

or the more elaborate one—

MR. and MRS. WALKER

request the pleasure of MR. and MRS. JONES's company at the marriage of their daughter,

MISS ETHEL WALKER,

to

MR. FRANCIS HANSON,

at St. Mary's Church, Linden, on Tuesday, June 10th.

Do not send cards after the wedding; the custom is vulgar and out of date.

After the bride has cut the cake, she retires to take off her finery and put on her travelling dress, and this is the time when a little good music will relieve the monotony of the proceedings. You are sure to have a girl among the guests who is willing to sing or play; but unless the music is first-rate, avoid it as you would the plague.

Remember that the bride's father provides the wedding carriages, and the one in which the happy pair start for the station; no doubt some kind friend who is happy enough to possess a landau and pair of horses will be

only too glad to help by lending them for the occasion.

Another matter to which no attention is often paid is the clothing of the wedding guests.

To my mind there is nothing so painful as seeing the whole of the house-party in gowns of green and blue, or even if they have selected pretty colours, the shade of one lady's gown killing that of her next neighbour.

My idea is, that the hostess should give a hint to those near relations who are quartered in the house that the wedding is to be a heliotrope one, or a "vieux rose" one, as the case may be; so that in buying their gowns the ladies might be guided as to the colour, and so be in a certain sort of harmony.

Thus a very pretty, harmonious wedding would be where the bride was in white silk or muslin; the bridesmaids in white gowns, with pale mauve trimmings; the bride's mother in silver poplin or dead grey silk, with a bonnet composed of pale lilacs; the bridegroom's mother in deep heliotrope velvet; and the rest of the relations in harmonising colours, with posies and ribbons all alike—of lilacs, violets, or heather.

Even if the dresses have, of necessity, to be of the cheapest materials, let the cashmeres or alpacas blend artistically. With the present fashions, and the present shades of colouring, bad and inartistic dressing is quite an unpardonable sin.

Do not allow the bride to take much luggage with her, but send all her boxes straight to her new home. It is a great mistake to be overcrowded with luggage on a honeymoon.

She will want two day-gowns—a simple one for walks and excursions and one better one—and a tea-gown for *table d'hôte* or evening wear.

When the bride and bridegroom have driven off it is the signal for the wedding guests to depart, which they do after a few words of congratulation to their hostess. People often complain that they do not know what to say on these occasions; but a pretty little speech as to the bride's looks, and the success of the whole entertainment, can surely not be very difficult to frame.

If these few hints are carried out as far as possible, I think that the "Wedding 'At Home'" will be certainly voted a success by all who have the pleasure of attending it.



A VOYAGE FOR HEALTH.

I.

HOW TO PREPARE FOR THE VOYAGE.

A VERY favourite method of treatment for many ailments is what is called a "long sea voyage." People who are worn out from overwork of mind or body, and those suffering with graver diseases, such as consumption, are frequently ordered to avail themselves of the health-giving effects to be obtained by a long sojourn on the mighty ocean. Few, perhaps, of our girls will have occasion to undertake this sort of journey on their own account, but it may fall to the lot of many to accompany some relative, father, mother, or brother in a sea voyage, and it is with a view of helping such that I wish to point out the various advantages to be obtained; how to both obtain them and how to avoid the many possible discomforts which may occur in the course of such an undertaking. A very favourite voyage among the "long voyages" is that to Australia, and any one who has travelled out to that colony cannot but be struck by the number of invalids on board.

The first considerations which have to be made are the season at which to take the voyage, and the route. The favourite route is that through the Suez Canal and Red Sea, though many people, especially those going to New Zealand, go by way of the Cape. If the Red Sea route be chosen, the months of May, June, July, August and September should be avoided, as in those months the heat in the Red Sea may be very great indeed. A very good month to start in is February or March. Then, again, as to ships: there are many

excellent English lines, foremost among which are the Peninsular and Oriental, and the Orient Companies, by the Red Sea route, and the Shaw Saville ships by the Cape route. These ships are of noble size and excellent appointments, and are commanded by officers of exceptional ability. Many invalids may, however, dread the "fearful Bay of Biscay," and for such there is a very good alternative. Starting from London by the Continental express, Paris may be arrived at in about eight hours. Here a rest should be made, and then taking train from the P. L. M. (Paris-Lyon-Méditerranée) station, Marseilles can be made for either by a direct route or by breaking the journey again at Dijon. The hotels at Marseilles are excellent, and the two best, the Grand Hôtel de Louvre et de la Paix, and the Hôtel de Nouilles, are situated in the main thoroughfare, which is called the Cannalière. That useful institution, Cook's Office, is also in the same street. At Marseilles the main choice of steamers lies between the P. and O. or the Messageries Maritimes, a French company of deservedly great reputation. The Orient vessels do not call at this port but at Naples.

A new train has lately been added by which passengers can go right down to Brindisi and join the P. and O. at that point. Having chosen your ship, it becomes necessary to choose your cabin, and this is a thing in which great care and experience are necessary. It is very rarely worth while for an invalid or weakly person to travel by steamer in any other than a first-class cabin; of course, for those who are strong and accustomed to sea-

travelling, the second-class cabin and accommodation may be ample. But those who take a sea-voyage in order to regain health for the most part stand in need of all the comforts of location and food that can be procured. Having then decided on a first-class cabin, it becomes necessary to book your places as soon as possible, as very often berths are booked for months in advance, and unless you are early in your application for places you will have little or no choice for cabins. The question of deck-cabins is one which must be considered. There is no doubt that they are cooler in the tropical parts of the voyage, but when rough weather comes, if it does come, they frequently have to be vacated by their occupants, who "seek seclusion" below. On the whole, I think a "downstairs" cabin is the best, all things considered. In many ships there are two sets of cabins, an outer row and an inner row; one of the outer cabins should, if possible, be chosen, as the lighting and ventilation are much better and more under the control of the occupant. Cross-berths, *i.e.* berths running in the transverse axis of the vessel, should be avoided, as when the vessel rolls the body of the occupant is moved in his long axis, and this motion is, above all, unpleasant, and one may be literally alternately "on one's head and one's heels." The amount of available room will vary as the number of passengers, but in an "empty" ship a double-berthed cabin may often be secured for an extra charge, though they can generally be obtained by paying fifty per cent. on the ordinary first-class fare. The cabin should be as much as possible amidships, and not too near the engines.

