

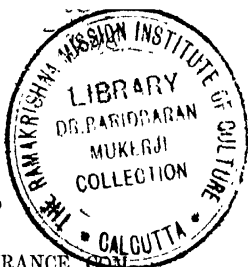
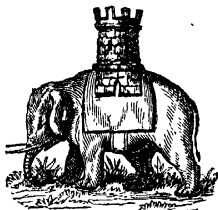
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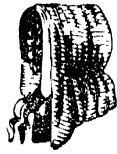
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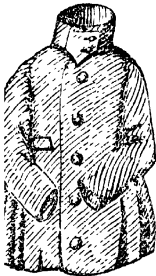


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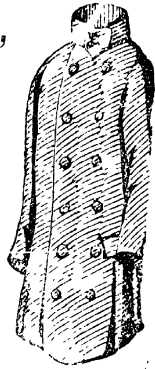
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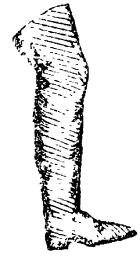
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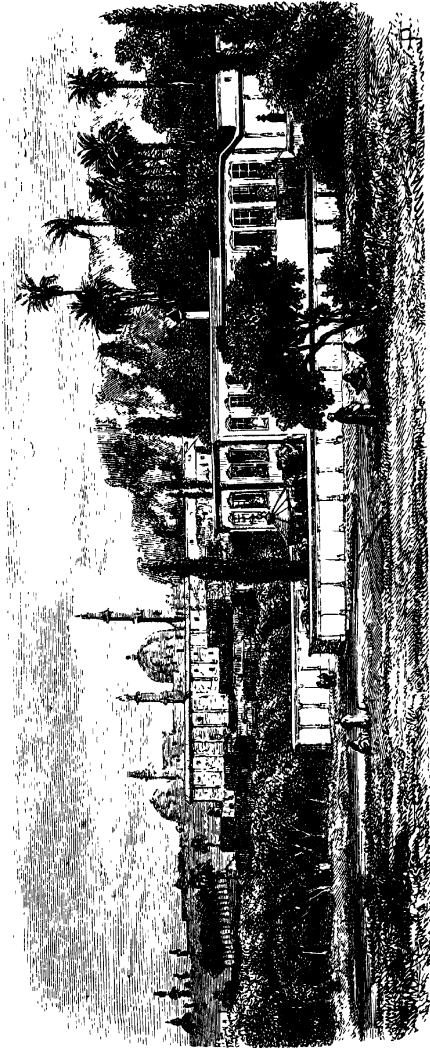
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BY HIS FRIEND,

THE AUTHOR.





## PREFACE.

---

INDIA is at last attracting some attention and respect in England. Its value was depreciated on account of its remoteness. Distance, so far from lending it enchantment threw so thick a mist over the land, that the majority of our countrymen at home scarcely recognised its existence. Whenever a question concerning India and its hundred millions of inhabitants was introduced into the British Parliament there was a beggarly account of empty benches. Such was the general ignorance of the geography of the country that the Presidencies were often confounded together. It was not an uncommon occurrence to find a gentleman about to visit Bengal requested to hand a letter to a friend at Bombay. When orators in Parliament condescended to allude to our British Indian possessions, they fell into such ludicrous errors, that on the report of their speeches reaching India, the Natives marvelled how vast and distant countries could be governed with so little knowledge. The disaster in Affghanistan was the first event in the East that thoroughly aroused the British Senate and the British people. We never so fully appreciate the value of a possession as when we anticipate its loss. When it was found that the fierce Affghan could reach the hearts of his foe's dearest connections in a distant home and make them thirst for a war of retribution, and British statesmen almost feared that our gigantic power in the East was about to tumble down headlong with a mighty crash, Indian questions began to excite an interest equal

to their importance, and no longer gave precedence in the House of Commons to a turnpike bill.

But though the disastrous Afghanistan campaign, which gave so serious a check to our "empire of opinion" (from which we have hardly yet recovered, notwithstanding our subsequent triumph and revenge), has turned our eyes to the East, it is perhaps to be doubted whether India would not soon again be forgotten in the buzz of home politics and the strife of personal and party interests, if it were not for the strange doings of that great magician—STEAM. By that wondrous power the lover's wish is realised—"time and space" are "annihilated," and gigantic India and her proud Ruler, small-sized but mighty-hearted England, are brought into closer contact, and made to afford a noble exemplification of the power of science in the nineteenth century.

