8s. 6d.

KEENE, HENRY GEORGE, C.I.E., B.C.S., M.R.A.S., &c.

A Sketch of the History of Hindustan. From the First Muslim Conquest to the Fall of the Moghul Empire. By H. G. Keene, C.I.E., M.R.A.S., Author of "The Turks in India," &c. 8vo. 18s.

The Fall of the Moghul Empire. From the Death of Aurangzeb to the overthrow of the Mahratta Power. A New Edition, with Corrections and Additions. With Map. Crown 8vo. 7s. 6d.

This Work fills up a blank between the ending of Hephinstone's and the commencement of Thornton's Histories.

Administration in India. Post 8vo. 5s.

Peepul Leaves. Poems written in India. Post 8vo. 5s.

Fifty-Seven. Some account of the Administration of Indian Districts during the Revolt of the Bengal Army. Demy 8vo. 6s.

The Turks in India. Historical Chapters on the Administration of Hindostan by the Chughtai Tartar, Babar, and his Descendants. Demy 8vo. 12s. 6d.

Verses. Translated and Original. Fcap. 8vo. 3s. 6d.

KEMPSON, M., M.A.

The Repentance of Hussooh. Translated from the original Hindustani tale, with an Introduction by Sir Wm. Muir, K.C.S.I. Cr. 8vo. 3s. 6d.

KENNY, ALEXANDER S., M.R.C.S. Edin., &c.

The Tissues, and their Structure. Fcap. 8vo. 6s.

KENT, W. SAVILLE, F.L.S., F.Z.S., F.R.M.S., formerly Assistant in the Nat. Hist. Department, the British Museum.

A Manual of the Infusoria. Including a Description of the Flagellate, Ciliate, and Tentaculiferous Protozoa, British and Foreign, and an account of the Organization and Affinities of the Sponges. With numerous Illustrations. Super-roy. 8vo. £4 4s.

KINAHAN, G. H.

A Handy Book of Book Names. Fcap. 8vo., cloth. 4s.

Knots, the Book of. Illustrated by 173 Examples, showing the manner of making every Knot, Tie, and Splice. By "Tom Bowling." Third Edition. Cr. 8vo. 2s. 6d.

LANE-POOLE, STANLEY, Laureat de l'Institut de France.

Studies in a Mosque. Demy 8vo. 12s.

LANKESTER, Mrs.

Talks about Health: A Book for Boys and Girls. Being an Explanation of all the Processes by which Life is sustained. Illustrated. Small 8vo. 1s.

British Ferns: Their Classification, Arrangement of Genera, Structures, and Functions, Directions for Out-door and Indoor Cultivation, &c. Illustrated with Coloured Figures of all the Species. New and Enlarged Edition. Cr. 8vo. 3s. 6d.

Wild Flowers Worth Notice: A Selection of some of our Native Plants which are most attractive for their Beauty, Uses, or Associations. With 108 Coloured Figures by J. E. Sowerby. New Edition. Cr. 8vo. 5s.

LANKESTER, E., M.D., F.R.S., F.L.S.

Our Food. Illustrated. New Edition. Cr. 8vo. 4s.

Half-hours with the Microscope. With 250 Illustrations. Seventeenth Thousand, enlarged. Fcap. 8vo., plain, 2s. 6d.; coloured, 4s.

Practical Physiology: A School Manual of Health. Numerous Woodcuts. Sixth Edition. Fcap. 8vo. 2s. 6d.

The Uses of Animals in Relation to the Industry of Man. Illustrated. New Edition. Cr. 8vo. 4s.

Sanitary Instructions: A Series of Handbills for General Distribution:—1. Management of Infants; 2. Scarlet Fever and the best Means of Preventing it; 3. Typhoid or Drain Fever, and its Prevention; 4. Small Pox, and its Prevention; 5. Cholera and Diarrhoea, and its Prevention; 6. Measles, and their Prevention. Each, 1d.; per dozen, 6d.; per 100, 4s.; per 1,000, 30s.

LAURIE, Col. W. F. B.

Sketches of some Distinguished Anglo-Indians. With Portrait of Sir John Kaye. Cr. 8vo. 7s. 6d.

Second Series, with Portrait of Colonel G. B. Malleson. Cr. 8vo. 7s. 6d.

Burma, the Foremost Country: A Timely Discourse. To which is added, How the Frenchman sought to win an Empire in the East. With Notes on the probable effects of French success in Tonquin on British interests in Burma. Cr. 8vo. 2s.

Our Burmese Wars and Relations with Burma. With a Summary of Events from 1826 to 1879, including a Sketch of King Theebau's Progress. With Local, Statistical, and Commercial Information. Second Edition. With Plans and Map. Demy 8vo. 10s. 6d.

Ashe Fyee, the Superior Country; or the great attractions of Burma to British Enterprise and Commerce. Cr. 8vo. 5s.

LAW AND PROCEDURE, INDIAN CIVIL.

Mahommedan Law of Inheritance, &c. A Manual of the Mahomedan Law of Inheritance and Contract; comprising the Doctrine of Soonee and Sheea Schools, and based upon the text of Sir H. W. Macnaghten's Principles and Precedents, together with the Decisions of the Privy Council and High Courts of the Presidencies in India. For the use of Schools and Students. By Standish Grove Grady, Barrister-at-Law, Reader of Hindoo, Mahommedan, and Indian Law to the Inns of Court. Demy 8vo. 14s.

Hedaya, or Guide, a Commentary on the Mussulman Laws, translated by order of the Governor-General and Council of Bengal. By Charles Hamilton. Second Edition, with Preface and Index by Standish Grove Grady. Demy 8vo. £1 15s.

Institutes of Menu in English. The Institutes of Hindu Law or the Ordinances of Menu, according to Gloss of Colluoca. Comprising the Indian System of Duties, Religious and Civil, verbally translated from the Original, with a Preface by Sir William Jones, and collated with the Sanscrit Text by Graves Chamney Haughton, M.A., F.R.S., Professor of Hindu Literature in the East India College. New Edition, with Preface and Index by Standish G. Grady, Barrister-at-Law, and Reader of Hindu, Mahommedan, and Indian Law to the Inns of Court. Demy 8vo. 12s.

Indian Code of Civil Procedure. Being Act X. of 1877. Demy 8vo. 6s.

Indian Code of Civil Procedure. In the form of Questions and Answers, with Explanatory and Illustrative Notes. By Angelo J. Lewis. Barrister-at-Law. Imp. 18mo. 12s. 6d.

Hindu Law. Defence of the Daya Bhaga. Notice of the Case on Prosceno Coomar Tajore's Will. Judgment of the Judicial Committee of the Privy Council. Examination of such Judgment. By John Cochrane, Barrister-at-Law. Roy. 8vo. 20s.

Law and Customs of Hindu Castes, within the Dekhan Provinces subject to the Presidency of Bombay, chiefly affecting Civil Suits. By Arthur Steele. Roy. 8vo. £1 1s.

Mohammudan Law of Inheritance, and Rights and Relations affecting it (Sunni Doctrine). By Almaric Rumsey. Demy 8vo. 12s.

A Chart of Hindu Family Inheritance. By Almaric Rumsey. Second Edition, much enlarged. Demy 8vo. 6s. 6d.

INDIAN CRIMINAL.

Including the Procedure in the High Courts, as well as that not in the Courts not established by Royal Charter; with Forms of Charges and Notes on Evidence, illustrated by a large number of English Cases, and Cases decided in the High Courts of India; and an Appendix of selected Acts passed by the Legislative Council relating to Criminal matters. By M. H. Starling, Esq., LL.B., and F. B. Constable, M.A. Third Edition. Medium 8vo. 2s. 2s.

Law and Procedure, Indian Criminal—cont.

Indian Code of Criminal Procedure. Being Act X. of 1872, Passed by the Governor-General of India in Council on the 25th of April 1872. Demy 8vo. 12s.

Indian Penal Code. In the form of Questions and Answers. With Explanatory and Illustrative Notes. By Angelo J. Lewis, Barrister-at-Law. Imp. 12mo. 7s. 6d.

Indian Code of Criminal Procedure, Act of 1882. Roy. 8vo. cloth. 6s.

MILITARY.

Manual of Military Law. For all ranks of the Army, Militia, and Volunteer Services. By Colonel J. K. Pipon, Assistant Adjutant-General at Head-quarters, and J. F. Collier, Esq., of the Inner Temple, Barrister-at-Law. Third and Revised Edition. Pocket size. 5s.

Precedents in Military Law; including the Practice of Courts-Martial; the Mode of Conducting Trials; the Duties of Officers at Military Courts of Inquests, Courts of Inquiry, Courts of Requests, &c. &c. By Lieut.-Col. W. Hough, late Deputy Judge-Advocate-General, Bengal Army, and Author of several Works on Courts-Martial. One thick Demy 8vo. vol. 25s.

The Practice of Courts-Martial. By Hough and Long. Thick Demy 8vo. London, 1825. 26s.

Leaves from Memory's Log-Book, and Jottings from Old Journals. By An Ancient Mariner. Compiled and Edited by C. A. Montresor. Crown 8vo. 7s. 6d.

LEE, *The Rev. F. G., D.D.*

The Church under Queen Elizabeth. An Historical Sketch. 2 vols. Cr. 8vo. 21s.

LETHBRIDGE, ROPER, C.I.E., M.A.

High Education in India. A Plea for the State Colleges. Cr. 8vo. 5s.

LEWIN, Col. T. H., *Dep. Comm. of Hill Tracts.*

Indian Frontier Life. A Fly on the Wheel, or How I helped to govern India. Map and Illustrations. Demy 8vo. 18s.

LLOYD, Mrs. JESSIE SALE.

Its Own Reward. Crown 8vo. Illustrated. 3s. 6d.

LOCKWOOD, EDWARD, B.S.C.

Natural History, Sport and Travel. With numerous Illustrations. Cr. 8vo. 9s.

LOVELL, *The late Vice-Adm. WM. STANHOPE, R.N., K.H.*

Personal Narrative of Events from 1799 to 1815. With Anecdotes. Second Edition. Fcap. 8vo. 4s.

LOW, CHARLES RATHBONE.

Major-General Sir Frederick S. Roberts, Bart., V.C., G.C.B., C.I.E., E.A.: a Memoir. With Portrait. Demy 8vo. 18s.