If a cabin be taken near the screw the movement in rough weather is simply unbearable, and when, as often happens, the screw is elevated out of the water and flies round, the sensation of the passenger in a cabin far aft is like being violently kicked all over. Sleep is impossible. Again, one side of the ship is the best side, and that is the side which gets the morning sun. If the opposite side be chosen, its disadvantages will immediately be apparent in entering a hot climate; the afternoon sun leaves the cabin in a state of great heat for the night, whereas the cabins on the other side have had time, in some measure, to cool down.

Of course, before starting, having taken your berths, the question will naturally arise, "What clothes and appurtenances shall I take?" This is an all-important point, and on its wise solution will, to a great degree, depend the happiness or discomfort of the voyage; for it is by attention to these things that your journey becomes pleasurable and beneficial, and by neglect of them that it is a wretched failure.

First, as to clothing. It must be remembered that a great variety of temperature may have to be encountered, and that, therefore, the clothing taken must be such as to enable the traveller to withstand any excessive degree of heat or cold. In the voyage to Australia, the Mediterranean Sea may be quite chilly, whilst directly Port Said is passed an oppressive heat may supervene.

It must be remembered, also, in choosing one's outfit, that very little can be done on most ships in the way of washing, and that little will be, in nearly all instances, confined to such things as require no ironing. Flannel underclothing, then, should be taken for the most part, and linen things which require ironing should be eschewed. Thin merino underclothes may, in the warmer latitudes, take the place of flannel. White suits and dresses will be necessary, and hats of light colour, slight weight, and broad brims. A "puggaree" will often be found serviceable. A white umbrella should be taken, as, if you land in the tropics *en route*, it will be necessary as a protection against the sun. Shoes with india-rubber soles—deck shoes—are necessary; for to attempt to walk in boots with ordinary leather soles is oftentimes a hazardous and well-nigh impossible proceeding. It will be found that shoes having only india-rubber soles make the feet unpleasantly hot. This is not the case if the rubber sole be fixed on to a thin leather sole. Again, the shoes should have heels, as a flat shoe throws a great strain on the arch of the foot, and as one often walks several miles a day up and down the decks, the foot may become sprained and painful. Collars and cuffs are often a great puzzle, especially to the male portion of the community in the tropics. No sooner is a clean collar put on than it is wet through with perspiration. This difficulty can be easily overcome, however, by using the so-called "celluloid" collars and cuffs. These always look clean and nice, and are not affected by perspiration. Moreover, it is easy

to wash them with a little soap and water, and then, having dried them with a towel, they are again ready for use. These collars and cuffs are not very expensive, and half-a-dozen collars, and the same number of pairs of cuffs, should serve for the voyage out and back.

A great deal of one's comfort on board depends upon the sort of nights one passes. Now, at first it is very difficult for any one unaccustomed to sea travelling to secure a comfortable sleep at night. As I have said previously, athwartship berths should be avoided. The pillows on board are often of a "penitentiary" description, and are less characterised by softness than by durability and unyielding hardness. It is therefore a very good thing to take pillows, or, at any rate, cushions, with you. People can often sink to sleep if they only have a soft pillow or cushion, and they are of great use, not only in the cabin, but in saloons, or on deck. Coloured cushions are the best, as they do not show the effects of dirt. Very comfortable air-cushions are now to be obtained; they are of special use on a voyage, because they are so very easily carried. They are now made in a sort of silk, and can be folded up and kept in a little leather pouch which is sold with them.

A "deck-chair" is an indispensable luxury, and I think that the best form that can be chosen is a long wicker one, with a graduating head-rest, and of sufficient length to enable the traveller to lie down at full length. With a good deck-chair and a comfortable cushion, and by the aid of a book of no particular interest, many an hour of happy oblivion may be passed on deck.

Another thing that must not be forgotten is the "hold-all." This is a useful article consisting of a compendium of pockets to hold comb and brush and other toilet necessities. It is generally made of some strong material, edged with some pretty colour; this, when nailed up on the side of the cabin, keeps all one's toilet properties safe in the event of considerable movement in that part of the vessel. And while speaking of this, let me say a word or two about the cabin. You are going to live in this cabin for five or six weeks, and it is as well to make it as comfortable and bright as possible; therefore, a few photographs of places and people at home hung up on the sides of the cabin, and a few books, will often make your temporary lodging look homely and happy.

As sometimes very wet weather is encountered, it is as well, if you desire to get fresh air in spite of the weather, to have with you a mackintosh. There is always a doctor on board ship who will attend any case of illness that may arise during the voyage, and as the competition on our great English lines for these posts is excessively keen, the gentlemen for the most part who take the post of ship-surgeon are highly capable men. Still there are many little inconveniences and discomforts which are very worrying to oneself, but which one hardly feels justified in bringing before the notice of the doctor. Foremost among them

is headache. It is of inestimable comfort to have a little of good eau-de-cologne in a bottle with a spray producer; also a very useful thing is a case or stick of "Menthol." This substance may be rubbed over the forehead and behind the ears, and then on a spongeful of water (cold) being applied to the head, a sensation of intense cold is produced.

This headache may be associated with other irregularities, and to relieve these a few tabloids of Hascara Sagrada taken at night are very serviceable as a mild laxative. In sea-sickness many drugs have been vaunted as specific in their action.

Foremost, perhaps, among them are cocaine and antipyrin. These drugs should never be taken except under doctor's orders; the best thing to be done until he arrives is to lie down in one's berth and drink small quantities of iced champagne. One can often minimise the effects of sea-sickness by taking a calomel pill the night before starting and Epsom salts in the morning after. One is often very prone to eat too much and take too little exercise on board; and indigestion may be the unpleasant result. A little brandy in a flask should always be carried as part and parcel of the private medical armamentarium.

Coloured or tinted glasses for the eyes will be found of great use in the hot countries, where there is much reflection of the sun's rays; and on board a good pair of strong binocular field-glasses is a never-failing source of amusement, pleasure and instruction. And you must either have a pair of your own, which is a great comfort, or borrow from others, which is a cause of annoyance to all concerned.

Bearing in mind the fact that cold weather may be met with at some time of the voyage, it is well to carry cloaks and overcoats sufficiently thick to withstand it. Another very valuable article is Keating's Insect Powder, as one frequently has to deal not only with cockroaches, but also with mosquitoes. To attack the former a little should be sprinkled about the places that they visit, and a little burnt in a spoon within your mosquito-curtains kills any that may have got in. Ere you have been long in the tropics you will appreciate the Chinaman's good sense in always having a fur, and a good large fur should form part of your equipment.

