

a quiet charm of its own. The purple-breasted and copper varieties are also found in them.

Sportsmen and battues are unknown in Japan, so that the happy pheasants do not number man amongst their natural and most dreaded enemies.

The wild fowl around Yeddo—geese, ducks, teal, etc.—are never disturbed by the sound of fire-arms, it being contrary to the decrees of the government to fire a gun within a certain distance, (10 re.) of the Imperial city; so that they are perfectly tame, and the foreigner has some difficulty in believing that they are not domesticated birds. The bantams are particularly pretty—just such delicate-plumed little creatures that lovers of birds would choose for their pets. The tail of the cock bird is very curved and long, and quite sweeps the ground as he proudly struts about. The eggs are small, delicate in flavour, with very thin shells.

ON BOARD THE GALATEA.

IN our December part we gave some account of the good ship Galatea, and of her gallant and royal commander, the Duke of Edinburgh. The progress of the voyage is well known to the public from the official announcements in the press, but our readers may be glad of some further notes from the private letters to which we were indebted for our former communication.

The Galatea steamed out of Simons' Bay, Cape of Good Hope, on Wednesday morning, October 2nd, without any ceremonies, but merely a signal from the fleet, wishing her a pleasant voyage. She proceeded on her course with favouring weather, and making way at the rate of from ten to thirteen knots an hour. All went, according to the wish, as merrily as marriage bells, till Saturday the 12th, "when," as our correspondent writes, "after blowing fresh all the forenoon, we got into the fury of a cyclone, and had 'a regular sneezer' during the night. At 12:30 the lower deck was cleared, and all the men in the ship were up and at work on the upper deck to reduce sail, which it took three hours to do, the ship rolling so heavily that they could not stand, and were being continually washed into the lee scuppers. One of the young-officers* set a brave example to the crew, by running out himself upon the fore-yard, and showing the most timid (and, though British sailors, there were some such) what was to be done. Thus the duty was performed and the sail reefed."

Our informant, writing not for public, but private information, goes on with his description, in a manner which we trust will be found of sufficient general interest. "You know," he says, "what a cyclone is. It is a circular wind, and rather a disagreeable thing to encounter, as it sometimes shifts so rapidly as to leave but short time for meeting its tempestuous changes. To give you some idea of its force last night, you must conceive one of the coppers with which ships' bottoms are sheathed, and there were three or four of them lying on the upper deck, which were lifted up and thrown overboard as if they were so many sheets of paper. We were obliged to run before the gale, and for some time in a direct line for the Cape again. It was at times quite terrific. The ocean was one mass of white foam, and the seas immense, rising up and rushing along like so many living monsters, as if threatening every moment to devour the ship. Are you aware that

the waves in these parts are supposed to be the largest in the world? and I believe the supposition is nearly correct. I never saw such, and the Galatea,* being so long, works a good deal, and was set leaking like an old basket. I do not mean any serious leak, but annoying little drops dripping from every square foot of the berths, sides, top and bottom, and making dry clothing impossible—every deck wet, and the water washing about everywhere. The gale lasted, on and off, nearly a week, and through it all the gallant ship rolled on. By the 19th the angry winds had moderated, and the weather was again auspicious, with a fine breeze. She had sailed over 300 miles a day, and made 3050 in fourteen days."

On the Sunday our friend treats of an altogether different scene; but if its simplicity touches our readers as it touched our feelings, they will not be displeased if we present, in his own words, his account of a funeral at sea.

