

sunset, and streaks of crimson light fell on the colourless face that lay amongst the pillows. There was absolute silence in the little room, except for the girl's voice; and Mrs. Meredyth and Paul, sitting in the fading light, started forward as, all at once, there came mingling with the words, "Faith's journey ends in welcome to the weary," that same supplicating cry—reduced, however to a mere echo of its former strength—that eighteen years ago had rung through the ward of the London hospital.

Mrs. Bradshaw was sitting up on the sofa, her eyes lighted up with an unearthly radiance, and as the last

note died away from between her lips she fell back in Vere's arms.

With white face and strained eyes, the girl bent over her, until Paul touched her.

"It is all over, my darling," he whispered.

She turned to him a face of agony. "Oh, no, no!" she said.

He took her in his arms and folded her close to him.

"Sweetheart," he said, "we must not sorrow too much for her. Her sufferings are over; she is at rest; and surely, after the fitful fever of her life, she sleeps well."

THE END.



### THE MERCHANT SERVICE AS A PROFESSION.



MENDING SAILS.

"THE Sea is England's glory," and all that pertains to it has a special interest in the eyes of most British boys. Three causes mainly contribute to bring this about—our insular position, the deeds of naval daring recorded in history of our forefathers, and the numberless works of fiction,

occasioned by the wholly mistaken notions which have been engendered by these writings.

Still, we must not entirely deplore the wealth of naval literature with which the country is flooded, for if it has been the means of sending some to sea who would have been better at home, it has also largely assisted to make us a race of discoverers, colonists, and navigators, such as no other land can boast. What has been will be again; and now, as in the old days of the pirates, the buccaneers, the circumnavigators, and the Arctic explorers, there will be boys who want to go to sea; while, either through insufficient interest or lack of qualification, many will be unable to obtain a nomination in the Royal Navy. To such we propose briefly to point out how they can join the mercantile marine, wherein, if there is not to be obtained the same honour and glory, there are still honours to be won, while the ultimate pecuniary results are often much larger than could possibly be obtained in the Queen's service.

To enter the mercantile service as an officer, one must begin either as an apprentice or as a midshipman in a sailing-ship—none of the great steam-ship companies will employ an officer until he has at least a second mate's certificate of proficiency. The robust, ready-witted, even-tempered lad, quick to stand up for his own rights or those of his weaker brethren, but able to take a joke, and willing to rough it with the rest, is the right sort for a sailor. At the same time, we would not be misunderstood to affirm that because a boy is sickly or quarrelsome therefore he should not go to sea. The discipline and healthy work

more or less reliable, purporting to describe a nautical life, but which, while dwelling on its pleasures, seldom depict its drawbacks and hardships. Probably, the principal source from which our youngsters draw their ideas of a sea career, and imbibe the desire to launch upon "a life on the ocean wave," is the last-named; we could therefore have wished that it was more trustworthy, for much unhappiness has inadvertently been



of a sailing-ship will very often give the first his health, and knock the other into shape in less than no time. Above all, sobriety, cleanliness, a fair groundwork of education, and a keen desire to advance in his profession, will help a boy upwards quite as much as a strong constitution or an unailing fund of good humour.

Now, supposing our aspirant to have obtained the consent of his parents or guardians, he would wish to know whom to consult about joining a ship. This is, however, more a matter for his advisers. If he is entered as a midshipman, he may leave the service at the termination of his first voyage; if he is bound an apprentice, he must serve a term of years, or until his indentures are cancelled. Therein lies the only difference between the two, for both have to pay a premium, while the duties and treatment are practically alike. There is, however, one decided advantage in being entered as an apprentice instead of as a midshipman: if a boy enters as an apprentice all his time counts as sea time, while in the case of a midshipman only time actually spent on the water is allowed to count, time in port and on shore being lost. His duties consist principally in learning the work of his profession. Let no boy imagine that going to sea means wearing a becoming uniform, ordering sailors about, and doing what seamen call "cutting a dido ashore." Reefing, furling, setting, and taking in sails, boat-pulling, watch-keeping, sail-making, knotting and splicing ropes, setting up and reeving rigging, are among a few of the matters he will have to glean a knowledge of, while in some ships he will even be set to such work as scraping, painting, and washing decks. A boy is none the worse for having to dip his hands in the tar-bucket, and he may always remember that those under him will ever most readily obey and respect the officer who they believe is able to do the work he sets them to. Naturally, also, he will be taught to steer, with possibly something about navigation and the compass, the rule of the road, and stowing cargo; and above all he must recollect that by rendering a willing and ready obedience to those placed in authority over him he will best teach himself to command others.