Those who are fond of afternoon tea should, if possible, take their own tea with them, as the tea on board ship may not come up to their idea of that beverage. Of course there is always a difficulty in the matter of fresh milk, as "the cow" is generally kept for infants and people who are very seriously ill. Still, if you have good tea you will be much sought after, and your society will be worth cultivating.

At a future date I shall, I hope, be able to add to these remarks, and also to give some idea of life on board ship, so that my readers may be in a position to take full advantage of the opportunities offered both in regaining health and enjoying themselves.

W. LAWRENCE LISTON.
(To be continued.)



A VOYAGE FOR HEALTH.

II.

HOW TO TAKE THE VOYAGE.



IN my last chat with you I endeavoured to give you some idea of the best means of preparing for a sea voyage, and the readiest methods of ensuring comfort during that voyage. Assuming, then, that you have

got a suitable cabin, and all those little necessities and comforts which I touched upon, let me try and tell you what sort of an experience yours ought to be, and how you can make the most of the health-restoring properties which you seek for in this method of travelling.

I know of no more enjoyable a voyage than that from Marseilles to Sydney, by the steamers of the Compagnie des Messageries Maritimes. Pray do not say, as many do who have never travelled: "Oh, I should not care to sail with a French captain!" This is the greatest mistake in the world, as all the captains on this great line are certificated captains of the French navy, and consequently are masters of the art of navigation.

Again, in the French Messageries line all the seamen are French and not Lascars. Overcoming your insular prejudices, if any you have, consent then to imagine that you are travelling from Marseilles to Sydney.

First of all, let us look to our purses, and see what expenses we shall incur. The ticket from London to Marseilles costs £5 for the first-class and £4 for the second. This, of course, is a reduced fare, and is granted only to those sailing for ports beyond Suez. These tickets may be obtained at various offices in London. Now as to your passage money. You will necessarily travel first-class, and the single first-class fare from Marseilles to Sydney is £65. If you care to take a return ticket you may take one, available for nine months, for £105, or for twelve months for £115. These fares include a berth in a cabin, and all your meals and ordinary table wine, claret, with sherry or Marsala at dinner, or you can have lemonade for the asking. But it must not be supposed that your liabilities end here. There is generally a "steward's fund," to which you are expected to contribute a guinea, and your cabin steward will expect half a guinea, and the bath-room steward five shillings. Of course, any washing you may wish to have done will be charged for on a fixed scale, but you should try to be independent of the ship's laundress altogether.

Let me now tell you about your food. You will find that after the first day or so you have got a much greater appetite than ever you thought possible, and this appetite, judiciously satisfied, is one of the greatest beneficial elements of a long sea voyage.

Your stewardess will bring you tea, coffee, or chocolate, with a little bread-and-butter, into your cabin at any time between seven and eight o'clock in the morning. Your bathroom stewardess will then prepare your bath (of which more anon), and you will dress.

Breakfast is generally taken by the English passengers at nine o'clock, the French taking theirs later. All conceivable delicacies are

prepared for breakfast—fruit, oysters, prawns, curries, omelettes, ragouts, mayonnaises, and other dishes generally being to hand. At one o'clock there is a cold lunch, or "Tiffin," as it is called. At half-past four afternoon tea is served, at half-past six an excellent dinner, and at eight tea.

So you see that as far as food is concerned you suffer no neglect in these steamers. Now a word about the bath. Your own experience will soon tell you whether you can take the salt-water bath with impunity. For many people it is just the thing, especially in the tropics, to bring on that most wretched condition of the skin known as "prickly heat." The inconceivable misery of anyone who has a bad attack of "prickly heat" cannot be imagined, much less described, and I trust that it may never be the fate of any young girl-readers to encounter this scourge. I should in any case advise you to have a can of fresh water to throw over you after the salt bath and shower, or, dispensing altogether with the sea-bath, have your fresh water in a sitz bath. Should you, in spite of these precautions, fall a prey, the best thing is to dab the skin on going to bed with a soft handkerchief soaked in eau-de-cologne.

Now as to the much-dreaded sea-sickness. Anyone whose only experience has been the crossing of the English Channel may well look forward with feelings of unmitigated dread to a prospect of six weeks of such wretchedness as may be experienced in that one hour or so. It will be a great relief to such to be told that on the great ocean steamers such an experience is the exception and not the rule in the voyage to Australia. In the first place, that most perfect exciting cause of nausea, the smell of rancid oil, is reduced to a minimum, and in the second place, the large floating hotel of the ocean is not nearly so lively as the comparatively small craft which ply between England and France. Still, there are occasions even on the most tranquil voyage when the more sensitive of us are affected; but fortunately they are few and far between. I hinted in my former article as to the best thing to be done on these truly trying occasions. You will soon learn how to "walk the decks," but after the first day's exercise do not be surprised if you are stiff and sore about the hips, as to walk on board ship requires the use of many muscles in balancing which we are not accustomed to use.

Some controversy has lately taken place as to whether it is better for an invalid to travel by steamship or sailing vessel. I think that we must be guided in our decision, in this as in many other instances, by the individual case and the particular wants and capabilities of each person. If we assume that the traveller is merely "brain-tired," but otherwise of good physique, and capable of "roughing it," then perhaps the lazy motion of the sailing vessel, the absence of the throbbing and noise of the engines, may be important things to be considered. But if, in addition, he requires delicate food, and such things as ice in the tropics when he may be becalmed, then let him seek one of those great floating palaces, the ocean steamers.

There is no greater mistake, in the majority of instances, than to imagine the board-ship is a good place for mental work. I know of no place or condition of things where the desire for mental rest is stronger. Many people start out with good intentions and big books, or other forms of work, only to realise that the waves will not allow you to behave exactly as though you were on *terra firma*. The only form of reading that the greater part of the

ship's community is equal to is narrative; and here I may mention that there is generally a good lending library on board; and any light literature that you may happen to take with you on board may very well be left there for your successors, who will bless you for your charity. Some form of fancy-work you will of course take with you.

And now a few words about friendships and acquaintances. You will find that before the ship has been many days at sea the passengers have divided up into cliques, or parties. Now board-ship friendships are very peculiar and special in kind, for the person who is your dear friend on board may sever that bond of friendship at one blow on reaching his or her destination.