LUND, T. W. M., M.A., *Chaplain to the School for the Blind, Liverpool.*

Como and Italian Lake Land. With 8 Maps, and 11 Illustrations by Miss Jessie Macgregor. Crown 8vo. 10s. 6d.

LUPTON, JAMES IRVINE, F.R.C.V.S.

The Horse, as he Was, as he Is, and as he Ought to Be. Illustrated. Cr. 8vo. 3s. 6d.

MACGREGOR, Col. C.M., C.S.I., C.I.E., Beng. Staff Corps.

Narrative of a Journey through the Province of Khorassan and on the N.W. Frontier of Afghanistan in 1875. With Map and Numerous Illustrations. 2 vols. 8vo. 30s.

Wanderings in Balochistan. With Illustrations and Map. Demy 8vo. 18s.

MACKAY, CHARLES, LL.D.

Through the Long Day: or, Memorials of a Literary Life during half a century. 2 vols. With Portraits. Demy 8vo. 21s.

MACKENZIE, —

Educational Series; Commercial, Arithmetical and Miscellaneous TABLES, paper covers, 2d.; Arithmetic, 6d.; Murray's Grammar, 4d., paper covers, 2d.; Phrenology, paper covers, 2d.; Shorthand, 4d. Spelling, 2 parts, paper covers, 4d.

MALABARI, BEHRAMJI, M.

Gujerat and the Gujeratis. Pictures of Men and Manners taken from Life. Cr. 8vo. 6s.

MALLESON, Col. G. B., C.S.I.

Final French Struggles in India and on the Indian Seas. Including an Account of the Capture of the Isles of France and Bourbon, and Sketches of the most eminent Foreign Adventurers in India up to the Period of that Capture. With an Appendix containing an Account of the Expedition from India to Egypt in 1801. New Edition. Cr. 8vo. 6s.

History of the Indian Mutiny, 1857-1858, commencing from the close of the Second Volume of Sir John Kaye's History of the Sepoy War. Vol. I. With Map. Demy 8vo. 20s.—Vol. II. With 4 plans. Demy 8vo. 20s.—Vol. III. With plans. Demy 8vo. 20s.

History of Afghanistan, from the Earliest Period to the Outbreak of the War of 1878. Second Edition. With Map. Demy 8vo. 18s.

The Decisive Battles of India, from 1746-1849. Third Edition. With a Portrait of the Author, a Map, and Four Plans. Cr. 8vo. 7s. 6d.

Kerat: The Garden and Granary of Central Asia. With Map and Index. Demy 8vo. 8s.

Founders of the Indian Empire. Clive, Warren Hastings, and Wellesley. Vol. I.—LORD CLIVE. With Portraits and 4 Plans. Demy 8vo. 20s.

Captain Musafir's Rambles in Alpine Lands. Illustrated by G. Strangman Handcock. Cr. 4to. 10s. 6d.

Battle-fields of Germany. With Maps and Plan. Demy 8vo. 18s.

Ambushes and Surprises: Being a Description of some of the most famous Instances of the Leading into Ambush and the Surprise of Armies, from the Time of Hannibal to the Period of the Indian Mutiny. With a Portrait of General Lord Mark Kerr, K.C.B. Demy 8vo. 18s.

Metternich. (THE STATESMEN SERIES.) Cr. 8vo. 2s. 6d.

MALLOCK, W. H.

A Chart showing the Proportion borne by the Rental of the Landlords to the Gross Income of the People. Cr. 1s.

MANGNALL, Mrs.

Historical and Miscellaneous Questions (generally known as "Mangnall's Questions"). New and Improved Edition. 18mo. 1s.

MANNING, Mrs.

Ancient and Mediseval India. Being the History, Religion, Laws, Caste, Manners and Customs, Language, Literature, Poetry, Philosophy, Astronomy, Algebra, Medicine, Architecture, Manufactures, Commerce, &c. of the Hindus, taken from their Writings. With Illustrations. 2 vols. Demy 8vo. 30s.

MARSHALL, ARTHUR, Architect, A.R.I.B.A., &c.

Specimens of Antique Carved Furniture and Woodwork. With 50 Plates from Drawings by the Author. Folio. 2s.

MARVIN, CHARLES.

The Eye-Witnesses' Account of the Disastrous Russian Campaign against the Akhal Tekke Turcomans: Describing the March across the Burning Desert, the Storming of Dengeel Tepe, and the Disastrous Retreat to the Caspian. With numerous Maps and Plans. Demy 8vo. 18s.

The Russians at Merv and Herat, and their Power of invading India. With 24 Illustrations and 3 Maps. Demy 8vo. 24s.

Merv, the Queen of the World; and the Scourge of the Man-stealing Turcomans. With Portraits and Maps. Demy 8vo. 18s.

Colonel Grodekoff's Ride from Samarcand to Herat, through Balkh and the Uzbek States of Afghan Turkestan. With his own March-route from the Oxus to Herat. With Portrait. Cr. 8vo. 8s.

The Region of the Eternal Fire. An Account of a Journey to the Caspian Region in 1883. New Edition. Maps and Illustrations. Cr. 8vo. 7s. 6d.

MATEER, The Rev. SAMUEL, of the London Miss. Soc.

Native Life in Travancore. With Numerous Illustrations and Map. Demy 8vo. 18s.

MAYHEW, EDWARD, M.R.C.V.S.

Illustrated Horse Doctor. Being an Accurate and Detailed Account accompanied by more than 400 Pictorial Representations, characteristic of the various Diseases to which the Equine Race are subjected; together with the latest Mode of Treatment, and all the requisite Prescriptions written in Plain English. New and Cheaper Edition. Half-bound. Demy 8vo. 10s. 6d.

Illustrated Horse Management. Containing descriptive remarks upon Anatomy, Medicine, Shoeing, Teeth, Food, Vices, Stables; likewise a plain account of the situation, nature, and value of the various points; together with comments on grooms, dealers, breeders, breakers, and trainers; Embellished with more than 400 engravings from Original designs made expressly for this work. A new Edition, revised and improved by J. I. Lupton, M.R.C.V.S. New and Cheaper Edition. Half-bound. Demy 8vo. 7s. 6d.

McCARTHY, T. A.

An Easy System of Calisthenics and Drilling, including Light Dumb-Bell and Indian Club Exercises. Fcap. 8vo. 1s. 6d.

MENZIES, SUTHERLAND.

Turkey Old and New: Historical, Geographical, and Statistical. With Map and numerous Illustrations. Third Edition. Demy 8vo. 21s.

MICHOD, C. J.

Good Condition: A Guide to Athletic Training for Amateurs and Professionals. Small 8vo. 1s.

Microscope, How to Choose a. By a Demonstrator. With 90 Illustrations. Demy 8vo. 1s.

MILITARY WORKS.

Modern Tactics. By Captain H. E. Gall, late 5th Fusiliers. 2 vols. Text and Plates. Roy. 8vo. 10s. 6d.

A Treatise on Scales. By Major F. Hart-Dyke. 2s.

Red Book for Sergeants. By William Bright, Colour-Sergeant, 19th Middlesex R.V. Fcap. 8vo. 1s.

Volunteer Artillery Drill-Book. By Captain W. Brooke Hoggan, R.A., Adjutant 1st Shropshire and Staffordshire V.A. Square 16mo. 2s.

Position Artillery. Its History, Employment, Equipment, Volunteer Organization, Drills, &c. By Captain H. C. C. D. Simpson, R.A. Fcap 3s.

Principles of Gunnery. By John T. Hyde, M.A., late Professor of Fortification and Artillery, Royal Indian Military College, Addiscombe. Second Edition, revised and enlarged. With many Plates and Cuts, and Photograph of Armstrong Gun. Roy. 8vo. 14s.

Treatise on Fortification and Artillery. By Major Hector Straith. Revised and re-arranged by Thomas Cook, R.N., by John T. Hyde, M.A. Seventh Edition. Illustrated and 400 Plans, Cuts, &c. Roy. 8vo. £2 2s.

Elementary Principles of Fortification. A Text-Book for Military Examinations. By J. T. Hyde, M.A. With numerous Plans and Illustrations. Roy. 8vo. 10s. 6d.

Military Surveying and Field Sketching. The Various Methods of Contouring, Levelling, Sketching without Instruments, Scale of Shade, Examples in Military Drawing, &c. &c. &c. As at present taught in the Military Colleges. By Major W. H. Richards, 55th Regiment, Chief Garrison Instructor in India, Late Instructor in Military Surveying, Royal Military College, Sandhurst. Second Edition, Revised and Corrected. Roy. 12s.

Celebrated Naval and Military Trials. By Peter Burke. Post 8vo. 10s. 6d.

Military Life of the Duke of Wellington. By Jackson and Scott. 2 vols. Maps, Plans, &c. Demy 8vo. 12s.

Single Stick Exercise of the Aldershot Gymnasium. Paper cover. Fcap. 8vo. 6d.

An Essay on the Principles and Construction of Military Bridges. By Sir Howard Douglas. Demy 8vo. 15s.

Military Works—cont.

**Hand-book Dictionary for the Militia and Volunteer Ser-
vices**, containing a variety of useful information, Alphabetically
arranged. Pocket size, 3s. 6d.; by post, 3s. 8d.

**Lectures on Tactics for Officers of the Army, Militia, and
Volunteers.** By Major F. H. Dyke, Garrison Instructor, E.D. Foap.
4to. 4s.

Precedents in Military Law. By Lieut.-Col. W. Hough. Demy 8vo.
25s

The Practice of Courts-Martial. By Hough and Long. Demy 8vo.
26s.

Lectures on Tactics. By Lieut.-Col. F. H. Dyke. 4to. sewed. 4s.

**The Military Encyclopædia; refering exclusively to the Military
Sciences, Memoirs of distinguished Soldiers, and the Narratives of
Remarkable Battles.** By J. H. Stooqueler. Demy 8vo. 19s.

MILL, JAMES.

**History of British India, With Notes and Continuation by H. H.
Wilson.** 9 vols. Cr. 8vo. £2 10s.

MITFORD, EDWARD L.

A Land March from England to Ceylon Forty Years Ago.
With Map and numerous Illustrations. 2 vols. Demy 8vo. 24s.

MITFORD, Major R. C. W., 14th Bengal Lancers.

To Canbul with the Cavalry Brigade. A Narrative of Personal
Experiences with the Force under General Sir F. S. Roberts, G.C.
With Map and Illustrations from Sketches by the Author. Second
Edition. Demy 8vo. 9s.