"The only new thing in the monotony of a sea voyage is the very old thing, death; and *that* came on board of us last night in the middle watch, and seized its victim, a poor marine, and so departed for the time, satisfied, but who knows how long? We buried him this afternoon at half-past three. If our burial service on land is considered beautiful and impressive, how much more so is the same ceremony performed at sea! Surrounded and alone, as it were, with only the greatest of His works, the mind has nothing to distract it from the contemplation of the solemn and last duty we pay to a fellow creature, taken from the midst of familiar comrades. Dong! dong! dong! Hark, there sounds the bell, and all officers and men, assemble on the deck. All is prepared and ready, the chaplain, in his surplice, waiting for the body, as the first glimpse of the white, red, and blue of the Union-jack appears, as it is carried up from below. We all uncover save the marines, and they present and then reverse arms, forming a lane for the bearers and their burden. After the rattle of the arms has died away, the silence, only broken by the tolling of the bell, the creaking timbers and the sighing wind, is absolute. Even 'look-out' in the fore-top, a hundred feet away, is, I see, standing reverently and bareheaded, to witness the last of one who till late last night was a shipmate. Up into the daylight comes the Union-jack, and as it reaches the upper deck the wind raises the bunting gently, but enough for me to see the grating, and a red stain of a deeper colour than the flag, oozing through the hammock† (his coffin), and marking the wood. And now it is resting on the gangway, partly overhanging the heaving water. I hear the murmur of the chaplain's voice (for I am too far away to hear the words), then a splash sudden and solemn, and the gangway is empty. We have committed the body of our brother to the deep, and before the service is over, and the three volleys of musketry have died away, he is far astern and many fathoms down:

"The bright blue sky above his head,
The waters all around him."

And so ends the last of this strange eventful history. Yet what of that? we are one the less; the band will play, the crew make sail, and the lost mariner will be by most forgotten. Yet he may be missed in some expectant quiet nook of old England as a good husband, a loving father, and a dutiful son, when the sad news

* We may be pardoned for extracting the name of this gallant midshipman—the Hon. Mr. Curzon—whose "pluck" was rewarded by the prince calling him aft when the service was over, and commending him warmly for the intrepid conduct he had displayed.

* Our correspondent, like all true sailors, speaks of his ship as if he loved her. There is nothing to compare with her on the ocean, except, perhaps, her companion, the Ariadne, and on the present occasion she "rather astonished some of them" by the manner in which she strained and worked.

† The cause of death to account for this is not stated.

reaches his early home." On the 22nd another man, who died suddenly, was in the same manner committed to his ocean grave.

Our letters of later date tell of the loyal reception and stirring events of the Australian visit; but most of this has been transferred to the English from the colonial newspapers. One thing we may notice, that the duke's "service dinners," of about a dozen guests at a sitting, astonished the colonists who heard of them, and elicited admiration at the cook's art, with materials so limited by the length of the voyage, and the absence of shore supplies. All that foresight and skill could arrange were certainly supplied for the voyage of the Galatea.

A few words in conclusion, about the picture of the Galatea, which forms the frontispiece to our monthly part. It represents the ship, not in the recent cyclone, but in a yet more fearful storm, which she encountered when under another command. She proved herself on that occasion a truly sea-worthy craft. It was one of those tremendous West Indian hurricanes so fatal to many a strong vessel, manned by many a gallant crew. Captain Maguire,* since dead, was the commander. It was a perilous ordeal, out of which the good ship came so severely shaken that it was for some time a question whether she must be left in these seas a shattered wreck, or risk the home voyage.† It was an anxious time for the commander. If assailed on the homeward voyage, could she outlive another storm? Fortunately the substantial safety of the hull was ascertained, and temporary repairs proved sufficient for the return, and the Galatea survived to become more than ever noted in the annals of the Royal Navy.

FAR-OFF VISION.

FROM Apia, Navigators' Islands, Mr. Trood has sent the following summary of his theory and experience as to far-off vision, in reply to the criticisms that appeared on his former paper in the "Leisure Hour." It will be remembered by many of our readers that Mr. Trood, like M. Bonniveau, formerly in the Mauritius, claimed the faculty of seeing ships and other objects long before they were visible to ordinary vision.