It is therefore the passenger who is pleasant to all and not too friendly with any who is on the whole the happiest, and on whom the blight of ships' "tittle-tattle" descends least frequently. Be, therefore, amiable and affable to all your fellow-passengers, but do not let your name be too much associated with that of any other.

It is a great help and solace to keep an account of each day at sea, therefore you should buy a good manuscript book, and keep a journal of events: besides giving you something to do each evening, it may prove valuable in the future for the help of your friends.

Now as to the various amusements and distractions on board. There is frequently an amusement committee, who design amusement and arrange everything. One of the daily events of the voyage on most ships is the "Calcutta Sweep" on the run: this is a form of gambling much in vogue, especially on English ships. The distance which the steamer has traversed during the preceding twenty-four hours is posted up each day at twelve noon. The sweep consists in buying a number which is drawn haphazard; the tickets are generally a franc, a shilling, or a rupee each: you may buy as many tickets as you like. After each passenger has purchased a ticket they are all put up for auction and sold by one of the passengers, who generally acts as auctioneer. The various passengers then bid for those tickets having numbers near to the probable number of miles that the vessel will have run. Sometimes the tickets are sold at twenty shillings each. Half the purchase-money of the auction goes to the original possessor of the ticket in each case, and the one who becomes the possessor of the ticket having the number of miles which the ship has run on it takes the "pool." Great fun is too got out of the auction, especially if there is a good auctioneer.

"Bull" is a very good recreation, and is frequently played in the afternoons. A large square green board, having white lines drawn across it so as to form a series of squares, is placed on the deck, and the players throw on to this circular discs of india-rubber. The squares have various numbers on, and in this way a score is made. Two of the squares have no number but a letter "B," and should the player throw the india-rubber "dump" into one of these squares, her previous "score" is "wiped off."

Various games with rope-quoits are played, and one in which three buckets are used causes great amusement. The most favourite game on board is, I think, cricket; balls are made of rope and covered with wash-leather, and most exciting games are sometimes played. Occasionally sports are instituted—potato races, tugs-o'-war, and other trials of strength and skill. So much, then, for the outdoor amusements. Within-doors chess, draughts, backgammon, and halma are the favourite games. The most

charming amusement, though, and one which never fails, is music, and a good piano is to be found on almost every steamer. Concerts are often given and private theatricals got up, though the latter on board ship are dangerous, frequently leading to unpleasantness and quarrelling. Dances are frequent, and there are also all kinds of play with cards or dice, including betting, going on among those whose evil habits are indulged, whether on land or at sea.

Your binocular glasses will be a great amusement, as with them you may investigate objects that you pass—the various coasts, ships, light-houses, etc. Once a week there is a fire drill on board, in which the men go through all the necessary evolutions in case of fire, and on

every Sunday morning the officers inspect the whole ship.

The electric light and bells are a great boon, but I would caution you against reading too much by the light, as it very soon tries the eyes and causes headache. Sleeplessness is sometimes complained of on board, and is generally due to insufficient exercise. The remedy for this is evident. Sunday on board is generally very peaceful, quiet, and pleasant. Of course on a French ship mass is said in the morning, and the English service is read in the afternoon. On the English ships a very good little organ is frequently found in the saloon where service is held.

Three officers only dine with the passengers in the French ships; they are the commandant

(captain), the doctor, and the commissaire, or purser. A great deal of your comfort depends upon your treatment of these gentlemen, so you should never for your own sake let any personal feeling influence your behaviour to them. They are generally gentlemanly and obliging in all that they may do; but as they have to arbitrate in many little matters they may become a trifle dogmatic and dictatorial; but this has to be overlooked.

In a short time I shall hope to tell you of some of the places of interest which one passes in a voyage to Australia, and of the best way of spending one's time till the return voyage.

W. LAWRENCE LISTON.

(To be concluded.)



AVERIL.

By ROSA NOUCHETTE CAREY, Author of "Nellie's Memories," etc.

CHAPTER XIII.

MOTHER MIDGE AND THE CORPORAL.

A LONG sloping piece of ground behind the two cottages had been laid out as a kitchen garden. The trim condition of the beds, the neatly-weeded paths, all bore traces of the Corporal's industry. But neither he nor his assistants were to be seen. An overturned basket, with a hoe and a rake lying beside it, and a boy's battered straw hat, alone bore evidence of the morning's work. The bees were hovering over the thyme, and a little white rabbit, that had escaped from its hutch, was feasting on one of the finest cabbages.

"Where can they be?" asked Averil; and Mother Midge, whose sharp ears had caught the sound of voices, suggested they were in the field with the pensioners, a surmise which proved to be perfectly correct.

The field lay on the other side of the lane. It was a large field, and boasted of a cow-house and a couple of sheds. The Corporal was sitting on the gate, with a small group of boys round him, whom he seemed haranguing. He had taken his pipe out of his mouth, and was gesticulating with it. He was a small, wiry man, with grey stubbly hair, and a pair of twinkling black eyes. He had a large nose and a deep voice, which were the only big things about him.

"It is no good you youngsters arguing with me," the Corporal was saying, with an appearance of great severity. "What I say I sticks to. That 'ere boy is a bully"—pointing to a small lad with the innocent eyes of a cherub.

"Please, Mr. Corporal, I b'ain't that," replied the child, with a terrified sniff.

"Don't you bandy words with me," continued the Corporal, sternly. "The boy who shies stones at old Billy ought to be made an example of—that is what I say."

"Please, sir, it was only fun," stammered the culprit. "Billy knows I would not hurt him."

"What is the matter, Corporal?" interposed Averil, briskly. "Tim hasn't got into mischief again, has he?" laying her hand caressingly on the curly head.

"Servant, ma'am"—and the Corporal saluted her stiffly. "It is all along of Billy's snorting, and scampering, and kicking up his hoofs, that I knew that mischief was going on. That boy"—pointing to the still sniffing cherub—"goes without his pudding to-day. Look at Billy, ma'am, and if ever a horse is injured in his tenderest feelings that horse is Billy. He can't stomach the sweetest patch of grass he is that wounded—and all along of Tim."

"Oh, fie, Tim!" was all Averil ventured to say—for the Corporal was a severe disciplinarian, and allowed no infraction of rules. Any want of kindness to the pensioners was always punished severely.