Orient and Occident. A Journey East from Lahore to Liverpool.
Illustrated. Cr. 8vo. 8s. 6d.

MONTRESOR, C. A.

Some Hebbly Horses, and How to Ride Them. Illustrated. Cr.
8vo. 5s.

MULLER, MAX.

Rig-Veda-Sanhita. The Sacred Hymns of the Brahmins; together
with the Commentary of Sayanacharya. Published under the Patronage
of the Right Honourable the Secretary of State for India in Council.
Demy 4to. 6 vols. £3 10s. per volume.

Napoleon and his Detractors. By H.I.H. Prince Napoleon. Translated,
With Biographical Sketch, two Portraits, and Autograph. By Raphael
L. de Beaufort. Demy 8vo. 13s.

National Review. Vols. I. to XII. Royal 8vo. 17s. each.

Nation in Arms (The). From the German of Lieut.-Col. Baron von der
Goltz. Translated by Philip A. Ashworth. Demy 8vo. 15s.

Naval Reform. From the French of the late M. Gabriel Charneau. Trans-
lated by J. E. Gordon-Cumming. Demy 8vo. 12s.

NAVE, JOHANN.

The Collector's Handy-Book of Algae, Diatoms, Desmids, Fungi, Lichens, Mosses, &c. Translated and Edited by the Rev. W. W. Spicer, M.A. Illustrated with 114 Woodcuts. Fcap. 8vo. 2s. 6d.

NEWMAN, The Late EDWARD, F.Z.S.

British Butterflies and Moths. With over 800 Illustrations. Super-roy. 8vo., cloth gilt. 25s.

The above Work may also be had in Two Volumes, sold separately. Vol. I., Butterflies, 7s. 6d.; Vol. II., Moths, 20s.

NICHOLSON, Capt. H. WHALLEY.

From Sword to Share; or, a Fortune in Five Years at Hawaii. With Map and Photographs. Cr. 8vo. 12s. 6d.

Nirgis and Bismillah. Nirgis; a Tale of the Indian Mutiny, from the Diary of a Slave Girl; and BISMILLAH; or, Happy Days in Cashmere. By Hafis Allard. Post 8vo. 10s. 6d.

NORMAN, Captain C. B.

Colonial France: Its History, Administration, and Commerce. Maps. Demy 8vo. 15s.

NORRIS-NEWMAN, CHARLES L., Special Correspondent of the London "Standard."

With the Boers in the Transvaal and Orange Free State in 1880-81. With Maps. Demy 8vo. 14s.

Notes on Collecting and Preserving Natural History Objects. Edited by J. E. Taylor, F.L.S., F.G.S., Editor of "Science Gossip." With numerous Illustrations. Cr. 8vo. 3s. 6d.

O'DONOGHUE, Mrs. POWER.

Ladies on Horseback. Learning, Park Riding, and Hunting. With Notes upon Costume, and numerous Anecdotes. With Portrait. Second Edition. Cr. 8vo. 5s.

OLDFIELD, The Late HENRY ARMSTRONG, M.D., H.M. Indian Army.

Sketches from Nepal, Historical and Descriptive; with Anecdotes of the Court Life and Wild Sports of the Country in the time of Maharaja Jung Bahadur, G.C.B.; to which is added an Essay on Nepalese Buddhism, and Illustrations of Religious Monuments, Architecture, and Scenery, from the Author's own Drawings. 2 vols. Demy 8vo. 36s.

O'MEARA, Miss K.

Life of Thomas Grant, First Bishop of Southwark. Second Crown 8vo. 7s. 6d.

OSBORNE, Mrs. WILLOUGHBY.

A Pilgrimage to Mecca. By the Nawab Sikandar Begum of Khepal. Translated from the original Urdu by Mrs. Willoughby Osborne. Followed by a Sketch of the History of Bhopal by Colonel Willoughby Osborne, C.B. With Photographs. Dedicated, by permission, to Her Majesty Queen Victoria. Post 8vo. £1 1s.

O'SHEA, JOHN AUGUSTUS.

Military Mosaics. A Set of Tales and Sketches on Soldierly Themes. Cr. 8vo. 5s.

OSWALD, FELIX S.

Ecological Sketches: a Contribution to the Out-door Study of Natural History. With 86 Illustrations by Hermann Faber. Cr. 8vo. 7s. 6d.

OXENHAM, Rev. HENRY NUTCOMBE, M.A.

Catholic Eschatology and Universalism. An Essay on the Doctrine of Future Retribution. Second Edition, revised and enlarged. Cr. 8vo. 7s. 6d.

Catholic Doctrine of the Atonement. An Historical Inquiry into its Development in the Church, with an Introduction on the Principle of Theological Development. Third Edition and enlarged. 8vo. 14s.

The First Age of Christianity and the Church. By John Ignatius Döllinger, D.D., Professor of Ecclesiastical History in the University of Munich, &c. &c. Translated from the German by H. N. Oxenham, M.A. Third Edition. 2 vols., Cr. 8vo. 18s.

PANTON, J. E.

Country Sketches in Black and White. Cr. 8vo. 6s.

PAYNE, JOHN.

Lutrec. A Poem. New Edition. Paper cover. Fcap. 8vo. 2s. 6d.

Intaglio. New Edition. Fcap. 8vo. 3s. 6d.

Songs of Life and Death. New Edition. Cr. 8vo. 5s.

Masque of Shadows. New Edition. Cr. 8vo. 5s.

New Poems. New Edition. Cr. 8vo. 7s. 6d.

PELLY, Colonel Sir LEWIS, K.C.B., K.C.S.I., &c.

The Miracle Play of Hasan and Hussain. Collected from Oral Tradition by Colonel Sir Lewis Pelly, K.C.B., K.C.S.I. Revised, with Explanatory Notes, by Arthur N. Wollaston, H.M. Indian (Home) Service, Translator of Anwar-i-Suhaili, &c. 2 vols., Roy. 8vo. 32s.

Pen and Ink Sketches of Military Subjects. By "Ignotus." Reprinted, by permission, from the "Saturday Review." Cr. 8vo. 5s.

PINCOTT, FREDERIC, M.R.A.S.

Analytical Index to Sir John Kaye's History of the Sepoy War, and Colonel G. B. Mangleson's History of the Indian Mutiny. (Combined in one volume.) Demy 8vo. 10s. 6d.

PITTENGER, Rev. W.

Capturing a Locomotive. A History of Secret Service in the late American War. With 13 Illustrations. Cr. 8vo. 6s.

Pintarch, Our Young Folks'. Edited by Rosalie Kaufmann. With Maps and Illustrations. Small 4to. 10s. 6d.

POPE, Rev. G. U., D.D., Fellow of Madras University.

Text-Book of Indian History; with Geographical Notes, Genealogical Tables, Examination Questions, and Chronological, Biographical, Geographical, and General Indexes. For the use of Schools, Colleges, and Private Students. Third Edition, thoroughly revised. Fcap. 4to. 12s.

PRATEN, MARY A.

My Hundred Swiss Flowers. With a Short Account of Swiss Ferns. With 60 Illustrations. Crown 8vo. 12s. 6d.; coloured, 25s.

PRICHARD, I. I.

The Chronicles of Bangalore, &c ; or, Sketches of Life in Upper India. 2 vols., Fcap. 8vo. 12s.

Private Theatricals. Being a Practical Guide to the Home Stage, both Before and Behind the Curtain. By an Old Stager. Illustrated with Suggestions for Scenes after designs by Shirley Hodson. Cr. 8vo. 3s. 6d.

PROCTOR, RICHARD A., B.A., F.R.A.S.

Half-Hours with the Stars. Demy 4to. 3s. 6d.

Half-Hours with the Telescope. Illustrated. Fcap. 8vo. 2s. 6d.

Other Suns than Ours. A Series of Essays on Suns, Old, Young and Dead, with other Science Gleanings, &c. Crown 8vo. 7s. 6d.

Watched by the Dead. A Loving Story of Dickens' Half-Told Tale. Boards, 1s. ; Cloth, 1s. 6d.

PROCTER, WILLIAM, Stud Groom.

The Management and Treatment of the Horse in the Stable, Field, and on the Road. New and revised edition. Cr. 8vo. 6s.

Puffs from the Engine of War. By "An Officer of the Line." Cr. 8vo. 1s.

RALFE, CHARLES H., M.A., M.D. Cantab.; F.R.C.P. Lond.; late Teacher of Physiological Chemistry, St. George's Hospital, &c.

Demonstrations in Physiological and Pathological Chemistry. Arranged to meet the requirements for the Practical Examination in these subjects at the Royal College of Physicians and College of Surgeons. Fcap. 8vo. 5s.

RAMANN, Fraulein L.

Frans List, Artist and Man. Translated from the German by Miss E. Cowdery. 2 vols., Cr. 8vo. 21s.

Rancho Life in California, from the Home Correspondence of E. M. H. Fcap. Illustrated. 2s. 6d.

Rancho Life in Montana (a Lady's). By I. R. Fcap. 2s. 6d.

RANSOME, A. H.

Sunday Thoughts for the Little Ones. 8mo. 1s. 6d.

RICE, WILLIAM, Major-General (Retired) Indian Army.

Indian Game: from Quail to Tiger. With 12 Coloured Plates. Imp. 8vo. 21s.

RIDLEY, MARIAN S.

A Pocket Guide to British Ferns. Fcap. 8vo. 2s. 6d.

RIDMER, R., F.L.S.

The Land and Fresh Water Shells of the British Isles. Illustrated with Photographs and 3 Lithographs, containing figures of all the principal species. Cr. 8vo. 10s. 6d.

Ristori (Adelaide). Studies and Memoirs. With Portrait. Cr. 8vo. 5s.

ROBERTS, SIR RANDAL H.

The Silver Trout, and other Stories.. Crown 8vo. 3s. 6d.

Rural Rambles. Twelve Sketches in Colour on Pictorial Easel Stand for the Table. The Sketches from Drawings by Alfred Woodruff and S. P. Cargill. 2s.

SACHAU, Dr. C. EDWARD, Professor Royal University of Berlin.

The Chronology of Ancient Nations. An English Version of the Arabic Text of the Athar-ut-Bakiya of Albruni, or "Vestiges of the Past." Collected and reduced to writing by the Author in A.H. 390-1, A.D. 1000. Translated and Edited, with Notes and Index. Roy. 8vo. 42s.