The establishment at the beginning of the year 1845 of a twice-a-month steam communication with the East Indies, was an event of great importance, not in the history of England only, but in the history of the world. It would be difficult to over-estimate its possible results. It will not only increase to an indefinite extent the value of our Eastern territories, but will diffuse with magical rapidity the living radiance of knowledge over regions buried for ages in the night of ignorance. It is not in a purely commercial, nor in a purely political, point of view, that a generous mind will regard this triumph of science with the liveliest emotion;—it is not the mere approximation of distant lands—the abbreviation of time and space—for our national or selfish purposes, that should fill us with most delight and exultation. It is a subject of deep and stirring interest on wider and nobler grounds. The vast agency of steam—of all physical powers the one calculated to effect the mightiest moral revolutions—must lead to the mental

manumission of millions of our fellow creatures. The East and the West will meet—the swarthy Oriental and the white-faced European will embrace as brethren. There will be no distinction beyond the colour of the skin ; and men who once regarded each other as beings of a different order will freely interchange their innermost humanities, and perhaps worship the same God under the same forms. What a glorious prospect for the philanthropist and the Christian—a consummation how devoutly to be wished !

But if this be flattering the well-wisher of the human race with visions of a too remote futurity, let us turn to a consideration of the practical good which steam has already wrought, and is about to work, in the Eastern world. An Englishman in India, but a few years ago, regarded himself as in a condition of hopeless exile—it almost amounted to banishment for life. All home ties were severed. He “dragged no lengthening chain” of association along his dreary path. He was in an entirely new state of existence and a very forlorn and comfortless one. The voyage was too long and costly for an occasional visit to his native land, and an epistolary intercourse in which a year elapsed between a question and a reply, was a cheerless and perplexing task, commenced upon with tears and impatience, and dropped in apathy or despair. But the passage is now a pleasure-trip, and is so short and cheap,\* as to present few difficulties to the home sick British Indian. A twice-a-month regular Mail will make the majority of Englishmen in India almost fancy themselves in their own land. They will feel that they are rather in a remote *county* than in a foreign *country*. The communication from home of the most trifling incidents in their domestic or social circle

\* In speaking of its cheapness I include many considerations amongst them the smallness of the necessary outfit, and the saving of money by the saving of time.

will come freshly upon them, and may then be referred to in return with such rapidity, as to avoid the chance of puzzling a correspondent with allusions to things forgotten. The feverish Indian invalid may be transferred at once to a bracing air ; and anxious parents may be brought into almost immediate personal communication with their children. The terrible or strange mutations of time and fate amongst friends and connexions, will now reach the distant exile singly and more gradually and produce a less violent impression. Occasional visits to England will revive home-affections and invigorate the frame, and refresh and enlarge the mind. Our soldiers and civilians, after a long service abroad, will be twice as efficient as in the olden time, when there were so many obstacles to their breathing a breath of their native air, and witnessing the miracles of art and science in the first of modern nations. Even the sojourner in India who may find it inconvenient to quit the country exactly when he wishes, will yet retain a pleasant consciousness of its being within the reach of a few weeks excursion ; and he will not be without the flattering hope that on a future occasion, some fortunate circumstance may enable him to accomplish it. In days of yore, when newspapers and letters used to arrive in India with extreme irregularity, and at long intervals, the British resident was apt to feel a livelier interest in petty local politics than in the greatest public questions of Europe. He almost forgot that he was a Briton. But he has now early and regular news, not only of his native land, but of the wide world—quick, and full, and accurate intelligence of all important events in the history of man. Thus his heart and his mind are benefited ; they are kept warm and awake.

Indian affairs are now home affairs. Oriental politics are familiarly discussed not only in the British Senate, but in drawing-rooms and taverns. And yet before the intro-

duction of steam navigation, the majority of the British people only knew the East in the "Arabian Nights Entertainments." By Englishmen at home, the public characters of Portugal or Spain were better known and appreciated than their own countrymen in Hindostan. But steam has wrought a wondrous change in these matters as in many others. It is now deemed disgraceful in a gentleman to betray a gross ignorance of Indian affairs of first-rate importance, and distinguished Englishmen in India have the cheering consciousness that their public career is familiar to the British people in the West. The names of Nott and Pollock, and Sale, and Sir Charles Napier, and Sir Henry Pottinger, fall like the voice of a trumpet on every British ear. They are as familiar sounds in our own quiet and fertile fields, as on the bare heights of Affghanistan. The rustics in obscure English villages exult in the gallantry of British heroes in the East.

The contemplation of a passage between England and India now creates as little uneasiness in the mind of the most nervous traveller, who is made aware of its real nature, as a trip from England to America. Still the Overland Journey (as it is called), is not yet much familiarised to the imagination of the British public generally, and as there are thousands of my countrymen who intend sooner or later to visit our vast possessions in the East, and have no distinct idea of the peculiar advantages of the Overland route, or the necessary preparations for it, this little work will, probably, not be thought ill-timed or unnecessary. The Homeward-bound traveller, will, I hope, find it equally acceptable.