"Go back to your weeding, sir," continued the Corporal, and Tim slunk away. Averil looked after him regretfully. "Is he not a pretty boy?" she whispered, so that the others could not hear her. "He is the Corporal's favourite, though you would not think so to hear him. Tim and his hurdy-gurdy

and monkey came here a year ago. He was found sitting beside a dry ditch one winter evening—his drunken father was lying at the bottom. It was impossible to say whether Tim or the monkey looked most miserable. The poor things were half-starved, and had been cruelly used. Topsy—that is the monkey—is in one of the sheds. Now, if there is a thing in the world Tim loves it is his monkey. Half Tim's grief at the loss of his pudding will be that Topsy will forfeit his share. Topsy is one of our pensioners. That is Billy"—pointing to a lean old horse at the farther end of the field. Two donkeys and an old goat were feeding near him. A toothless old sheep-dog, and a yellow mongrel with half a tail, were lying on a mat in front of the shed, basking in the sunshine.

"The pensioners are all old then, my cousin?"

"Billy is old, and Floss, the sheep dog, and Nanny also. Anyhow, my pensioners all have a history. They have been through the furnace of affliction—even that lame duck. Only Cherry, and the cocks and hens, have led a happy existence. The Dove-cote has its rules, and one of these is, kindness towards our four-legged pensioners."

"It is a good rule. Your pensioners seem well content. Who are these other boys?"

Evidently the Corporal thought Annette's question was addressed to him, for he struck in briskly—

"This is Snip, ma'am"—pointing to a sturdy looking lad, with a merry face. "This is the fellow who aggravates our feelings by making a spread-eagle of

round, dark eyes, and with handkerchiefs tied over their little round heads, but seemed to understand that, and was not ready to declare that that *was* religion indeed, and to embrace it forthwith.

The "humanitarianism" that helped a man into the public-house was not in the "visiting lady's" line, however, and after much persuasion, and a great deal of hesitation on his side, he was induced to sign the pledge and join our temperance evenings, promising with much penitence, and doubtless many lively visions of what he might gain by it in the shape of liberal and immediate reward, to turn over a new leaf and begin life afresh.

Four days later, hurrying on an errand down to my district, as I turned the corner of the street I met him stepping furtively out of the public-house, with a sort of hasty shuffle, right in front of me. Poor Brownie! Willingly would he have denied any acquaintanceship with me on that occasion; but there we were, face to face. In mellifluous tones, before I could open my mouth, he was enquiring after

my health, and hoping that I had enjoyed my Christmas Day. His, he informed me, had passed the same as any other day, and he had not been able to come to the breakfast and service, in consequence of his having, unfortunately, to go out with a potato can to oblige a neighbour; another year he hoped he might be there, etc., etc. He was obliged to pause for breath presently, and I expressed my surprise and grave disappointment at seeing that he had actually broken his word so soon, adding that he was the last person I should have expected to see coming out of a public-house. He looked fixedly at me as if in great surprise, and then, with a sudden burst of candour, as if my own eyes might have deceived me, he exclaimed—

"Well, yes, miss, I did come out of there. I don't tell no lies, I don't, and I *did* come out of that there public-house. I'm one as speaks the truth, and I'll own it! It's just this, you see, miss. I've received a little eddication myself, and I goes in there now and then to hear a little conversation. Mrs.

W—, she is a good talker, and she *do* go on when she once begins! No, miss, I don't drink, not I; I don't touch a drop! I haven't of myself to-day, only the gentleman as 'as this barrer here, did just offer me a glass; that's all!"

As the glass appeared to have taken peculiar effect, I thought it better not to prolong the conversation, when a lad who had been loitering near, seized the opportunity to ask me for a soup ticket, whereupon Mr. Brown passed at once into extreme wrath and indignation.

"Who are you, I should like to know?" he cried, fixing his eyes in intense scorn on the boy. "What do *you* mean by asking for anything? Don't you see *me* here? Don't I stand here to have anything as is to be given away, and don't it belong to me by right? Get along with you!" He approached with such a threatening air that the boy slunk off, and, hurriedly bidding him good morning, I too departed.

(To be continued.)

A VOYAGE FOR HEALTH.

III.

PLACES AND PEOPLE.

HAVING already spoken of the preparation for a voyage, and the life on board ship, it is my wish, in our present chat, to give you some idea of the places and people that you may hope to see during the voyage, in order that, being previously informed of them, you may, perhaps, look forward to viewing them with greater interest.

After leaving Marseilles it is probable that you will be much too busily engaged in attending to the bodily comforts of yourself and those around you to be on the look-out for any points of interest; still, as your steamer may pass through the Straits of Bonifacio, you will have the opportunity of seeing the coasts of Corsica and Sardinia, with their high snow-capped mountains: later you will pass the Lipari Islands, with the volcano Stromboli; after this the Straits of Messina, from which you will see the Italian and Sicilian shores. From this till you arrive at Port Said there will be nothing of particular interest. The time taken in travelling from Marseilles to Port Said is about five or six days. I should have mentioned that in passing through the Straits of Messina your steamer goes between the ever-famed rock of Scylla and whirlpool of Charybdis, and immediately after passing these Mount Etna may be seen.

Port Said is not a beautiful town, and it is rarely worth while for any lady passengers to land; a motley crowd may generally be seen on the shore, and men in long robes and turbans come off to row passengers ashore in boats. Many people land here for the purpose of telegraphing home the news of their safe arrival; and as this fact is well known by the natives, one is frequently pestered by self-constituted guides, who offer, for the sum of twopence, to show the way to the post-office or telegraph depôt. As this latter is at the water's edge, and visible from the ship, their help is scarcely needed. Port Said is a celebrated place for cigarettes, and hence has more attraction for men than women, though the shopkeepers also sell very elaborate sweetmeats. Beggars of every nationality abound, and incessantly beg for "backsheesh." Both the town and the people are very dirty, and the principal hotel, which is on the shore, is by no means inviting in external appearance, whatever its inward resources may be. The natives

have a strange way of assuming European names, and if you ask a "guide" his name, he will proudly and promptly reply, "Mr. Ferguson, Number Sixteen"; or some similar name and number. The donkey-men, of whom there are many, generally call their animals by the names of prominent English men and women.