SANDERSON, G. P., Officer in Charge of the Government Elephant Keddahs at Mysore.

Thirteen Years among the Wild Beasts of India; their Haunts and Habits, from Personal Observation. With an account of the Modes of Capturing and Taming Wild Elephants. With 21 full-page Illustrations and 3 Maps. Second Edition. Fcap. 4to. £1 5s.

SCHAIBLE, CHARLES H., M.D., Ph.D.

First Help in Accidents: Being a Surgical Guide in the absence, or before the arrival of medical assistance. Fully Illustrated. 32mo. 1s.

SCHLEIDEN, J. M., M.D.

The Principles of Scientific Botany. Translated by Dr. Lankester. Numerous Woodcuts and Six Steel Plates. Demy 8vo. 10s. 6d.

SECCOMBE, Lieut.-Col. T. S.

Comic Sketches from English History. For Children of various Ages. With Descriptive Rhymes. With 12 full-page Illustrations and numerous Woodcuts. Oblong 4to. 6s.

Service; Afloat; or, the Naval Career of Sir William Hoste. Portrait. Crown 8vo. 7s. 6d.

SEWELL, ROBERT, Madras Civil Service.

Analytical History of India. From the earliest times to the Abolition of the East India Company in 1858. Post 8vo. 8s.

SHERER, J. W., C.S.I.

The Conjuror's Daughter. A Tale. With Illustrations by AL. T. Elwes and J. Jellicoe. Cr. 8vo. 6s.

Who is Mary? A Cabinet Novel, in one volume. Cr. 8vo. 10s. 6d.

At Home and in India. A Volume of Miscellanies. With Frontispiece. Cr. 8vo. 5s.

Worldly Tales. Inscribed to Edmund Yates. Cr. 8vo. Bds. 1s. Cloth, 1s. 6d.

SHERIFF, DANIEL.

An Improved Principle of Single Entry Book-keeping. Roy. 8vo. 3s. 6d.

The Whole Science of Double Entry Book-keeping. Third Edition. 8vo. 4s.

Signor Monaldini's Niece. A Novel of Italian Life. By the Author of "The Jewel in the Lotus." Cr. 8vo. 6s.

SKENE, F. M. F.

The Lesters. A Family Record. 2 vols. Crown 8vo. 21s.

SMALL, Rev. G., Interpreter to the Strangers' Home for Asiatics.

A Dictionary of Naval Terms, English and Hindustani. For the use of Nautical Men trading to India, &c. Cr. 8vo. 2s. 6d.

SMITH, J., A.L.S.

Forms: British and Foreign. Fourth Edition, revised and greatly enlarged, with New Figures, &c. Cr. 8vo. 7s. 6d.

SMITH, WORTHINGTON, F.L.S.

Mushrooms and Toadstools: How to Distinguish easily the Differences between Edible and Poisonous Fungi. Two large Sheets, containing Figures of 29 Edible and 31 Poisonous Species, drawn the natural size, and Coloured from Living Specimens. With descriptive letterpress, 6s.; on canvas, in cloth case for pocket, 10s. 6d.; on canvas, on rollers and varnished, 10s. 6d. The letterpress may be had separately, with key-plates of figures, 1s.

STANHOPE, WALTER.

A Martyr to Pride. Cr. 8vo. 6s.

STATESMEN SERIES. Edited by LLOYD C. SANDERS.

Beaconsfield. By T. E. Kebbel, author of "History of Toryism," &c. Cr. 8vo. 2s. 6d.

Palmerston. By L. C. Sanders.

O'Connell. By J. A. Hamilton.

Metternich. By Col. G. B. Malleson.

Peel. By F. C. Montague.

STEINMETZ, A.

The Smoker's Guide, Philosopher, and Friend: What to Smoke—What to Smoke with—and the whole "What's What" of Tobacco, Historical, Botanical, Manufactural, Anecdotal, Social, Medical, &c. Roy. 82mo. 1s.

STOTHARD, ROBERT T., F.S.A.

The A B C of Art. Being a system of delineating forms and objects in nature necessary for the attainments of a draughtsman. Fcap. 8vo. 1s.

STUART, ESMÉ.

In his Grasp. A Psychological Romance. Crown 8vo. 5s.

SYMONDS, Rev. W. S., Rector of Pendock.

Old Bones; or, Notes for Young Naturalists. With References to the Typical Specimens in the British Museum. Second Edition, much improved and enlarged. Numerous Illustrations. Fcap. 8vo. 2s. 6d.

SWINNBERTON, Rev. C. Chaplain in the Field with the First Division, Peshawar Valley Field Force.

The Afghan War. Gough's Action at Fettehabad. With Frontispiece and 3 Plans. Cr. 8vo. 5s.

"Taken In." A Sketch of New Zealand Life. By Hopeful. Fcap. 2s. 6d.

TAUNTON, ALFRED GEORGE.

The Family Register. A Key to such Official Entries of Births, Marriages, and Deaths at the Registrar-General's Office as may refer to any particular family. Half bound. Demy folio. 21s.

TAYLER, WILLIAM, Retired B.C.S., late Commissioner of Patna.

Thirty-eight Years in India, from Juganath to the Himalaya Mountains. 300 Illustrations from Original Sketches. 2 vols. Demy 8vo. 25s. each.

The Patna Crisis; or, Three Months at Patna during the Insurrection of 1857. Third Edition. Fcap. 8vo. 2s.

TAYLOR, J. E., F.L.S., F.G.S., &c.

The Aquarium: Its Inhabitants, Structure, and Management. With 238 Woodcuts. Second Edition. Cr. 8vo. 2s. 6d.

Flowers: Their Origin, Shapes, Perfumes, and Colours. Illustrated with 32 Coloured Figures by Sowerby, and 161 Woodcuts. Second Edition. Cr. 8vo. 7s. 6d.

Geological Stories. Numerous Illustrations. Fourth Edition. Cr. 8vo. 2s. 6d.

Nature's Bye-paths: A Series of Recreative Papers in Natural History. Cr. 8vo. 3s. 6d.

Half-Hours at the Sea-side. Illustrated with 250 Woodcuts. Fourth Edition. Cr. 8vo. 2s. 6d.

Half-Hours in the Green Lanes. Illustrated with 300 Woodcuts. Fifth Edition. Cr. 8vo. 2s. 6d.

TEMPLE, Sir RICHARD, Bart., M.P., G.C.S.I., &c.

Journals in Hyderabad, Kashmir, Sikkim, and Nepal. Edited, with Introductions, by his Son, Captain R. C. Temple, Bengal Staff Corps, &c. 2 vols., with Chromo-lithographs, Maps, and other Illustrations. 32s.

Palestine Illustrated. With 32 Coloured Plates, reproduced by chromo-lithography from the Author's Original Paintings. Imperial 8vo. 31s. 6d.

THOMS, JOHN ALEXANDER.

A Complete Concordance to the Revised Version of the New Testament, embracing the Marginal Readings of the English Revisers as well as those of the American Committee. Roy. 8vo. 6s.

THOMSON, DAVID.

Lunar and Horary Tables. For New and Concise Methods of Performing the Calculations necessary for ascertaining the Longitude by Lunar Observations, or Chronometers; with directions for acquiring a knowledge of the Principal Fixed Stars and finding the Latitude of them. Sixty-fifth Edition. Roy. 8vo. 10s.

THORNTON, EDWARD.

The History of the British Empire in India. Containing a Copious Glossary of Indian Terms, and a Complete Chronological Index of Events, to aid the Aspirant for Public Examinations. Third Edition. With Map. 1 vol. Demy 8vo. 12s.

* * The Library Edition of the above in 6 volumes, 8vo., may be had, price £2 8s.

A Gazetteer of the Territories under the Government of the Viceroy of India. Revised and Edited by Sir Roper Lethbridge, C.I.E., formerly Press Commissioner in India, &c., and Arthur N. Wollaston, C.I.E., of H.M.'s Indian (Home) Civil Service, Translator of the "Anvár-i-Sahall." Demy 8vo. 28s.

Gazetteer of the Punjab, Afghanistan, &c. Gazetteer of the Countries adjacent to India, on the north-west, including Scinde, Afghanistan, Beloochistan, the Punjab, and the neighbouring States. 2 vols. Demy 8vo. £1 5s.

THORNTON, PERCY M.

Foreign Secretaries of the Nineteenth Century. Lord Grenville, Lord Hawkesbury, Lord Harrowby Lord Mulgrave, C. J. Fox, Lord Howick, George Canning, Lord Bathurst, Lord Wellesley together with estimate of his Indian Rule by Col. G. B. Malleon, C.S.I.), Lord Castlereagh, Lord Dudley, Lord Aberdeen, and Lord Palmerston. Also, Extracts from Lord Bexley's Papers, including lithographed letters of Lords Castlereagh and Canning, bearing on important points of public policy; never before published. With Ten Portraits, and a View showing Interior of the old House of Lords. Second Edition. 2 vols. Demy 8vo. 32s. 6d.

Vol. III. Second Edition. With Portraits. Demy 8vo. 18s.

Narrow School and its Surroundings. Maps and Plates. Demy 8vo. 15s.

THORNTON, T.

East India Calculator. Demy 8vo. 10s.

History of the Punjab, and Present Condition of the Sikhs. 2 vols. Cr. 8vo. 8s.

TORRIANO, W. H.

William the Third. Fcap. 2s. 6d.

Treasury of Choice Quotations: Selections from more than 300 Eminent Authors. With a complete Index. Cr. 8vo. 3s. 6d.

TRIMEN, H., M.B. (Lond.), F.L.S., and DYER, W. T., B.A.

The Flora of Middlesex: A Topographical and Historical Account of the Plants found in the County. With Sketches of its Physical Geography and Climate, and of the Progress of Middlesex Botany during the last Three Centuries. With a Map of Botanical Districts. Cr. 8vo. 12s. 6d.

TRIMEN, Capt. E., late 35th Regiment.

Regiments of the British Army, Chronologically arranged. Showing their History, Services, Uniform, &c. Demy 8vo. 10s. 6d.

TROTTER, Capt. LIONEL JAMES, late Beng. Fusiliers.

India under Victoria from 1836 to 1860. 2 vols. Demy 8vo. 30s.

History of India. The History of the British Empire in India, from the Appointment of Lord Hardinge to the Death of Lord Canning (1844 to 1862). 2 vols. Demy 8vo. 16s. each.

