

sary to say, need not remain in the ice for more than an hour or two, so only a small quantity would be wanted. If put in—for extra convenience—while warm, the mould must be set in without the lid, care being taken to make it firm, and not to allow the ice and salt to come quite to the edge of the mould.

Many kinds of puddings “iced” in this way would furnish a treat at a nominal cost, but they are best put into the ice when cold, and the lid secured, just as for the ices.

*Summer Pudding*, mentioned in “Picnic Dainties,” would be as welcome as any, or one made of alternate layers of sponge-cake, ratafias, and macaroons, each layer covered with boiled custard.

*Pine-apple Pudding* is a delicious preparation. Arrange the fruit—first cooked in the syrup—and thin slices of cake, or bread, in the mould, filling up with custard and syrup alternately.

The following I can recommend as good and economical. Simmer four ounces of Carolina rice in a pint of milk until cooked, and beat in three or four eggs with sufficient sugar just before removing it from the fire; and when cool, stir in a quarter-pint of cream, or it may be dispensed with. Fill up a mould with this mixture and layers of jam, raspberry, currant, or strawberry; or marmalade gives variety. If plum or apricot jam is used, mix an ounce or two of pounded almonds with the rice. If tinned fruit is used instead of jam, the fruit *only* can be put into the mould, and the syrup, also set in the ice, served with the pudding. If preferred, the rice may be blocked separately, with a fruit compôte, or whipped cream, as an accompaniment;

and ground rice or, better still, rice-flour may be used.

A very delicious *Pudding Sauce* is made by mixing a quarter-pint of cream with a table-spoonful of red currant jam, a few drops of vanilla essence, and a tea-spoonful of brandy, or with apricot jam and a glass of sherry.

*Cocoa-nut Custard Pudding* is a Yankee favourite. Boil a grated nut in a pint and a half of milk, add two eggs and a little cream, and pour it over two ounces of grated bread. A grate of nutmeg or pinch of cinnamon is sometimes added.

The foundation for any others into which eggs enter that fancy may dictate to the reader, must be thickened over the fire to cook the eggs.

To turn out all the kinds of ices, jellies, and blanc-manges, dip the mould quickly for a second into hot water, and as quickly dry it with a cloth, and slip the contents into the dish.

In conclusion, I will just say that in making ices on a large scale it is well to provide two kinds, which, being often eaten together, should blend well in flavour. Vanilla Cream with Raspberry, Currant, or Cherry, either cream or water, and Strawberry Cream with Lemon or Orange water are safe combinations. Vanilla and Chocolate Cream, or Coffee Cream, eat well together; so do Apricot and Almond Cream.

But be the kind whatever it may, I think that those who make a trial when “our boys” happen to be at home for the holidays, will not run short of helpers, either in the concoction or the consumption of their ices.

LIZZIE HERITAGE.

## THE WATER-BABIES OF OUR CANALS.

(HOW SOME FOLKS LIVE.)



system of our inland navigation and commerce. Their total length has been estimated at about 4,710 miles, and on their surface are constantly floating some

SINCE the introduction of railways the use of our artificial waterways has been to some extent superseded, and on many of them the traffic has been considerably lessened in consequence; but they still form an important element in the

25,000 boats and barges of various kinds. These form the homes, if such they may be called, of at least 100,000 human beings, and of this vast number at least three-fourths come under the appropriate title of “Water-Babies,” as given at the head of this paper.

The canal-boat children scarcely know what it is to be away from their native element, and the tiny cabin in which they are born conveys to the minds of thousands of them the only impression they ever have of the meaning of “home.” Great efforts have been made from time to time in their behalf, and particularly since the well-known philanthropist, Mr. George Smith of Coalville, directed public attention to the crying necessities of their condition. By his self-sacrificing exertions on their account much good has already been doubtless accomplished; but scarcely a tithe of the improvement which he intended to bring about has hitherto been effected. Indeed, mainly through the inoperativeness of the Canal Boats Act, passed in 1877, with the object of ameliorating their condition, the needs of these little ones are practically as great and pressing at the present moment as they were

six years ago. But theirs is a case in which pity should hold a loftier place than condemnation. When we consider their wandering life, the temptations to which they are exposed, and the comparatively few opportunities afforded them of being brought into contact with those of superior intellect and condition, we shall cease to feel surprise that the inhabitants of our barge cabins should have sunk so low as they have in the social scale.