When a boy's guardians have decided to send him to sea, they will do well to write to some of the well-known shipping firms for their terms, which range as a rule from £50 to £150 premium for four years, sometimes with pay and pocket-money, sometimes without. Some of the large firms take apprentices without premiums and give a small salary, but they all ask for sureties that the youth will complete his engagement. There are many firms that take apprentices or midshipmen; but it would be well, if possible, not to go to advertising firms, but to ask for information from those that have a standing, and are better known. It may be as well to say also that it is not entirely requisite for a boy to enter as apprentice or midshipman, for after serving at sea for four years before the mast, and being over seventeen years of age, any boy is eligible for the second mate's

examination. Third mate is merely an honorary rank, and requires no certificate; it is given in some firms to the senior midshipmen, or an apprentice when he is



TARRING ROPES.

out of his time. A good plan is to send a boy intended for the sea to one of the training establishments for the merchant service, of which the best are the *Worcester* at Greenhithe, on the Thames, and the *Conway* at Rock Ferry, in the Mersey.

To the boys of both these training establishments Her Majesty offers annual prizes, in the shape of nautical instruments, medals, and money, while the Admiralty grant a limited number of nominations as naval cadets in the Royal Navy, and appointments as midshipmen in the Royal Naval Reserve. Any boy taking the Board of Trade certificate after two years' training on the *Worcester* or *Conway* is allowed to count one of these years as sea service, and proceed to the second mate's examination after three years' further service, instead of four. Full particulars of the curriculum of studies, regulations, and advantages, &c., of these establishments, may be obtained from the Honorary Secretary, *Worcester* Training-ship, 72, Mark Lane, London; or the Secretary, School-ship *Conway*, Rock Ferry, Birkenhead.

There are a number of other training and reformatory ships round the coast of the United Kingdom, but as a rule they only provide such education as is necessary for a boy who is going to sea before the mast.

The outfit of a boy is necessarily a matter of consideration, and this can be obtained, inclusive of a sea-chest, for from £15 to £30. It is cheaper, and perhaps better, to have the majority of the things made at home, and only the sea-chest, uniform, and oilskins, &c., bought at the outfitters'. The following list of articles is simply mentioned as containing



a thorough outfit for a boy going afloat with one of the best firms :—

Pilot cloth jacket and trousers.  
Blue jersey.  
Uniform jacket, waistcoat, and trousers.  
Flannel or serge suit.  
Duck or drill trousers.  
Cap, uniform, with badge and band.  
Cap for rough weather.  
Boots and shoes, two pairs.  
Sea-boots (leather).  
Tennis shoes, with india-rubber bottoms, will be found very useful.  
Waterproof coat and pants.  
Sou'-wester.

Bed and bolster and pillow.  
Pillow-cases.  
Bed-tick or cover.  
Sheets, cotton.  
Blankets.  
Rug or coverlet.  
Towels.  
Canvas bag for soiled linen.  
Brush and comb.  
Tooth and nail brushes.  
Clothes-brush.  
Looking-glass.

White shirts, 3.  
Or coloured ditto, 3.  
Baltic ditto, 6.  
Linen collars, 12.  
Paper collars.  
Merino or flannel under-shirts.  
Ditto ditto drawers.  
Cotton socks.  
Thicker ditto.  
Long stockings for wet weather, to wear inside sea-boots.  
Braces or belt.  
Handkerchiefs.  
Neckerchiefs.  
Blue woollen comforter.

Knife, fork, and spoon.  
Plate, pannikin, and hook-pot.  
Scrubbing-brushes.  
Writing-desk.  
Stationery, pens and ink.  
Soap.  
Sea-chest.

Spy-glass or binocular.  
Sextant.

A few well-assorted books, instructive and amusing, with, of course, a Bible and Prayer-book.

The number of these articles will vary, of course, with the voyage to be undertaken, the means of the boy's friends, and the employ he is in. In every

case it will be well to make a few inquiries from the owners, or better still, the captain of the vessel about such matters.

Food and pay come next. As to the former, as a rule it is in the present day as good as possible, and served out with no stint, but of course there are exceptions; and in one employ officers and men will live like fighting-cocks, while in another it will be the off-chance to get any biscuit that is not weevilily, or any meat that is not so salt as to be barely eatable. However, it may be safely assumed that every firm of any standing will treat their employes well. Too often, alas! the supply of liquor used to be practically unlimited; but although there are still men who think that it is impossible to be a good sailor unless you drink rum, chew tobacco, and swear, this baneful idea is gradually decreasing, and boys will find in almost every ship that if they are determined to forswear these roads to ruin, they will not only be more surely picked out for advancement, but will even be envied by their more easily-led companions.

Pay in the Merchant Service varies very much, both for officers and men. In some firms a mid-shipman or apprentice will get his premium returned to him in salary, in others he will be paid from £5 to £10 a year. Third mates get from £3 to £4 a month. Second mates in sailing-ships are paid from £5 to £6 a month, and first mates £7 or £8 a month; in the best steam-ship lines the rate is rather higher. Masters of sailing-ships and small steamers are paid from £12 to £20 a month, according to the size of the vessel, description of the voyage and cargo, &c. In the larger vessels masters receive salaries varying from £300 to £1,000 a year, and frequently additional emoluments, which bring this still higher.