Lord Lawrence. A Sketch of his Career. Fcap. 8vo. 1s. 6d.

Warren Hastings, a Biography. Cr. 8vo. 9s.

TROTTER, M. E.

A Method of Teaching Plain Needlework in Schools. Illustrated with Diagrams and Samplers. New Edition, revised and arranged according to Standards. Demy 8vo. 2s. 6d.

- Turkish Cookery.** A collection of Receipts, compiled by Turabi Effendi from the best Turkish authorities. Second Edition. Fcap. 2s. 6d.
- TYEWHITT, W. S. S.**
The New Chum in New Zealand. Cr. 8vo. 2s. 6d.
- UNDERWOOD, ARTHUR S., M.R.C.S., L.D.S.E.,** Assistant-Surgeon to the Dental Hospital of London.
Surgery for Dental Students. Cr. 8vo. 5s.
- VALBEZEN, E. DE,** late Consul-General at Calcutta, Minister Plenipotentiary.
The English and India. New Sketches. Translated from the French (with the Author's permission) by a Diplomat. Demy 8vo. 18s.
- VAMBERY, ARMENIUS.**
Sketches of Central Asia. Additional Chapters on My Travels and Adventures, and of the Ethnology of Central Asia. Demy 8vo. 16s.
- VAN GELDER, Mrs. JANE.**
The Storehouses of the King; or the Pyramids of Egypt, what they are and who built them. Gilt. Demy 8vo. 21s.
- VIBART, Major H.M.,** Royal (late Madras) Engineers.
The Military History of the Madras Engineers and Pioneers. 3 vols. With numerous Maps and Plans. Demy 8vo. 38s. each.
- VICARY, J. FULFORD.**
An American in Norway. Cr. 8vo. 7s. 6d.
Olav the King and Olav King and Martyr. Cr. 8vo. 5s.
- Victoria Cross (The), An Official Chronicle of Deeds of Personal Valour** achieved in the presence of the Enemy during the Crimean and Baltic Campaigns, and the Indian, Chinese, New Zealand, and African Wars, from the Institution of the Order in 1856 to 1890. Edited by Robert W. O'Byrne. With Plate. Cr. 8vo. 5s.
- WALFORD, M.A., &c. &c.**
Holidays in Home Counties. With numerous Illustrations. Cr. 8vo. 5s.
Pleasant Days in Pleasant Places. Illustrated with numerous Woodcuts. Second Edition. Cr. 8vo. 5s.
- WALL, A. J., M.D., F.R.C.S.,** Med. Staff H.M.'s Indian Army.
Indian Snake Poisons, their Nature and Effects. Cr. 8vo. 6s.
- WATSON, Dr. J. FORBES, and JOHN WILLIAM KAYE.**
Races and Tribes of Hindostan, A series of Photographic Illustrations of; prepared under the Authority of the Government of India containing about 450 Photographs on mounts, in Eight Volumes, super royal 4to. £2 5s. per volume.
- WEBB, Dr. ALLAN, B.M.S.**
Pathologia Indica. Based upon Morbid Specimens from all parts of the Indian Empire. Second Edition. Demy 8vo. 14s.
- Wellesley's Despatches.** The Despatches, Minutes, and Correspondence of the Marquis Wellesley, K.G., during his Administration in India. 5 vols. With Portrait, Map, &c. Demy 8vo. £6 10s.

Wellington in India. Military History of the Duke of Wellington in India. Cr. 8vo. 1s.

WELLS, J. W., Author of "Three Thousand Miles through Brazil."
The Voice of Urbano. Cr. 8vo. 6s.

"Where Chinese Drive." English Student-Life at Peking. By a Student Interpreter. With Examples of Chinese Block-printing and other Illustrations. Demy 8vo. 12s.

WHINYATES, Col. F. A., late R.H.A., formerly commanding the Battery.
From Coruna to Sevastopol. The History of "C" Battery, "A" Brigade, late "C" Troop, Royal Horse Artillery. With succession of officers from its formation to the present time. With 3 maps, Demy 8vo. 14s.

WILLIAMS, C. B.
The Defence of Kahun. A Forgotten Episode of the First Afghan War. With Frontispiece. Cr. 8vo. 8s. 6d.

WILLIAMS, FOLKESTONE.
Lives of the English Cardinals, from Nicholas Breakspere (Pope Adrien IV.) to Thomas Wolsey, Cardinal Legate. With Historical Notices of the Papal Court. 2 vols. Demy 8vo. 14s.

Life, &c. of Bishop Atterbury. The Memoir and Correspondence of Francis Atterbury, Bishop of Rochester, with his distinguished contemporaries. Compiled chiefly from the Atterbury and Stuart Papers. 2 vols. Demy 8vo. 14s.

WILLIAMS, S. WELLS, LL.D., Professor of the Chinese Language and Literature at Yale College.

The Middle Kingdom. A Survey of the Geography, Government, Literature, Social Life, Arts, and History of the Chinese Empire and Its Inhabitants. Revised Edition, with 74 Illustrations and a New Map of the Empire. 2 vols. Demy 8vo. 42s.

WILSON, H. H.
Glossary of Judicial and Revenue Terms, and of useful Words occurring in Official Documents relating to the Administration of the Government of British India. From the Arabic, Persian, Hindustani, Sanskrit, Hindi, Bengali, Uriya, Marathi, Guzarathi, Telugu, Karnata, Tamil, Malayalam, and other Languages. Compiled and published under the authority of the Hon. the Court of Directors of the E. I. Company. Demy 4to. £1 10s.

WOLFF, Captain M. P., F.S.S., Author of "Food for the Million," &c.
The Rational Alimentation of the Labouring Classes. With an Alimentation Table. Crown 8vo. 1s.

WOLLASTON, ARTHUR N., C.I.E.,
Anwari Suhaili, or Lights of Canopus. Commonly known as Kalilah and Damnah, being an adaptation of the Fables of Bidpai. Translated from the Persian. Royal 8vo., 42s.; also with illuminated borders, designed specially for the work, cloth, extra gilt. Roy. 4to. £3 13s. 6d.
Half-Hours with Muhammad. Being a Popular Account of the Prophet of Arabia, and of his more immediate Followers; together with a short Synopsis of the Religion he founded. Crown 8vo., cloth, with Map and Nineteen Illustrations. 6s.

WORDSWORTH, W.

Poems for the Young. With 50 Illustrations by John Macwhirter and John Pettie, and a Vignette by J. E. Millais, R.A. Demy 16mo. 1s. 6d.

YOUNG, Prof. J. E.

Course of Mathematics. A Course of Elementary Mathematics for the use of candidates for admission into either of the Military Colleges; of applicants for appointments in the Home or Indian Civil Services; and of mathematical students generally. In one closely-printed volume pp. 648. Demy 8vo. 12s.

YOUNG, MINNIE, and TRENT, RACHEL.

A Home Buler. A Story for Girls. Illustrated by C. P. Colnaghi. Cr. 8vo. 2s. 6d.

WOOD, WALTER.

The Book of Patience; or, Cards for a Single Player. With full-page Illustrations. Crown 8vo. 2s. 6d.

YOUNGHUSBAND, Lieut. G. J., Queen's Own Corps of Guides.

Eighteen Hundred Miles in a Burmese Tat, through Burmah, Siam, and the Eastern Shan States. Illustrated. Cr. 8vo. 5s.

A Selection from Messrs. ALLEN'S Catalogue of Books in the Eastern Languages, &c.

HINDUSTANI, HINDI, &c.

Dr. Forbes's Works are used as Class Books in the Colleges and Schools in India.

ABDOOLAH, SYED.

Singhasan Battisi. Translated into Hindi from the Sanscrit. A New Edition. Revised, Corrected, and Accompanied with Copious Notes. Roy. 8vo. 12s. 6d.

Akhlaki Hindi, translated into Urdu, with an Introduction and Notes. Roy. 8vo. 12s. 6d.

BALLANTYNE, JAMES R.

Hindustani Selections, with a Vocabulary of the Words. Second Edition. 1845. 5s.

Principles of Persian Calligraphy. Illustrated by Lithographic Plates of the Ta'lik Character, the one usually employed in writing the Persian and the Hindustani. Prepared for the use of the Scottish Naval and Military Academy. Second Edition. 4to. 3s. 6d.

EASTWICK, EDWARD B.

The Bagh-o-Bahar—literally translated into English, with copious explanatory notes. 8vo. 10s. 6d.

Hindustani Grammar. Post 8vo. 5s.

Frem Sagar. Demy 4to. £2 2s.

FORBES, DUNCAN, LL.D.

Hindustani-English Dictionary, in the Persian Character, with the Hindi words in Nagari also; and an English-Hindustani Dictionary the English Character; both in one volume. Roy. 8vo. 42s.

Hindustani-English and English-Hindustani Dictionary, in the English Character. Roy. 8vo. 36s.

Smaller Dictionary, Hindustani and English, in the English Character. 12s.

Hindustani Grammar, with Specimens of Writing in the Persian and Nagari Characters, Reading Lessons, and Vocabulary. 8vo. 10s. 6d.

Hindustani Manual, containing a Compendious Grammar, Exercises for Translation, Dialogues, and Vocabulary, in the Roman Character. New Edition, entirely revised. By J. T. Platts. 18mo. 3s. 6d.

Bagh o Bahar, in the Persian Character, with a complete Vocabulary. Roy. 8vo. 12s. 6d.

Bagh o Bahar, in English, with Explanatory Notes, illustrative of Eastern Character. 8vo. 8s.

Bagh o Bahar, with Vocabulary. English Character. 5s.

Tota Kahani; or, "Tales of a Parrot," in the Persian Character, with a complete Vocabulary. Roy. 8vo. 8s.

Saital Pachisi; or, "Twenty-five Tales of a Demon," in the Nagari Character, with a complete Vocabulary. Roy. 8vo. 8s.

Forbes, Duncan, LL.D.—cont.

Ikhwanu-s-Safa; or, "Brothers of Purity," in the Persian Character. Roy. 8vo. 12s. 6d.

KEMPSON, M., Director of Public Instruction in N.W. Provinces, 1868-78.

Taubatu-n-Nusakh (Repentance of Nussook) of Moulvi Haji HAJI HASR Ahmed of Delhi. Edited, with Notes and Index. Demy 8vo. 12s. 6d.

MULVIHILL, P.