But we must be careful not to place indiscriminately all the members of this useful and necessary class in the same category. There are, happily, a few pleasing exceptions of boatmen and their families, who not only are in every sense well-conducted and respectable, but who are earnestly desirous of an improved state of things with regard to the rest of their craft.

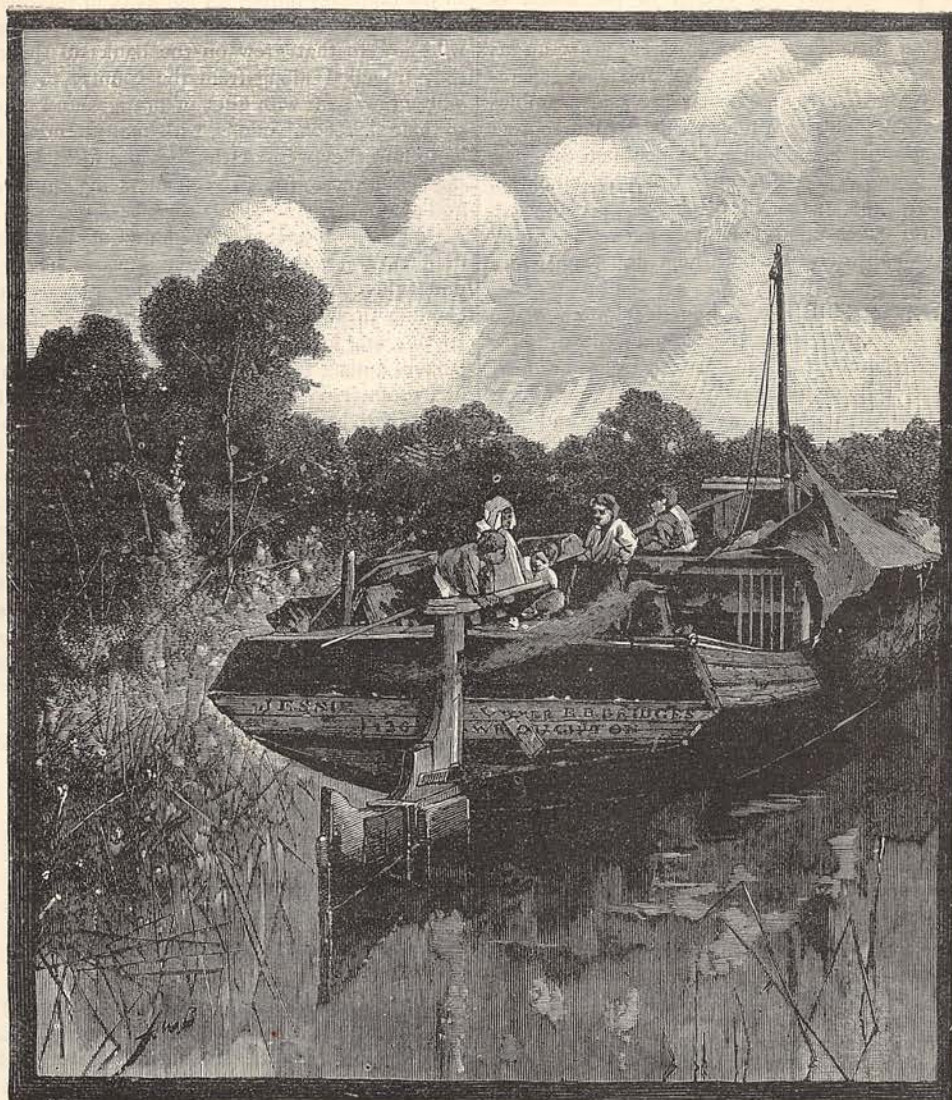
It is not uncommon, either, to find that among this latter class some of them have comfortable fixed homes of their own, situated somewhere on the banks of the canal they are accustomed to traverse, in which the wife and family for the most part reside, or to which they can occasionally turn in time of sickness, or other necessity. In this case the children are as well brought up and educated as those of the majority of other labouring men. But with the greater number of boatmen the case is sadly different. Without education themselves, they are either ignorant of, or utterly indifferent to, its advantages for their children, who, like themselves, grow up coarse and brutal in manner, and altogether regardless of both religion and morality.