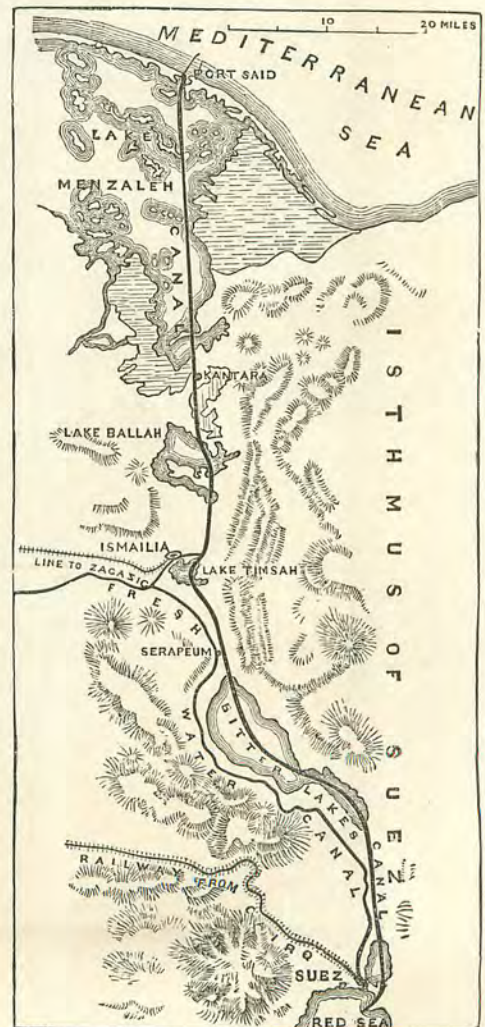
A very remarkable man comes on board sometimes at Port Said, and this is an Egyptian juggler, who performs marvellous tricks: his frequent collections, which are instituted with a promise of still greater wonders to come, soon pall on the least sophisticated, however, and when he has exhausted alike the supply of money and patience, he stolidly takes his departure, often without having performed that most sought for and clever illusion, "The Mangoe Tree." His ample robes enable him to secrete endless chickens and rabbits, which he utilises for his tricks: the marvel is that he does not sit on them.

It is generally with a feeling of relief that we return to the ship from Port Said; and your boatmen are the most incorrigible beggars. The proper boat-fare is half a franc, or, if you are English, sixpence; and they almost invariably ask for "coffee"—i.e., the value of a cup of coffee, which is their *pour boire*—they being Mohammedans, and not taking wine.

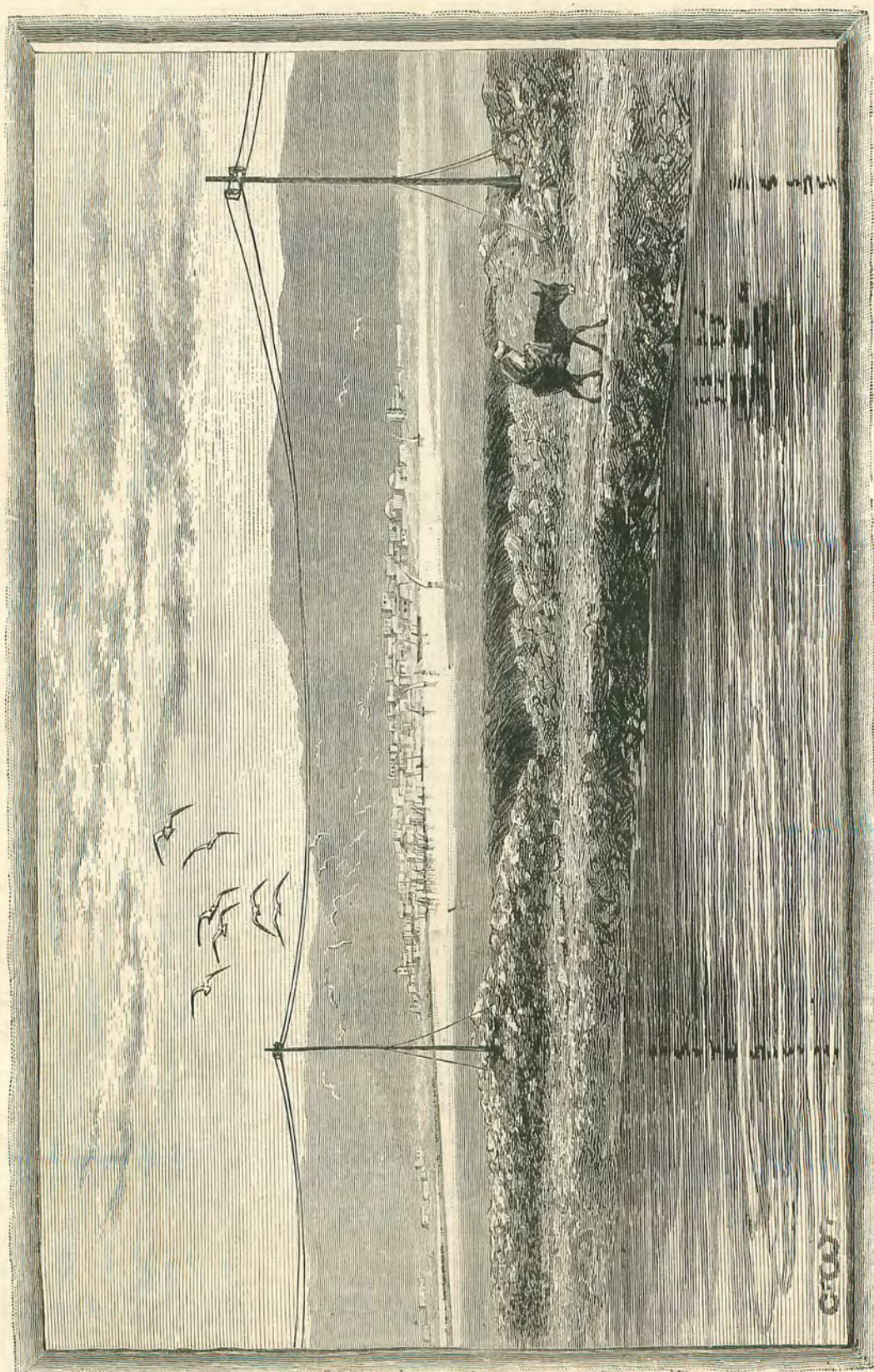
It is a striking sight, if you arrive at night, to see the coal barges come up to the side of the ship. At the end of each barge is hung out a kind of large beacon-fire, and all the barges swarm with dark-bodied Arabs and Egyptians, who, as they come alongside, sing a kind of wild dirge-like melody, which they keep up during the whole coaling. To watch these men coaling the ships and walking up to the bunkers is like seeing the links of a great revolving human chain. They leave the ship in a shocking state of dirt and dust, and it is a great relief when the engine-room bell sounds and we are once more moving, this time into that marvel of engineering skill, the Suez Canal.