A Vocabulary for the Lower Standard in Hindustani. Containing the meanings of every word and idiomatic expression in "Jarrett's Hindu Period," and in "Selections from the Bagh o Bahar." Fcap. 3s. 6d.

PINCOTT, FREDERIC, M.R.A.S., &c. &c.

Sakuntala in Hindi. Translated from the Bengali recension of the Sanskrit. Critically edited, with grammatical, idiomatic, and exegetical notes. 4to. 12s. 6d.

Alf Laila ba-Zuban-i-Urdu (The Arabian Nights in Hindustani). Roman Character. Cr. 8vo. 10s. 6d.

Hindi Manual. Comprising a Grammar of the Hindi Language both Literary and Provincial; a complete Syntax; Exercises in various styles of Hindi composition; Dialogues on several subjects; and a complete Vocabulary. Fcap. 6s.

PLATTS, J. T.

Hindustani Dictionary. Dictionary of Urdu and Classical Hindi. Super Roy. 8vo. £3 8s.

Grammar of the Urdu or Hindustani Language. 8vo. 12s.

Baital Pachisi; translated into English. 8vo. 8s.

Ikhwanu-s-Safa; translated into English. 8vo. 10s. 6d.

ROGERS, E. H.

How to Speak Hindustani. Roy. 12mo. 1s.

SMALL, Rev. G.

Tota Kahani; or, "Tales of a Parrot." Translated into English. 8vo. 8s.

Dictionary of Naval Terms, English and Hindustani. For the use of Nautical Men Trading to India, &c. Fcap. 2s. 6d.

SANSKRIT.

COWELL, E. B.

Translation of the Vikramorvasi. 8vo. 3s. 6d.

GOUGH, A. E.

Key to the Exercises in Williams's Sanskrit Manual. 12mo. 4s.

HAUGHTON, —.

Sanskrit and Bengali Dictionary, in the Bengali Character, with Index, serving as a reversed dictionary. 4to. 30s.

Menu, with English Translation. 2 vols. 4to. 24s.

Hitopadesa, with Bengali and English Translations. 10s. 6d.

JOHNSON, Prof. F.

Hitopadesa, with Vocabulary. 15s.

PINCOTT, FREDERIC, M.R.A.S., &c., &c.

Hitopadesa. A new literal Translation from the Sanskrit Text of Prof. F. Johnson. For the use of Students. 6s.

THOMPSON, J. C.

Bhagavat Gīta. Sanscrit Text. 5s.

WILLIAMS, —.

English-Sanscrit Dictionary. 4to., cloth. 23 3s.

Sanscrit-English Dictionary. 4to. 24 14s. 6d.

WILLIAMS, MONIER.

Sanscrit Grammar. 8vo. 15s.

Sanscrit Manual; to which is added, a Vocabulary, by A. E. Gough. 18mo. 7s. 6d.

Sakuntala, with Literal English Translation of all the Metrical Passages, Schemes of the Metres, and copious Critical and Explanatory Notes. Roy. 8vo. 21s.

Sakuntala. Translated into English Prose and Verse. Fourth Edition. 8s.

Vikramorvasi. The Text. 8vo. 5s.

WILKIN, Sir CHARLES.

Sanscrit Grammar. 4to. 15s.

WILSON —

Megha Duta, with Translation into English Verse, Notes, Illustrations and a Vocabulary. Roy. 8vo. 6s.

PERSIAN.

BARETTO, —.

Persian Dictionary. 2 vols. 8vo. [12s.

CLARKE, Captain H. WILBERFORCE, E.E.

The Persian Manual. A Pocket Companion.

Part I.—A Concise Grammar of the Language, with Exercises on its more Prominent Peculiarities, together with a Selection of Useful Phrases, Dialogues, and Subjects for Translation into Persian.

Part II.—A Vocabulary of Useful Words, English, and Persian, showing at the same time the Difference of idiom between the two Languages. 18mo. 7s. 6d.

The Bustan. By Shaikh Muslihu-d-Dīn Sa'di Shirāzi. Translated for the first time into Prose, with Explanatory Notes and Index. With Portrait. 8vo. 30s

The Sikandar Nama, e Bars, or, Book of Alexander the Great. Written, A.D. 1200, by Abu Muhammad Bin Yusuf Bin Mu'ayyid-i-Nisāmu-d-Dīn. Translated for the first time out of the Persian into Prose, with Critical and Explanatory Remarks, and an Introductory Preface, and a Life of the Author, collected from various Persian sources. Roy. 8vo. 42s.

FORBES, DUNCAN, LL.D.

Persian Grammar, Reading Lessons, and Vocabulary. Roy. 8vo. 12s. 6d.

IBRAHEEM, —.

Persian Grammar, Dialogues, &c. Roy. 8vo. 12s. 6d.

KEENE, Rev. H. G.

First Book of The Anwari Soheili. Persian Text. 8vo. 5s.

Akhlaki Mushini. Translated into English. 8vo. 3s. 6d.

OUSELEY, Col.

Anwari Soheili. 4to. 42s.

Akhlaki Mushini. Persian Text. 8vo. 5s.

PLATTS, J. T.

Gulistan. Carefully collated with the original MS., with a full Vocabulary. Roy. 8vo. 12s. 6d.

Gulistan. Translated from a revised Text, with copious Notes. 8vo. 12s. 6d.

RICHARDSON, —.

Persian, Arabic, and English Dictionary. Edition of 1852. By F. Johnson. 4to. 24.

TOLBORT, T. W. H., Bengal Civil Service.

A Translation of Robinson Crusoe into the Persian Language. Roman Character. Cr. 8vo. 7s.

WOLLASTON, ARTHUR N., C.I.E.

Translation of the Anvari Schelli. Roy. 8vo. 23 2s.

English-Persian Dictionary. Compiled from Original Sources 8vo. 25s.

BENGALI.

BATEI, —.

Singhasan. Demy 8vo. 5s.

FORBES, DUNCAN, LL.D.

Bengali Grammar, with Phrases and Dialogues. Roy. 8vo. 12

Bengali Reader, with a Translation and Vocabulary. Roy. 8vo.

HAUGHTON, —.

Bengali, Sanscrit, and English Dictionary, adapted for Students in either language; to which is added an Index, serving as a reverse dictionary. 4to. 30s.

Nabo Wari. Anecdotes of the Nine Famous Women of India. [Text-book for examinations in Bengali.] 12mo. 7s.

Tota Itihas. The Tales of a Parrot. Demy 8vo. 5s.

ARABIC.

FORBES, DUNCAN, LL.D.

Arabic Grammar, intended more especially for the use of young men preparing for the East India Civil Service, and also for the use of self-instructing students in general. Royal 8vo., cloth. 18s.

Arabic Reading Lessons, consisting of Easy Extracts from the best Authors, with Vocabulary. Roy. 8vo., cloth. 15s.

KAYAT, ASSAAD YAKOUB.

The Eastern Traveller's Interpreter; or, Arabic Without a Teacher. Oblong. 5s.

PALMER, Prof. E. H., M.A., &c.

Arabic Grammar. On the principles of the best Native Grammars. 8vo. 18s.

The Arabic Manual. Comprising a condensed Grammar of both Classical and Modern Arabic; Reading Lessons and Exercises, with Analyses and a Vocabulary of useful Words. Fcap. 7s. 6d.

RICHARDSON, —.

Arabic, Persian, and English Dictionary. Edition of 1852. By F. Johnson. 4to., cloth. 24.

STEINGASS, Dr. F.

Students' Arabic-English Dictionary. Demy 8vo. 50s.

English-Arabic Dictionary. Demy 8vo. 28s.

TIEN, Rev. ANTON, Ph.D., M.B.A.S.

Egyptian, Syrian, and North-African Handbook. A Simple Phrase-Book in English and Arabic for the use of the British Forces, Civilians, and Residents in Egypt. Fcap. 4s.

Manual of Colloquial Arabic. Comprising Practical Rules for learning the Language, Vocabulary, Dialogues, Letters and Idioms, &c., in English and Arabic. Fcap. 7s. 6d.

TELOOGOO.

BROWN, —.

Dictionary, reversed; with a Dictionary of the Mixed Dialects used in Telooogo. 3 vols. in 2. Roy. 8vo. 25.

Reader. 8vo. 2 vols. 14s.

Dialogues, Telooogo and English. 8vo. 5s. 6d.

CAMPBELL, —.

Dictionary. Roy. 8vo. 30s.

Panoha Tantra. 8s.

PERCIVAL, —.

English-Telooogo Dictionary. 10s. 6d.

TAMIL.

BABINGTON, —.

Grammar (High Dialect). 4to. 12s.

Gooroo Paramatan. Demy 4to. 8s.

PERCIVAL, —.

Tamil Dictionary. 2 vols. 10s. 6d.

POPE, Rev. G. U.

Tamil Handbook. In Three Parts. 12s. 6d. each. Part I. Introduction—Grammatical Lessons—General Index. Part II. Appendices—Notes on the Study of the "Kurral"—Key to the Exercises. Part III. Dictionaries: I. Tamil-English—II. English-Tamil.

"Sacred" Kurral of Tiruvallura-Nayanar. With Introduction, Grammar, Translation, Notes, Lexicon, and Concordance. Demy 8vo. 24s.

ROTLER, —.

Dictionary, Tamil and English. 4to. 42s.

GUJRATTEE.

MAVOR, —.

Spelling, Gujrattee and English. 7s. 6d.

SHAPUJI EDALJI.

Dictionary, Gujrattee and English. 21s.

MAHRATTA.

BALLANTYNE, JAMES B., of the Scottish Naval and Military Academy.

A Grammar of the Mahratta Language. For the use of the East India College at Hayleybury. 4to. 5s.

Æsop's Fables. 12mo. 2s. 6d.

MOLESWORTH, —.

Dictionary, Mahratta and English. 4to. 42s.

Dictionary, English and Mahratta. 4to. 42s.

MALAY.

BIKKERS, Dr. A. J. W.

Malay, Achinese, French, and English Vocabulary. Alphabetically arranged under each of the four languages. With a concise Malay Grammar. Post 8vo. 7s. 6d.

MARSDEN, —.

Grammar. 4to. 21 1s.

CHINESE.

MARSHMAN, —.

Clavis Sinica. A Chinese Grammar. 4to. 2s. 2s.

MORRISON, —.

Dictionary. 6 vols., 4to. £8 6s.