* The Galatea becoming historical, any little anecdote connected with her may, at any rate, like the following, be amusing. His royal highness's predecessor, an excellent and highly esteemed officer, had in him a rich dash of the impetuous and genuine Irish character. Once, when earnestly reproving a delinquent sailor, he crowned the lecture with the bitter reproach, "Worse than all, you are a disgrace to the flag you are flying under!" On another occasion, signalling an invitation to a colonial governor and his lady to dine on board, he was adding that he would be happy to receive the family and their governess (a very pretty woman) also, when one of his officers near him hinted that the message might possibly be misconstrued. "Indeed, truly," exclaimed the captain to the signal-man; "*belay the governess!*"

† Mr. Sear, the skilful and experienced chief engineer, was anxious about the machinery, and wished to know the state of matters below the surface. There happened to be a diving-dress on board, but no divers. One of his staff, a young assistant engineer, had been permitted, in calm weather, to disport himself in this panoply, and, somehow, a look towards him was cast in the emergency. But diving was no part of an engineer's duty, and the task was dangerous—so dangerous that the captain would not run the responsible risk of ordering it out of the ordinary line of service. Nor did the youth think it right to volunteer it in a foolhardy manner, but had it intimated to his commander that if he requested, or expressed a wish for it, he would at once equip himself and do his best. The result of his exploration appears in the following record from his captain, and entered as a memorandum at the Admiralty:—"Great credit is due to Mr. Jerdan, assistant engineer, for services rendered in examining the ship's stern and screw well, by diving. He went down in the diving-dress seven or eight times." To this recommendation it is probably owing that the diver was reapportioned to the vessel, with whose hull he was so well acquainted, has had the honour to accompany the royal duke, and received his farther promotion to engineer as rapidly as the rules of the service could allow.

The following is Mr. Trood's communication, which we give in full for the sake of those who take interest in the subject:—

I conceive that all clouds exhibit on their outline the outline of terrestrial objects.

Clouds above the horizon exhibit on their outline the outline form of objects above the spectator's horizon.

Clouds on, that is, touching the horizon, exhibit on their outline the outline form of objects beneath the spectator's horizon.

Such outline images appear at times to be reflected from cloud to cloud.

Clear weather, involving a condition of the atmosphere unfavourable to the formation of cloud, exhibits but few form-clouds of objects above the horizon; and the form-clouds of objects at a distance are consequently then less liable to be intercepted by such. Land and vessels at a distance are then indicated by their respective form-clouds, according to the condition of the atmosphere in their several localities. And, in clear weather, it sometimes happens that while objects at a distance of 300 to 350 miles are plainly pointed out by their form-clouds, objects much nearer, say 50 to 100 miles, give no sign of their existence; but usually I found that on a clear day every object within, say 300 miles, was for a few minutes, at some time or other during the day, indicated by its clouds, either in vraisemblance small black form-clouds, or jaunesemblance small yellow, etc., or blancsemblance small white, etc. (See "Leisure Hour," 1866, p. 486.)*

In a state of the atmosphere neither clear nor thick, only objects at a moderate distance, say 100 to 120 miles, can be made out; and, as the atmosphere is then favourable to the formation of cloud, their form-clouds will be larger and more extended, appearing in yellow or black masses (see "Leisure Hour," 1866), according to the hour of the day at which they appear.

In thick weather, the dense masses which fill the heaven wall in the horizon, and bear on their outline the outline forms of objects either above the spectator's horizon or else just beneath it.

Thus, in thick weather, the great number and size of the form-clouds of objects close to the spectator prevent him from perceiving the form-clouds of objects at a limited distance; while, in moderately clear weather, the form-cloud of objects at a moderate distance prevents him from perceiving the form-clouds of objects at a great distance. Also, in thick weather, the clouds just above objects above the horizon exhibit on their outlines, in a more marked manner than in clear weather, the outline forms of such.

Land at a distance is indicated to the spectator by round or pyramid clouds.

Vessels at a distance are indicated by clouds bearing on their outline the outline form of the said vessels, according to their position as regards the spectator; viz., whether broadside on or standing from or to him, etc. If a drawing of a ship or schooner in full sail be cut into relief, placed on a sheet of paper, and pencilled round, the rough outline form thus obtained will present a tolerably perfect resemblance to nine out of every ten vessel-clouds. If the vessel be only from forty to seventy miles off, there may be many such form-clouds on the

* May I point out some errors in the letters published in the "Leisure Hour," 1866 (pp. 485-6):—For "Bottineau" read "Bonniveau" (p. 485). For "at this port" (p. 486, line 22) read "on the south side of this island—Upolu." For "westward" (p. 486, line 54), read "eastward." For "about the same distance" (p. 486, 2nd col., line 53), read "various distances."