This canal, of which the engineer was, as you all doubtless know, M. Lesseps, is about eighty-seven miles in length, and leads from Port Said to Suez. One

often hears the inexperienced sigh for the Suez Canal whilst they are in the Mediterranean, and saying, "Ah! we shall be able to get a good sleep there!" No greater mistake could be



PLAN OF SUEZ CANAL.



VIEW OF SUEZ.

made. The steamer is, for the most part, only allowed to go at the rate of four or five miles an hour—in fact, the shallowness of the water will not permit of greater speed; and as there are frequent orders transmitted from the pilot to the chief engineer, all of which take the form of a loud ringing of bells in the engine-room, very little sleep can possibly be obtained, assuming that the ship passes through at night. Any ship navigating the Suez Canal at night must have a search light or *projecteur* which will show at a thousand yards; and it is a pretty sight to see the ships moving along with these great powerful lights. The sandy ridges on either side of the canal look by this light like snow; and on the return voyage one will hear Australian cousins, who have never seen snow, asking if that is what it is like. The whole canal is marked out by a set of buoys, and these, containing compressed gas, show a light at night. The canal is not, of course, wide enough to admit of big ships passing one another throughout its whole length, and therefore at certain points there are “sidings,” in which one ship draws up in order that another may pass along. How this can be done without confusion and difficulties may seem to you on your first visit a mystery, and perhaps it may be of interest to enlighten you as to their methods before you go there. The Suez Canal is nominally a French affair, though in reality a large part of it belongs to England, and by far the greatest number of trading vessels passing through are bound for or come from England. Still, the enterprise is worked by French officials; and the stations, which are the little houses surrounded by a few trees which you notice as you go along, are accordingly called “gares.” At each of these “gares” is a set of signals, which indicate to an approaching ship whether she is to enter the canal or put into a siding. In the ordinary run of affairs other ships take second place to the mail-packet steamers. On the entrance of a ship into the canal the fact is noted at the chief office at Tewfik, where there is a model of the canal and a set of model ships. The clerk receiving notice of the entrance of the ship places a model with corre-

sponding flag in the little trough, and telegraphs directions concerning it to the next “gare,” so that at any particular time the position of any ship in any part of the canal is accurately known.

There is a considerable amount of the element of luck in getting through the canal; and though some ships get through in a comparatively short time, others are terribly delayed, especially should the canal be “blocked”: this is sometimes the case when a ship gets “stuck.”

The work of warding off the inroads of the desert of sand on either side is always going on, and great blocks of concrete are seen stored here and there, this being apparently the only material which will keep the sand within bounds. An attempt was made to grow some bush which should bind the sand together and keep it back, but this was not a success. Dredging machines will be seen at frequent intervals, and little steam-tugs, with a flag on which are the letters “C. S.,” may be noticed steaming rapidly up and down the canal executing the business of the company. Ismailia and the house of M. Lesseps may be seen on the west side of the canal, as also may the fresh-water canal.

Following in the wake of the steamer, should it pass through the canal by day, is usually a long string of children of various ages, who beg for things to be thrown out on the banks, and rush along for many miles: a remarkable muscular feat when one thinks of the soft sand on which they run.

A stray dog also may be seen, always looking starved and ferocious, and generally yelping hideously.

At the end of the canal we come to Suez, a striking town. The ships do not go close up to Suez itself, as the canal was not carried down to it, but has another port of its own. Suez, however, may be seen in the distance, and its buildings singled out by means of field-glasses. Sometimes as one goes down the canal the railway train is seen steaming along, and an occasional caravan in motion or halting in tents. In the old days Suez was the chief crossing place between East and West,

and here the ships would come laden with their aromatic burden of spices from Arabia Felix.

After passing Suez one enters the Gulf of Suez, and as one does so an oasis called “Moses’ Wells” may be noticed; it is to the east, and a group of palm trees marks it. Near here is the great Mount Sinai, and it is from Suez that the excursion to that mountain is made by means of camels. A mountain called Durraj is said to mark the spot where the Israelites crossed when pursued by Pharaoh and the Egyptian soldiers. The Red Sea is now entered through straits from the Gulf of Suez, and it is said to have received its name from the red mountain Jebel Leyt, which is a great mass of magnetic ironstone or loadstone; and this is so powerful as to affect the compass needles of passing vessels. Petroleum, too, oozes into the sea from these mountains, and it is to these two properties that they owe their fame in the *Arabian Nights*.

A landmark well-known to all is, at the end of your first day in the Red Sea, seen before you, and this is Dædalus, a fine lighthouse built upon a reef which is itself very rarely visible, only a few dark boulders showing. The men employed in this lighthouse are visited once every three months by a steamer, which brings them fresh water, though now condensing machines have rendered this less necessary. It is a wonder how men can live in such an isolated spot, which, during stormy weather, must seem to be cut off altogether from the rest of the world. Long ere you arrive at this point your ship’s awnings will be up, and presently you are really in the tropics. Frequently the heat in the Red Sea is fearfully oppressive, though the rapid rate of travelling on a steamship obviates some of the unpleasantness by stirring up a breeze.

Very soon you arrive at Mocha and the Straits of Babel Mandeb, leading direct into the Indian Ocean, and guarded by the island Perim, which belongs to the British. This island always affords a topic of conversation on board, and several rather amusing stories are told of it. It was first taken by the British during



WELLS OF MOSES.

the trouble with Tippoo Sahib, but was afterwards regarded as useless, and abandoned. It is said that the French contemplated taking possession of it, and that an English officer, entertaining a French official sent over for the purpose, at Aden, learnt, from hints dropped during conversation, what his business was, and gave orders during dinner for a British vessel to put off at once and take possession of it. When the French man-of-war arrived it was only to see the British flag waving where it had been placed a few hours before.

A lighthouse is constructed on Perim, and it is in telegraphic communication with England, so that if a ship in coming home passes Aden in the night, it may be signalled from Perim the following day.