View of China, for Philological Purposes. Containing a Sketch of Chinese Chronology, Geography, Government, Religion, and Customs, designed for those who study the Chinese language. 4to. 6s.

PUSHTO.

RAVERTY, Major H. G., *Bombay Infantry (Retired), Author of the Pushto Grammar, Dictionary, Selections Prose and Poetical, Selections from the Poetry of the Afghans (English Translation), Esop's Fables, &c. &c.*

The Pushto Manual. Comprising a Concise Grammar; Exercises and Dialogues; Familiar Phrases, Proverbs, and Vocabulary. Fcap. 5s.

HUGHES, Rev. T. P.

Ganj-i-Pukto, or Pukto Treasury. Being the Government Text-Book for the Lower Standard of Examination in Pukto, the Language of the Afghans. With Glossary of Words. Post 8vo. 10s. 6d.

MISCELLANEOUS.

COLLETT, —.

Malayalam Reader. 8vo. 12s. 6d.*Esop's Fables in Carnatica*. 8vo., bound. 12s. 6d.MACKENZIE, Captain C. F., *late of H.M.'s Consular Service*.

A Turkish Manual. Comprising a Condensed Grammar with Idiomatic Phrases, Exercises and Dialogues, and Vocabulary. 6s.

Oriental Penmanship: comprising Specimens of Persian Handwriting. Illustrated with Facsimiles from Originals in the South Kensington Museum, to which are added Illustrations of the Nagari Character. By the late Professor Palmer and Frederic Pincoff. 4to. 12s.

REEVE, —.

English-Carnatica and Carnatica-English Dictionary. (Very slightly damaged.) £8.

SOHNURMANN, J. NESTOR.

Russian Manual. 6s. (For details see next page.)*Aid to Russian Composition*.

TIEN, REV. ANTON, M.R.A.S.

Egyptian, Syrian, and North African Handbook. 4s.

PORTMAN, M. V., M.R.A.S.

Manual of the Andamanese Languages. 10s. 6d.

BEEDS for Oriental Writing may be obtained from Messrs. W. H. Allen & Co. Price 6d.

W. H. ALLEN & Co.'s Oriental Manuals.

CLARKE, Captain H. W., R.E.

The Persian Manual. Containing a Concise Grammar, with Exercises, Useful Phrases, Dialogues, and Subjects for Translation into Persian; also a Vocabulary of Useful Words, English and Persian. 18mo. 7s. 6d.

GOUGH, A. E.

Key to the Exercises in Williams's Sanscrit Manual. 18mo. 4s.

MACKENZIE, Captain C. F.

A Turkish Manual. Comprising a Condensed Grammar with Idiomatic Phrases, Exercises and Dialogues, and Vocabulary. Fcap. 6s.

PALMER, Professor E. H., M.A.

The Arabic Manual. Comprising a Condensed Grammar of both Classical and Modern Arabic; Reading Lessons and Exercises, with Analyses and a Vocabulary of Useful Words. Fcap. 7s. 6d.

PINCOTT, FREDERIC, M.R.A.S.

The Hindi Manual. Comprising a Grammar of the Hindi Language both Literary and Provincial; a Complete Syntax; Exercises in various styles of Hindi Composition; Dialogues on several subjects; and a Complete Vocabulary. Fcap. 6s.

PLATTS, J. T.

Forbes's Hindustani Manual, Containing a Compendious Grammar, Exercises for Translation, Dialogues, and Vocabulary, in the Roman Character. New Edition, entirely revised. 18mo. 8s. 6d.

PORTMAN, M. V., M.R.A.S.

A Manual of the Andamanese Languages. 18mo. 10s. 6d.

RAVEETY, Major H. G.

The Pushto Manual. Comprising a Concise Grammar Exercises and Dialogues; Familiar Phrases, Proverbs, and Vocabulary. Fcap. 5s.

SCHNURMANN, J. NESTOR.

The Russian Manual. Comprising a Condensed Grammar, Exercises with Analyses, Useful Dialogues, Reading Lessons, Tables of Coins, Weights and Measures, and a Collection of Idioms and Proverbs, alphabetically arranged. Fcap. 7s. 6d.

Aid to Russian Composition. Containing Exercises,_vocabularies, Syntactical Rules, and Specimens of Russian Manuscript. Fcap. 7s. 6d.

TIEN, Rev. ANTON, Ph.D., M.R.A.S.

Egyptian, Syrian, and North-African Handbook. A Simple Phrase-Book in English and Arabic for the use of the British Forces, Civilians, and Residents in Egypt. Fcap. 4s.

Manual of Colloquial Arabic. Comprising Practical Rules for learning the Language, Vocabulary, Dialogues, Letters and Idioms, &c. in English and Arabic. Fcap. 7s. 6d.

Neo-Hellenic Manual. Comprising Practical Rules for Learning the Languages, Vocabulary, Dialogues, Letters, Idioms, &c. Fcap. 5s.

WILLIAMS, MONIEE.

Sanscrit Manual. To which is added a Vocabulary, by A. E. Gough. 18mo. 7s. 6d.

Maps of India, &c.

- A Diocesan Map of India and Ceylon, 1835.** Drawn and Compiled from the latest Authorities by the Rev. Donald J. Mackey, M.A., F.S.S., &c., Canon and Precentor of S. Ninian's Cathedral, Perth; Author of Diocesan Maps of England, Scotland, and Ireland. In cloth case, or on roller varnished. Dedicated to the Metropolitan and Bishops of India. £1 11s. 6d.
- A General Map of India.** Corrected to 1884. Compiled chiefly from Surveys executed by order of the Government of India. On six sheets—size, 5ft. 3in. wide, 5ft. 4in. high, £2; or on cloth, in case, £2 12s. 6d. or rollers, varnished, £3 3s.
- A Believe Map of India.** By Henry F. Brion. In frame. 21s.
- District Map of India.** Corrected to 1885. Divided into Collectorates with the Telegraphs and Railways from Government Surveys. On six sheets—size, 5ft. 6in. high, 5ft. 8in. wide, £2; in a case, £2 12s. 6d.; or rollers, varnished, £3 3s.
- Handbook of Reference to the Maps of India.** Giving the Latitude and Longitude of places of note. 18mo. 8s. 6d.
- Map of India.** Corrected to 1876. From the most recent authorities. On two sheets—size, 2ft. 10in. wide, 3ft. 3in. high, 16s.; or on cloth, in a case, £1 1s.
- Map of the Routes in India.** Corrected to 1874. With Tables of Distances between the principal Towns and Military Stations. On one sheet—size, 2ft. 3in. wide, 2ft. 9in. high, 9s.; or on cloth, in a case, 12s.
- Map of the Western Provinces of Hindoostan—the Punjab, Cabool, Scinde, Bhawalpore, &c.—including all the States between Candahar and Allahabad.** On four sheets—size, 4ft. 4in. wide, 4ft. 2in. high, 30s.; or in case, £3; rollers, varnished, £3 10s.
- Map of India and China, Burmah, Siam, the Malay Peninsula, and the Empire of Anam.** On two sheets—size, 4ft. 3in. wide, 3ft. 4in. high, 16s.; or on cloth, in a case, £1 5s.
- Map of the Steam Communication and Overland Routes between England, India, China, and Australia.** In a case, 14s.; on rollers and varnished, 18s.
- Map of China.** From the most authentic sources of information. One large sheet—size, 2ft. 7in. wide, 2ft. 2in. high, 6s.; or on cloth, in case, 8s.
- Map of the World.** On Mercator's Projection, showing the Tracts of the Early Navigators, the Currents of the Ocean, the Principal Lines of great Circle Sailing, and the most recent discoveries. On four sheets—size, 6ft. 2in. wide, 4ft. 3in. high, £2; on cloth, in a case, £2 10s.; or with rollers, and varnished, £3.
- Russian Official Map of Central Asia.** Compiled in Accordance with the Discoveries and Surveys of Russian Staff Officers up to the close of the year 1877. In two sheets. 10s. 6d.; or in cloth case, 4s.

New Books in the Press.

ILLUSTRATED BOOKS.

- Fifty Years of a Showman's Life; or, The Life and Travels of Van Hare.** By Himself. Crown 8vo. 10s. 6d.
- The Falcon on the Baltic; a Voyage from London to Copenhagen in a Three Tonner.** By E. F. KNIGHT, Author of "The Cruise of the Falcon." With 10 Full-page Illustrations. Crown 8vo. 6s.
- The Enchanted Island.** By WYKE BAYLISS, F.S.A., President of the Royal Society of British Artists, Author of "The Witness of Art," &c. Crown 8vo. 5s.
- Sketches of a Yachting Cruise.** By Major E. GAMBIER PARRY, Author of "Life of Reynell Taylor." Demy 8vo. 9s.
- Ad Orientem.** By A. D. FREDERICKSON. Numerous Coloured Illustrations. Demy 8vo. 10s.
-

EDUCATIONAL BOOKS.

- Students' Plane Trigonometry.** By THOMAS BONEY. Imperial 8vo.
- INCE AND GILBERT SERIES.**
- Outlines of English History.** Revised and re-written in part by ARTHUR HASSALL, Student of Christ Church. Fcap. 8vo. Paper cover, 1s.; cloth, 1s. 6d.
- Outlines of French History.** Re-written by ARTHUR HASSALL, Student of Christ Church. Fcap. 8vo. Paper cover, 1s.; cloth, 1s. 6d.
-

NEW ORIENTAL MANUALS.

- A Manual of Anglicised Colloquial Burmese.** By F. A. DAVIDSON. Fcap. 8vo. 5s.
- Chinese Manual.** By Professor E. K. DOUGLAS. Fcap. 8vo.
- An Arabic Reading Book.** By ALAN B. BIRDWOOD. Fcap. 8vo.
-

EMINENT WOMEN SERIES.

EDITED BY JOHN H. INGRAM.

TWO NEW VOLUMES.

- Elizabeth Barrett Browning.** By JOHN H. INGRAM.
- Jane Austen.** By Mrs. MALDEN.

POPULAR EDITION, One Shilling and Sixpence each.

In limp cloth binding.

- George Eliot.** By MATHILDE BLIND.
-

BIOGRAPHIES OF GREAT COMPOSERS.

NEW VOLUME. Fcap. 8vo.

- Mendelssohn.** By J. CUTHBERT HADDEN.
-

LONDON:

W. H. ALLEN & CO., 18 WATERLOO PLACE. S.W.

New Books in the Press.

