

explore the awe-inspiring wonders about me, thinking of Druidical rites and the mighty, mysterious doings of Cornish kings. Time has "written no wrinkles" on the land here any more than he has on the sea. In the depths of this unsullied grandeur there are no suggestions of progress or civilisation, nor any traces of man whatever. The weather-beaten cliffs appear very much as they did thousands of years ago—as they did when the victorious Roman saw them. They are not crowned with walls, nor windows, but by last- ing tons of granite, untouched by trowels, and where never plummet fell.

Here the waters of the Channel meet the thundering shock of the Atlantic. What a magnificent sweep of tumbling waves! The sea in places is green, and now and then brilliantly blue, the sun and clouds blending a thousand tints on its surface, and the lights and shadows coming and going with strange, fantastic charms. Who shall give an idea with pen or pencil of the enchanting confusion made up of a thousand sounds and changing colours, and waves maddened out of all order into spray, and the swelling sea plung- ing and clutching at the rocks, and reeling back defeated to rage and roar again at the calm old enemy of granite that is for ever "laughing the siege to scorn?"

Leaving the tumult for a calmer scene, I find a towering cliff, and looking over I can see the waters breaking gently enough on a smooth shore, and half- way down sea-birds are sailing, but—

"the murmuring surge,
That on the unnumbered idle pebbles chafes,
Cannot be heard so high."

About twenty-five miles away may just be seen the Scilly Isles, like a mist; and nearer, about two miles away, is a lighthouse called the Longships, that keeps "the stately ships" from the rocks. I find the Logan Stone, which is poised on a stupendous group of granite rocks. It weighs between sixty and eighty tons, yet a man with his hand can easily make it rock. When I have visited Porthcurno Cove and the splendid headland known as Tol-pedn-Penwith, I find the driver, who congratulates me on returning alive, as though I had been sent to recover some priceless gem from an enchanted cave guarded by monsters of the deep.

When I have refreshed myself, I am ready for a comfortable seat in the carriage, and a pleasant ride to Penzance. Now that I have been satisfied, I am glad to think that I shall soon be again in the land of the living; ay, even the land of trains, and crowds, and newspapers.

GUY ROSLYN.

THE REQUIREMENTS OF A YACHTING CRUISE.

BY A CAREFUL HOUSEWIFE.



I WAS but just seventeen when I married, and almost the only clouds which arose during the first few happy years had reference to housekeeping. I was so inexperienced, and had so little knowledge to aid me, that the mistakes I made were appalling. In time, however, I got wiser, and was beginning to be rather proud of my powers of management, when suddenly my husband bought a yawl of some fifty tons, and I found that all the arrangements for our domestic comfort therein would devolve on me.

Now it may happen to some of my lady readers to be in the same predicament, and to know as little as I did; and as knowledge is decidedly power, and would have been highly prized by me, I propose giving them the benefit of the experience I gleaned, trusting it may be of service to them.

We women soon learn that a little common sense and patience carry us through most difficulties, and that, where men are concerned, it is advisable not to ask too many questions. My husband, I found, expected the necessary knowledge to come by intuition; and as I did not want him to find me more stupid than my fellows, I kept my eyes open, and learnt all I could. But I fear, if I had not gone down to inspect our new possession before I took up my quarters on board, I should have arrived with my belongings packed in the usual trunks and dress-baskets, not realising that there could be no room for stowing such

away, and I should have had the trouble of unpacking, and returning the boxes by train. As it was, we had to take all we could in bags and collapsing portman- teaus. A fifty-ton yacht conveyed nothing to my mind: it might have been a vessel capable of holding any number of people, or it might have been a mere nutshell. I soon, however, found out that, among the 3,000 odd yachts belonging to the different yacht clubs, the tonnage varies from two to over 600 tons, those of two tons coming under the head of yachts rather by courtesy, being in fact mere sailing boats; that they are divided into three classes—cutters, yawls, and schooners. A cutter has one mast; a yawl, two of unequal size, one small; and a schooner, two of equal height.

The *Agnes* had accommodation for five of us, and five crew. The ladies' cabin held two berths, and there were three other cabins, besides the main cabin, where, on a pinch, we could have stowed away two more, letting them sleep on the two sofas. We were to devote the month of June to our first cruise, with three friends on board, so I had to provide a liberal supply of stores, which consisted of some thirty tins of preserved soup of various kinds, one for each day (and these, by-the-by, proved very palatable, especially with the addition now and then of onion and sauces); some twenty bottles of preserved fruit, which we ate with moulds of rice and oswega; jams of all kinds; plenty of hard biscuits of different sorts; preserved milk, to use when fresh was not to be had; pickles; tins of preserved tongue, and some dried ox-tongues,



which require much previous soaking ; anchovy paste, boxes of sardines, tea, sugar, plum-cakes, rice, potatoes, a large cheese, and several stone-jars of butter, as well as a large ham. Just the day before, we took in a good supply of bread and eggs, and a joint of beef and two of mutton, which kept hung over the taffrail for many days, and when cooked proved in perfect order—the taffrail being at the stern of the vessel, and meat so hung gets an occasional dip in the salt water, which improves it. During the whole month we were only dependent on the places where we stopped for milk, meat, eggs, and bread. I found that the less shopping we had to do the better. In the first place, it took up time that was wanted for sight-seeing ; and though the crew were good caterers, and, considering how little they knew of the languages and of foreign money, managed fairly well, they were apt to be extravagant. We always had a large holland bag on board, as well as baskets for the provisions bought, which one of the crew carried and filled as I purchased.

How many peeps of rustic life in farmhouses and cottages, how many amusing scenes in foreign markets, we came across in these foraging expeditions ! and how much we used to enjoy the little treats of fresh vegetables and fruit which we thus obtained ! As a rule, the meat proved fairly good, and half the price we pay at home ; eggs also were cheaper and more plentiful.