Before the passing of the Canal Boats Act it was computed that ninety-five per cent. of our floating population could neither read nor write, that at least ninety per cent. were drunkards, and that not more than two per cent. attended any day or Sunday school, or belonged to any branch of the Christian Church. Since that time various canal agencies have been set to work, and it is stated that the men, in many instances, are more sober than they were, and giving more attention to education, both as regards themselves and their offspring. But it is to be feared that great results in this way cannot be expected until the law passed in 1877 for the amelioration of their condition is not only amended, but more stringently enforced.

From the narrowness of the canals in this country, and the comparative shortness of the locks, our barges are much shorter than those in use elsewhere, and the cabins are, therefore, proportionately cribbed and confined. Their average dimensions are about seven feet and a half long by six feet wide, and rarely exceed five feet and a half in height; or, in other words, they are about the size, as has been remarked, of a second-class compartment in a railway carriage. In this confined space are stowed the usual cooking stove and other domestic appliances, as well as boxes, seats, and bunks for sleeping on; and it has, moreover, to provide accommodation, such as it is, for a man and his wife, and not uncommonly six or seven children in addition. The sanitary arrangements

of the cabin are, moreover, in a great number of cases extremely unsatisfactory. But this depends largely on the class of boat employed. Those known as "fly-boats," and worked by crews of three men, are, as a rule, well fitted, well painted, and scrupulously clean. Those engaged in the coal trade, also, are well-built and arranged, but sadly deficient in size of cabin. The worst class of all are the boats employed in the iron-ore trade. Many of them are scarcely fit to be used. They are not only frequently old and worn out, and, as a natural consequence, extremely leaky and damp; but, moreover, scarcely ever undergo the process of either cleaning or painting, and are filthy beyond description, and full of vermin. As may be well imagined, fever, smallpox, and other contagious diseases are often engendered in these abodes, and spread imperceptibly along the whole course of the canal traversed by the boat. This is undoubtedly a source of great danger to the neighbouring population, and cases have continually occurred where the outbreak of an epidemic has been traceable to this cause.

More than one-half of the boatman's time is said to be taken up either in the work of loading and unloading his barge, or in waiting in the basin, as he is often obliged to do for weeks together, until his turn comes to get alongside the wharf. This is a time which might be largely utilised for his benefit and improvement were proper and sufficient agencies employed, but which is unfortunately more often passed by him in acquiring those habits of idleness, drunkenness, and swearing for which he is, too often, justly known, and in which the wife is always ready to closely follow his example. Indeed, in the accomplishments of drinking, swearing, and even fighting, the women are as proficient as the men, and the children are not far behind their parents. The little ones are frequently given as much liquor as they like to drink, and, indeed, have it often forced upon them by their father or mother out of a spirit of purely wanton mischief and wickedness, or to excite the loud boisterous mirth of drunken companions. It is no wonder, therefore, that these poor little creatures grow early familiarised with every kind of wickedness and vice, and that the use of profane language is as natural to them as their mother-tongue. They are neither taught to read nor write, nor to have any idea of religion or religious observances. They seldom, if ever, go to school; and, indeed, from their being so constantly on the move it is extremely difficult to get hold of them for any educational purposes. It was proposed to remedy this state of things by inserting various clauses in the Act already referred to, by which they should be brought under the supervision of the Local School Boards; but from several causes this attempt has hitherto almost entirely failed. This is partly due to the indifference manifested by the school authorities at some of the places where the boats are registered as belonging, as well as the extra trouble entailed upon the attendance officers in getting such children to school; and partly to the facilities given by the Act, of which advantage is promptly



"IT GLIDES SLOWLY ON THROUGH PLEASANT OPEN COUNTRY."

taken, for boatmen to get outside the boundaries affected by the authority of the Board, and thus to enable their children to elude both the vigilance and the grasp of those appointed to look after their educational interests. The life of the poor Water-Babies, therefore, still continues to be both a hard and a sad one. We are apt to think, as we stand upon one of the numerous bridges and watch the lazy movement of the barge as it glides slowly on through pleasant open country, imposing, as it seems to do, but little labour upon those on board, that the case is very different. The children have, unlike the denizens of city slums and narrow alleys, the full enjoyment of sunshine and fresh air, and the by no means small advantage of frequent change. The effect of all this is doubtless to be seen in their vigorous appetites,