The next port, and one at which the vessel will stop, is that most important possession, Aden, one of the hottest places on earth: the sea-water is said here to reach a temperature of 100° Fahr. This was the first addition to British territory in the reign of Her Most Gracious Majesty, and it was taken in 1839; the value of this port to the British is inestimable, as it is a centre for Asiatic and European trade, besides being a most important military and coaling station. Its appearance is not at all prepossessing, having, as it has, the aspect of abject barrenness.

A wonderful collection of human beings assembles to greet each ship, foremost and most noticeable of whom are the divers: they swim about round the ship and shout a sort of chorus of "Ho—oh! Ho—oh! Ho—oh! 'Ave a dive! 'Ave a dive! I dive!

I dive! Yas! Yas!" This formula goes on in various keys and pitches for hours at a stretch; and as the divers are of all ages, the discord of voices is terrible. Their heads are all clean shaven, and they generally come out to the ships in twos or threes in little boats, one rowing and the others diving about. These gentry for the most part disdain all copper coins, affecting to be unable to see them, and crying out, "Throw silvah, sah!" The impunity with which they swim about among the sharks is miraculous: they will for a shilling dive under the ship and come up on the other side: or, having clambered up the rigging, will dive from it into the sea, the latter manœuvre frequently being hastened by one of the sailors on board. Having secured the coin for which they have dived, they cram it, along with all the others that they may have gained, into their mouths, being apparently, like monkeys, endowed with pouches there.

Another interesting set of people are the natives who come on board with all sorts of fabrics, embroidery, jewellery, boxes, bottles of attar of roses, and curiosities of various kinds; ostrich feathers also form a large part of their stock-in-trade. In dealing with these people it is necessary to know something not only of the things they sell but their methods of selling, for they invariably ask more than double the sum that they expect to receive; and it is only necessary to turn away from them for them to follow you and acquiesce in your notions of the value of the things offered. These gentlemen bring a certain quantity of material on board,

and hope to take a certain amount of money back, so that towards the end, when they have often made that sum, they will sell what remains of their stock at very much reduced prices, and then is the time to buy. Photographs of the various places here are generally sold, and also some purporting to be the very ship on which you are sailing: these photographs, which are of large size, can usually be bought at the rate of threepence each!

All these natives are controlled and kept in order by the native police, who, with their little round caps bordered with yellow, look quite imposing. Their methods of dealing with their refractory brethren is somewhat summary and immediate, generally taking the form of fearful blows delivered anywhere and anyhow with a thick stick. As the natives seem to be mercifully endowed with a power of receiving such blows without immediately fatal consequences, perhaps they form the best method of discipline. Should you go ashore, the best thing is to drive to see the celebrated tanks—of which there are said to have been originally fifty—capable of holding altogether thirty million imperial gallons! They date back at least to A.D. 600, and show an elaborate system of water supply. Your ship will coal here, and after that you start off for nearly a fortnight's run in the Indian Ocean.

And now, having spoken of the interesting points in the voyage, I must for the present leave you, hoping to tell you in a future chat something of the great southern hemisphere to which you are hastening.

W. LAWRENCE LISTON.

AVERIL.

By ROSA NOUCHETTE CAREY, Author of "Nellie's Memories," etc.

CHAPTER XVII.

ANNETTE DECLINES TO PLAY TENNIS.



VERIL was rather quiet and subdued the next day or two; but as usual she battled with her depression bravely, and tried not to damp the enjoyment of her two young companions.

The new work-room was finished, and looked very comfortable; and Fairy Order (as Lottie still called her) was quite in her element. There was plenty of time now for the music lessons and practising. Lottie was learning to chatter in French, and Annette found her a most intelligent pupil. The girls sat together, walked together, or drove out with Averil: no one interfered with them. When Lottie had letters to write, or her aunt or cousins wanted her, Annette went in search of Averil, or sat in the garden with her book. Maud and Georgina made no attempt to admit her into their companionship; they still treated her with coldness, as though they regarded her as an interloper. In the evenings, when Averil read to herself, she and Lottie escaped into the garden or whispered together over their work. Georgina once asked them contemptuously what they could find to talk about; she sneered slightly

as she spoke. When friends were not present there were often lapses of silence. Rodney would complain of the dullness, and go out in search of amusement.

"I wish we could go out too," Georgina would say. "I think no family of old maids could be more deadly dull. Mamma goes to sleep, and Averil reads, and Maud writes letters."

"I wish you would be quiet and let me finish my notes," Maud would say, pettishly—she seemed always irritable now; and then Georgina would subside into moody silence. If any one came in there was an instantaneous change; for example, if Captain Beverley dropped in for a moment to fetch Rodney, Maud's eyes would brighten, her prettiest songs would be sung, Mrs. Willmot would be broad awake and smiling; only Averil's grave little face did not relax, her greeting never became warmer.

The day at Grey-Mount was a great success. As Averil looked at the girls' bright faces as they took their places in the train the cloud seemed to lift off her own spirits; it was delightful to think that for twenty-four hours her worries would be in the background. Kind greetings, approving smiles, hearty sympathy, were all awaiting her; no dissatisfied looks, no struggling wills, would mar her enjoyment. Averil's brow grew calm and clear as a little child's as the prospect widened, and when they reached Chislehurst she was talking as merrily as her companions.

"There is Louie!" exclaimed Lottie,

as the train slackened speed, and a tall pleasant-looking girl gave her an answering nod and smile. She had a strong resemblance to her brother Frank, and, like him, had no claims to beauty; but her frank open countenance attracted Annette.

"She is a Harland, so of course she is nice," she said to herself with illogical reasoning.

Miss Harland did not seem to require any introduction; she shook hands cordially with Annette. "Mamma was too busy to come, Averil," she said, leading the way to the station door, where an open barouche and a pair of handsome bays were awaiting them. "What have you been doing with yourself lately, you naughty little person? Lottie, she looks more shadowy and unsubstantial than ever! Father will be horrified when he sees her."

"Don't be so absurd, Louie. I am perfectly well," laughed Averil, who certainly looked very small and slender beside this fine-grown, vigorous young woman. But Miss Harland chose to argue the point; and as Lottie took her part, there was a lively discussion that lasted until they reached Grey-Mount.

Grey-Mount was a substantial grey stone house standing in its own grounds. As they drove up to the door, a bevy of young people came out to greet them. Louie introduced them all in a quick off-hand fashion to their new guest as, "Nettie and Fan—and the twins, Fred and Winnie. And this is my little