We fared worse with regard to fish than anything else, which seemed curious, seeing we were on the sea. As a rule, I am inclined to think it is best not to attempt to procure it. We on one occasion paid dearly for some skate which we obtained with great glee of a German fisherman in port. The supply was a liberal one, and we presented half of it to the crew, who, to my surprise, did not eat it—and they were right, for all who did were ill. It seems foreigners have a habit of keeping the fish alive in tanks where the water cannot be pure, and they prey on each other, so become of necessity unwholesome. When they can

be had good, skate and all that class of fish, which seem to be more abundant than any other, are mightily improved by adding a *soupeon* of vinegar to the water in which they are boiled.

Our meals were:—For breakfast we had tea (as coffee requires more milk), ham or tongue and eggs, toast and hot bread (for the foreign bread soon becomes dry, and was much improved by being placed for awhile on the stove), butter, and jam. Our lunch was cold meat, sardines, cake, and biscuits. Dinner: preserved soup, joint and potatoes, and some kind of pudding, and cheese. Sailing down rivers and in harbour, it is quite easy to have whatever the steward can cook; and as our man was very efficient, we had some excellent puddings now and then, though the galley stove which you have on a yacht is not like a kitchen range; but at sea more management is required. When it is rough and the wind contrary, there is a great difficulty with the fire, and it is well to have a large joint of cold meat in hand for emergencies. I used to lay in a store of the delicious pastry you get in many foreign ports, enough to last a day or two, and sponge-cakes, which were sent in well covered with jam; these, and anchovy paste spread on toast, made good sweet courses when regular puddings were not to be had. You see, you have not only to consider the fire, but to be economical with regard to water; for though a yacht carries many gallons, a great deal is required for ten people, what with washing and cooking, and in all ports a fresh supply is not always easily to be had. We often had to linger a day longer than we had intended for this filling up with water. Happily, the crew board themselves, so you have no trouble catering for them.

It is absolutely necessary to have a supply of medicine on board, a small medicine-chest being useful. The want of exercise and the sea-air generally upset the system a little at first, and it is advisable to take some ordinary family medicine before starting. We found pyretic saline, effervescing magnesia, nitre, and quinine were the drugs most wanted.

One of my difficulties was the laundry department. We all took as large a supply of body-linen as possible, and I was not very liberal in the matter of sheets or table-linen. Unless you stay a long time at a place, the washing is done hurriedly, and mostly very badly—so badly that I was never able to wear the collars and cuffs; they had not even a suspicion of starch, and I fell back entirely upon paper ones, which answered admirably, and were thrown away when done with. Besides, there is a trouble in finding out washerwomen the moment you arrive, and, as often happens, they do not return the clothes when promised, and you have to decide between leaving them or maybe losing a favourable wind.

With regard to dress, three gowns are ample—an old useful serge to wear at sea, a better one with an extra jacket, and a black silk or cashmere when you land and visit towns, or dine at *tables-d'hôte*, &c.; but, generally speaking, a serge looks best coming off a yacht; and the gentlemen, as a rule, take nothing but yachting suits. You want many wraps. However hot

the weather, it is generally cold at sea some part of the day. An old sealskin jacket is invaluable; so are fur boas and warm shawls. A macintosh is a necessity, and shoes with india-rubber soles like those worn for lawn tennis. Three hats at least will be wanted—a straw shading the face, a sailor's hat covered with black glazed cloth, and a felt or some better kind for shore work. Finery of all kinds is out of the question; the sea takes the colour out of ribbons, the stiffness out of lace, &c., and tarnishes jewellery. It is well to keep collars and cuffs, and boots and shoes, and ribbons in tin boxes. The ladies' cabin generally contains a hanging cupboard for dresses, and lockers which are large enough to hold a desk and small boxes for hats, &c.; indeed, until you are accustomed to a yacht, you would hardly believe what an amount even a small one will stow away; but then not an inch is wasted, and many a dozen of wine can be put away beneath a berth, and many a ton of coke or coal in the hold.

The stores of jam, &c., are placed in two or three of the cupboards of the main cabin, being careful to have a board in front to prevent the bottles slipping about at sea. Another cupboard will hold the bed and table linen, which should include a good supply of cloths and dusters, for many of these are used.

In furnishing, glass or china is all chosen with a view to its not being broken with the motion of the vessel; the plates are deeper than ordinary ones, the glasses thicker and squatter, if we may use the term. These are principally kept in the forecabin, where there is a sort of small butler's pantry, with places for the plates well walled in, and a shelf with apertures, into which each glass or bottle is separately inserted. The knives and plate are kept in baize-lined drawers in the main cabin, together with butter dishes, cruets, &c., and of these the wooden kind hooped with silver are the best. Another cupboard here is generally fitted up as a cellarette, the decanters each slipping into their respective holes particularly prepared, thus keeping them quite firm.

Another cupboard should contain books—a good book of reference on general subjects, and volumes on navigation, together with novels, travels, and others of interest. Now and then you get through a fair amount of reading, the gentlemen especially; but I always found there was plenty for me to do. Having no woman servant on board, I liked to attend to my own cabin, and used to don a holland apron, and, dustpan in hand, do a little sweeping in the main cabin also, for what with the coloured blankets and the sails there is much flue and dust, and these the steward was apt to ignore. I was soon as fond of the yacht as my husband, and was never tired of making it pretty—what with framed china tiles, and muslin curtains at the port-holes, vases of flowers, and worked cushions, and other little finishing touches, which render it home-like.

The happiest days of the year we spent on board the *Agnes* with genial companions. To make a cruise perfect, these should be chosen with care. A good temper and a cultivated mind are rarely more valued.