and, considering the many unfavourable conditions under which they are placed, in the comparatively sturdy health which most of them appear to enjoy. But beyond the otherwise wretched and comfortless existence which these little creatures necessarily lead, we cannot forget the cruel treatment to which many of them are constantly subjected. At the early age of six or seven they are often made to trudge along behind the worn-out, broken-down animals which are drawing the boat along, to try by shouts or blows to keep them to their task. Then these poor children are often thrashed and knocked about in a manner which is not conducive either to the amiability of their temper or to the improvement of their intellect. With such harsh treatment at the hands of those to whom they should naturally look for

kindness and succour, and reared in the midst of such a demoralising atmosphere, it is scarcely to be wondered at that these poor children grow up as ignorant and as hardened as the previous generation, and follow in every particular the bad examples which they have had, from their earliest childhood, set before them. It is said that the boatmen are not, as a rule, long-lived. Excessive drinking, smoking, and the hardships to which they are exposed, have their natural effect upon constitutions weakened by immorality or disease, and both men and women are aged at fifty.

Our sketch would be but an imperfect one were we to fail to give our readers a peep into the brighter side of their character. Although their wages are less, their honesty will compare favourably with that of any other portion of the labouring population; and Mr. Smith informs us that never once, during the whole period of his inquiries and travels amongst them, did he hear them speak in any way disrespectfully of either the Bible, religion, or the Queen. There are many indications, too, that goodness, tenderness, and gratitude are not altogether wanting. They are characterised by a strong feeling of sympathy for those of their own class who may be in distress of any kind, and a ready willingness to help each other according to their limited means. And this kind of brotherhood is not confined to the adults alone; for we are told how that when some of their companions were laid up

in the infirmary during an outbreak of smallpox, some of the other children would gather daisies and other wild flowers that grew on the banks of the canal as they travelled along from the country to the wharf. These they sent with gifts of oranges and other fruits to their sick companions, with many tender inquiries as to how they were getting on, and messages conveying assurances from the senders of kindly interest and sympathy.

Rough and uncouth as many of this class undoubtedly are, there is often a warm heart beating under the coarse exterior, and they are extremely susceptible to any little acts of kindness done to them. In this fact lies the chief hope of the missionary who labours among them. They are apt to resent anything like professional or dictatorial interference with their mode of living or other concerns; but any one who goes the right way to work will not find it difficult to win either their attention or respect. Wherever missions have been undertaken and carried on amongst them in the proper spirit, a great and rapid improvement has been discernible in the character and conduct of a class formerly remarkable for their roughness and ignorance. Temperance principles have begun to spread among them to some extent; and so, in a limited degree, has a desire for education. Altogether there is a prospect of "brighter days in store" for the Water-Babies of the next generation.

W. MAURICE ADAMS.

## CO - HEIRS.

A CORNISH STORY.

By JOHN BERWICK HARWOOD, Author of "Lady Flavia," "The Tenth Earl," &c.

CHAPTER THE SEVENTH. ❧  
AT MARBLEHEAD PRIORS.



"A MAN must attend to his duties," said the earl, with a smile.

"But I thought that these magistrates' meetings—Quarterly Sessions, or whatever they call them—were such tiresome things," rejoined the countess half-peevishly, as she toyed with her toast.

"Petty Sessions, my love, not Quarter Sessions," said the earl mildly. "But I, at any rate, am chairman of them; and a country gentleman, such as I am now, must serve his country in whatever humble sphere lies open to him."

And as Lord Malvern spoke his eyes turned unconsciously to the fine French clock on the massive chimney-piece. It was at breakfast-time at Marblehead Priors that this conversation took place, early on the morning of the Thursday that the earl had appointed for his visit to Jabez Sleuthby. It is but two miles by the cliff from Marblehead to Tregunna, where Robert Barton dwelt; but to Gweltmouth it is at least five by the road, that for part of its course runs inland. So the earl very naturally had ordered out his carriage to facilitate the discharge of his magisterial duties. But there was only one carriage—or, more correctly speaking, one pair of carriage-horses—belonging to the somewhat impoverished lord of Marblehead Priors, and Lady Malvern rather wanted the carriage for visiting purposes; hence her discontent.

Of course, in an earl's mansion there should be no such difficulty. A peer of England is presumably rich; and if an average baron or viscount may be credited with a large income, an earl's income-tax should surely be payable on a still more handsome scale!

A word concerning Lady Malvern. She had been pretty. She had never had a sixpence. She had been the fourth daughter of a Lord George Something, and