It was not my intention, on leaving India, to prepare a work of this sort, or notwithstanding the lassitude of sickness and the rapidity of the trip, I should have collected many interesting particulars for the purpose. I have

endeavoured to supply my own deficiencies by extracts from the works of more industrious and able travellers. I am particularly indebted to my old and esteemed friend James Augustus St. John, for the liberality with which he placed at my disposal his admirable work on Egypt. The proprietors of the 'Library of Travel,' a compilation the most judicious and complete of its kind that has yet appeared, have very handsomely obliged my Publishers and myself by granting us the use of the embellishments of that work. We have also to thank Mr. Allen for a few of the smaller illustrations of his magnificent "Pictorial Tour in the Mediterranean."

It was at the suggestion of several Indian friends that I offered my Publishers the three "Letters descriptive of the Homeward Passage." I knew they were hurried and superficial; but an author is easily persuaded that his productions, however defective, possess some redeeming quality to justify their publication. I flatter myself with the hope that they will not be useless. I at first thought that a little unpretending pamphlet of forty or fifty pages would include all that I should publish on the subject of the Overland Passage. But I promised a page or two of directions for the outward-bound traveller, and in the execution of this task the materials increased so much beyond my expectations, that they now form by no means the least important portion of the volume, and at the desire of my Publishers, I have reversed the original order of its contents, and given the precedence to what I meant to have placed last. I have also found it advisable to insert an Appendix, containing many particulars that may be of interest and utility to the British Indian traveller.

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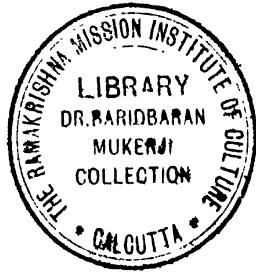
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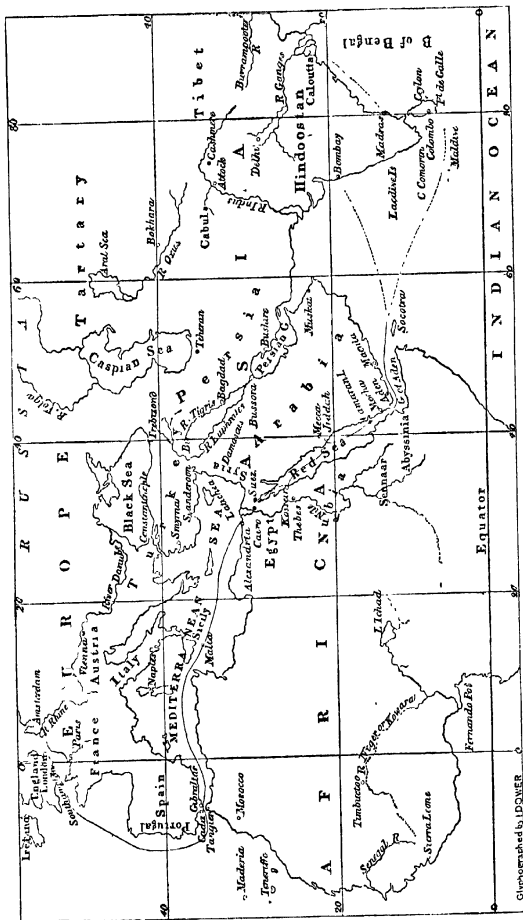


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## OVERLAND PASSAGE

FROM

## SOUTHAMPTON TO CALCUTTA.

---

THE Peninsular and Oriental Steam Navigation Company's magnificent vessels employed on what is called the Overland Indian Route start from the Southampton Docks for Alexandria on the 20th and 29th of every month. The passengers for Bombay proceed by the steamers of the latter date, and the passengers for Ceylon, Madras, and Calcutta, by those of the former. Those who are bound to Ceylon, Madras, or Calcutta, as well as Penang, Singapore, and Hong Kong, may book their passage at the offices of the Peninsular and Oriental Company the whole way through. The lowest charge for a single berth for a male passenger of the first-class to Calcutta (including the transit through Egypt) is 127*l.*; and for a lady, 136*l.* The rates of passage include stewards' fees, and indeed, every necessary on the whole passage, with the exception of wine and beer in the Desert, and hotel expenses at Alexandria, Cairo, and Suez. If a single traveller, after payment of his passage-money, start with ten sovereigns in his purse, he will have rather more ready money with him

than he will require for the whole trip. Each first-class passenger is allowed on either side of the Isthmus 3 cwt. of personal baggage, free of freight, but only 2 cwt. for the land transit,—children and servants may have 1½ cwt. each. Any excess of weight is subject to an extra charge. Passengers unwilling to incur additional expense and much vexation, are earnestly advised to avoid encumbering themselves with more than the regular and very liberal allowance of weight. A couple of strong trunks or portmanteaus of the size recommended by the Steam Navigation Company (namely, 2ft. 3 inches long, 1 ft. 2 inches broad, and 1 ft. 2 inches deep), lashed with a stout rope that will support their weight on camels; a small writing-case, a carpet-bag for clean linen, and a canvass bag for soiled linen, will contain every article really essential to the comfort of a gentleman on a passage which occupies altogether about seven weeks.