TO BE PUBLISHED AT INTERVALS, IN SIX CROWN 8vo. VOLUMES.
SIX SHILLINGS EACH.

KAYE'S SEPOY WAR AND MALLESON'S INDIAN MUTINY.

EDITED BY COLONEL G. B. MALLESON, C.S.I.

KAYE'S SEPOY WAR. Vol. I. [*October.*]

- Lives of Indian Officers.** By Sir J. W. Kaye. (Originally published in 3 vols.) In 2 vols. Crown 8vo. With Portrait.
- Haydn's Book of Dignities.** Revised and Enlarged by Horace Ockerby. Demy 8vo. 28s.
- The Romance of Industry.** By James Burnley.
- Le Comte de Paris.** By the Marquis de Flers. Translated by Constance Majendie. Illustrated with Six Portraits and Autograph.
- The Dairy Farm.** By James Long, Author of "Poultry for Prizes and Profit." Illustrated. Crown 8vo.
- The Diseases and Disorders of the Ox.** By George Gresswell, B.A., Oxford, recently Lecturer in Physical Science at the Diocesan College, Cape Town. With a few Notes by James B. Gresswell, Fellow of the Royal College of Veterinary Surgeons.
- First Wilts Rifle Volunteers.** By Major E. D. Gibney, late Adjutant 1st Battalion Wiltshire Volunteers. Crown 8vo. Paper cover. 1s.
- With the Harrises.** By the Author of "The Subaltern," "The Chronicles of Waltham," &c. &c. 6s.
- History of the London Stage.** By H. Barton Baker. 2 vols. Crown 8vo. 12s.
- Home-Made Wines.** By Clements. Crown 8vo. Paper cover.
- The Cultivated Oranges and Lemons of India.** By Dr. G. Bonavia. Demy 8vo. With Atlas of 250 Plates. 31s. 6d.
- Old Madras Days; or, The Folk Lore of Southern India.** Collected by Mrs. Howard Kingscote and Pandit Natesa Sastri. Crown 8vo.
- In Anarchy's Net.** By S. J. Baxter. Second Edition. Crown 8vo.
- Hints to Travellers in India.** By An Anglo-Indian. 1s.
- Roaring in Horses: an Experimental Research.** By E. H. Clarke, M.A., M.B., Cantab., M.R.C.S. With Numerous Illustrations by F. S. Sheldon. Demy 8vo.
- Compensation: The Publican's Case.** By C. Cagney. Demy 8vo.
- The Floral King: a Life of Linnaeus.** Translated from the Swedish by A. Alberg.
- Life and Balloon Experiences.** Part II. By H. Corwell. With Special Chapters on Military Ballooning. Crown 8vo.
- An Account of the Chapel of Marlborough College.** By the Rev. Newton Mant, B.A., Vicar of Sledmere, York. With Illustrations by H. C. Brewer. Crown 8vo.

Crown 8vo. Cloth, 2s. 6d. each.

THE STATESMEN SERIES.

EDITED BY LLOYD C. SANDERS.

VOLUMES ALREADY ISSUED.

BEACONSFIELD.

By T. E. KEBBEL.

PALMERSTON.

By LLOYD C. SANDERS.

O'CONNELL.

By J. A. HAMILTON.

METTERNICH.

By Col. G. B. MALLESON, C.S.I.

PEEL.

By F. C. MONTAGUE.

VOLUMES IN PREPARATION:—

- BOLINGBROKE. By ARTHUR HASSALL. [Oct. 15.
PRINCE CONSORT. By CHARLOTTE M. YONGE.
GAMBETTA. By F. A. MARZIALS.
HENRY FAWCETT. By Sir EDWARD GREY, Bt., M.P.
DALHOUSIE. By Captain LIONEL TROTTER.
WELLESLEY. By Colonel G. B. MALLESON, C.S.I.
GREY. By FRANK H. HILL.
-

LONDON:

W. H. ALLEN & CO., 13, WATERLOO PLACE, S.W.

In January and July of each year is published in 8vo., price 10s. 6d.

THE INDIA LIST, CIVIL AND MILITARY.

BY PERMISSION OF THE SECRETARY OF STATE FOR INDIA IN COUNCIL

CONTENTS.

CIVIL.—Gradation Lists of Civil Service, Bengal, Madras and Bombay Civil Annuitants. Legislative Council, Ecclesiastical Establishments, Educational, Public Works, Judicial, Marine, Medical, Land Revenue, Political, Postal, Police, Customs and Salt, Forest, Registration and Railway and Telegraph Departments, Law Courts, Surveys, &c. &c.

MILITARY.—Gradation List of the General and Field Officers (British and Local) of the three Presidencies, Staff Corps, Adjutants-General's and Quartermasters-General's Offices, Army Commissariat Departments, British Troops serving in India (including Royal Artillery, Royal Engineers, Cavalry, Infantry, and Medical Department), List of Native Regiments, Commander-in-Chief and Staff, Garrison Instruction Staff Indian Medical Department, Ordnance Departments, Punjab Frontier Force, Military Departments of the three Presidencies, Veterinary Departments, Tables showing the Distribution of the Army in India, Lists of Retired Officers of the three Presidencies.

HOME.—Departments of the Office of the Secretary of State, Coopers Hill College, List of Selected Candidates for the Civil and Forest Services, Indian Troop Service.

MISCELLANEOUS.—Orders of the Bath, Star of India, and St. Michael and St. George. Order of Precedence in India. Regulations for Admission to Civil Service. Regulations for Admission of Chaplains. Civil Leave Code and Supplements. Civil Service Pension Code—relating to the Covenanted and Uncovenanted Services. Rules for the Indian Medical Service. Furlough and Retirement Regulations of the Indian Army. Family Pension Fund. Staff Corps Regulations. Salaries of Staff Officers. Regulations for Promotion. English Furlough Pay.

With complete Index.

THE ROYAL KALENDAR, AND COURT AND CITY REGISTER, FOR ENGLAND, IRELAND, SCOTLAND, AND THE COLONIES, For the Year 1887.

House of Peers—House of Commons—Sovereigns and Rulers of States of Europe—Orders of Knighthood—Science and Art Department—Queen's Household—Government Offices—Mint—Customs—Inland Revenue—Post Office—Foreign Ministers and Consuls—Queen's Consuls Abroad—Naval Department—Navy List—Army Department—Army List—Law Courts—Police—Ecclesiastical Department—Clergy List—Foundation Schools—Literary Institutions—City of London—Banks—Railway Companies—Hospitals and Institutions—Charities—Miscellaneous Institutions—Scotland, Ireland, India, and the Colonies; and other useful information.

Price with Index, 7s.; without Index, 5s.

Published on the arrival of each overland Mail from India. Subscription
26s. per annum. Specimen copy, 6d.

ALLEN'S INDIAN MAIL,

AND

Official Gazette

FROM

INDIA, CHINA, AND ALL PARTS OF THE EAST.

ALLEN'S INDIAN MAIL contains the fullest and most authentic Reports of all important Occurrences in the Countries to which it is devoted, compiled chiefly from private and exclusive sources. It has been pronounced by the Press in general to be *indispensable* to all who have Friends or Relatives in the East, as affording the only *correct* information regarding the Services, Movements of Troops, Shipping, and all events of Domestic and Individual interest.

The subjoined list of the usual Contents will show the importance and variety of the information concentrated in ALLEN'S INDIAN MAIL.

Summary and Review of Eastern News.

Precis of Public Intelligence	Shipping—Arrival of Ships
Selections from the Indian Press	" " Passengers
Movements of Troops	" Departure of Ships
The Government Gazette	" " Passengers
Courts Martial	Commercial—State of the Markets
Domestic Intelligence—Births	" Indian Securities
" " Marriages	" Freights
" " Deaths	&c. &c. &c.

Home Intelligence relating to India, &c.

Original Articles	Arrivals reported in England
Miscellaneous Information	Departures " "
Appointments, Extensions of	Shipping—Arrival of Ships
Furloughs, &c., &c.	" " Passengers
" Civil	" Departure of Ships
" Military	" " Passengers
" Ecclesiastical and	" Vessel spoken with
" Marine	&c. &c. &c.

Review of Works on the East, and Notices of all affairs connected with India and the Services.

Throughout the Paper one uniform system of arrangement prevails, and at the conclusion of each year an INDEX is furnished, to enable Subscribers to bind up the Volume, which forms a complete

ASIATIC ANNUAL REGISTER AND LIBRARY OF REFERENCE.

LONDON: W. H. ALLEN & Co., 13, WATERLOO PLACE, S.W.
(PUBLISHERS TO THE INDIA OFFICE),

*To whom communications for the Editor, and Advertisements,
are requested to be addressed.*

Crown 8vo. 3s. 6d. each Volume.

Eminent Women Series.

Edited by John H. Ingram.

VOLUMES ALREADY ISSUED:—

GEORGE ELIOT.	By MATHILDE BLIND.
EMILY BRONTË.	„ A. MARY F. ROBINSON.
GEORGE SAND.	„ BERTHA THOMAS.
MARY LAMB.	„ ANNE GILCHRIST.
MARIA EDGEWORTH.	„ HELEN ZIMMERN.
MARGARET FULLER.	„ JULIA WARD HOWE.
ELIZABETH FRY.	„ MRS. E. R. PITMAN.
COUNTESS OF ALBANY.	„ VERNON LEE.
HARRIET MARTINEAU.	„ MRS. FENWICK MILLER.
MARY WOLLSTONECRAFT GODWIN.	„ ELIZABETH ROBINS PENNELL.
RACHEL.	„ MRS. A. KENNARD.
MADAME ROLAND.	„ MATHILDE BLIND.
SUSANNA WESLEY.	„ ELIZA CLARKE.
MARGARET OF NAVARRE.	„ MARY A. ROBINSON.
MRS. SIDDONS.	„ MRS. A. KENNARD.
MADAME DE STAËL.	„ BELLA DUFFY.
HANNAH MORE.	„ CHARLOTTE M. YONGE.
ELIZABETH BARRETT BROWNING.	„ JOHN H. INGRAM.

POPULAR EDITION.

In Limp Cloth. Price 1s. 6d.

FIRST VOLUME.

GEORGE ELIOT. By MATHILDE BLIND.

W. H. ALLEN & CO., 13 Waterloo Place, S.W.