Engineers, of whom there are three grades, usually serve an apprenticeship on shore with some marine engineer firm: they must pass an examination, particulars of which can be obtained from the Secretary to the Board of Trade. Their pay varies from £6 a month to £300 a year and more, according to the employ they are in and their length of service.

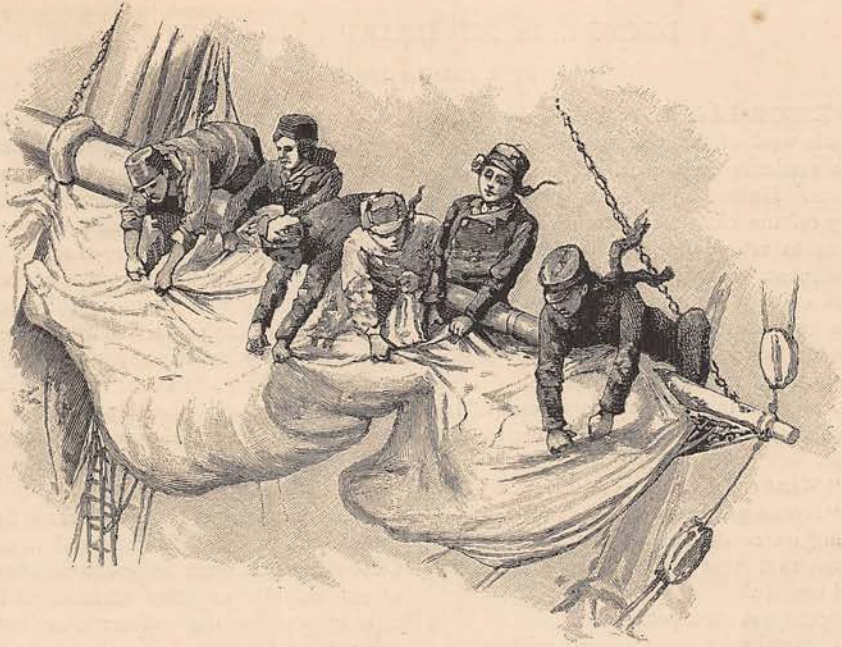
Pursers pass no examination; they are only carried in the bigger lines of steamships as a rule, are frequently taken from the offices of shipping firms, and these appointments are generally obtained through interest with the owners or managers of the steam-ship companies.

Of the grades before the mast, there are boys, who seldom get more than their keep; ordinary seamen, who get from £1 to £1 10s. a month; A.B's., who are paid £2 10s. a month, and upwards on long voyages or under good firms; quarter-masters, boat-swains' mates, sail-makers, carpenters' mates, &c., who have usually to pass an examination, and whose salaries range from 10s. to 20s. a month more than those of A.B's.



ON THE LOOK-OUT.





REEFING THE MAINSAIL.

Stokers and stewards also are generally well paid, the former at about £1 a month more than A.B.'s, the latter according to their responsibility.

A great deal of further information about the merchant service will be found in the Merchant Shipping Act, 39 and 40 Vict., which can be obtained from any bookseller, and every detail about the Royal Naval Reserve can be obtained by applying to the Secretary of the Admiralty, Whitehall. The time will, undoubtedly, arrive when it will be a *sine quâ non* with the great merchant ship companies that all their officers should belong to this department of the Queen's service; we would therefore advise any boy who is desirous of obtaining the best and most remunerative billets of his profession to study its regulations, and join it while he is young. The mer-

chant navy offers many facilities to those who are desirous of entering the nautical profession which are not easily obtained in the Royal Navy: no medical examination is requisite, and age, height, size, and even education, are not allowed to stand in the way of the aspirant. While there is no chance of a boy leading an indolent life, there is plenty of excitement and not much danger in a seaman's career. Hardships and disappointments there are in this, as in any other profession, but given the willingness to work hard and conquer the technicalities and minutiae of the employment, there is nothing to prevent a youth who can refrain from drink and live frugally from becoming a master in from six to seven years, with a comfortable income, and, if his friends can help him, a share in his ship or the company to which it belongs.

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### BLUSH-ROSES.

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**I**N a garden fragrant,  
 Rioting in bloom,  
 Where each old-time vagrant  
 Finds a welcome room,  
 Where the worn world hushes  
 With a peaceful sigh,  
 There a sweet rose blushes  
 At each passer-by.

In this garden olden  
 Walks a maiden fair,  
 Blue eyes, lashes golden,  
 Ripples in her hair.  
 Hark! the wicket closes:  
 Shall she stand or run?  
 Queen she of the roses,  
 Blushing but for one!