The ladies have usually so many requirements beyond the reach of the imagination of male creatures, that it is perhaps quite useless to propose any limit to their *impedimenta*. Female travellers, with the most moderate and reasonable intentions at the outset, generally remember at the last moment a vast multitude of articles that, according to feminine notions, are all equally indispensable. It is idle for any adviser of the masculine gender to argue with beings whose bright eyes and gentle voice invariably gain the day. Nevertheless, I shall venture to include a reference to the fair sex, in most earnestly impressing upon the mind of the traveller the wisdom of resolutely rejecting from a personal sea and land equipment, every article that can be omitted without certain and serious discomfort. All articles of mere luxury or of a delicate and fragile nature, from the space they occupy, the attention they require, and the anxiety they occasion in the hurried and

rough handling of baggage in its frequent transference from one mode of conveyance to another, are soon discovered to be most vexatious superfluities. On the other hand, nothing can be more delightful to the traveller than that sense of independence which an indifference respecting the fate of his property allows him to indulge in. His mind is then at liberty to enjoy the novelty of the scenes around him. All articles of bulk or value should be despatched in good time by the long sea-route.

With respect to the exact number of the ordinary articles of daily attire for the Overland trip, it is unnecessary to offer minute directions. In preparing for a sailing voyage round the Cape, the time it must occupy being extremely uncertain, it is not easy to calculate with much precision on the proper extent of passengers' equipments. But when the length and duration of a trip can be calculated to a mile and to a day, every traveller, however inexperienced, may form his own estimate of the quantity of linen he will probably require. As to outer garments, the plainest are the best; and sober colours that do not too palpably betray every casual contact with things unclean, should be selected for 'board-of-ship use. Almost any clothes, either old or new, that a person has in his possession for ordinary wear, will answer the purpose. The overland traveller in studying his preliminary arrangements has really no occasion to run his eye down the long lists of articles that, according to the advertisements of outfitters for India, are so absolutely indispensable, and which demand a little fortune for the purchase. As to the Indian wardrobe, it can be furnished quite as elegantly and as speedily in Calcutta, and in many respects more cheaply, than in London. Woollen garments indeed, and military accoutrements may be had at a more reasonable charge in England than in India;

but the young cadet should be very careful to avoid mistakes in the selection of the latter, or he may find on his arrival that it is better to pay a Calcutta tailor a heavy price for articles that are strictly according to the Regulations, than to purchase in the metropolis of England garments unwearable in the City of Palaces. If he be impatient to get possession of his military appointments or professional splendours, let him consult some experienced officer lately from India, or one of the East India army agents, who will furnish him with such information as will protect him from expensive blunders.

Let no one imagine that a cloak may be wholly dispensed with in a warm latitude. It is a serviceable article in every quarter of the globe. In the sultriest climate there are cold and humid seasons, when the frame of the stoutest European, more or less relaxed by the previous heat, is rendered peculiarly sensitive to every change of temperature. When the cloak is not required as a protection against cold, rain, or night dew, it may serve a variety of other purposes. It may supply the place of a cushion on a hard seat, or be turned into a pillow or a bed-covering, as the traveller's necessity may suggest. I have even seen a large cloak and a stick turned into a sort of gypsy tent.

There is one article of Indian clothing with which the passenger from England must be careful to provide himself—I mean what in India are called *pajamas*, and in England night-drawers. At home they are not very generally in use, but in India, where gentlemen often sleep without any bed-covering whatever, in chambers with open doors, they are absolutely indispensable both for decency and comfort. They are sometimes called mosquito trousers, because they protect the wearer from one of the greatest of Indian torments. They should be made extremely full (Turkish or Cossack fashion), and be tied round the waist

with any sort of soft band (a netted silk one with tassels is the best) slipped through a broad hem. As to the colour of the drawers, each individual may consult his own fancy, but it is essential that the material (usually of silk or cotton) should be light and cool. A small rug or piece of carpet to throw upon the deck when the passenger is inclined for a siesta in the open air, will be found exceedingly convenient.

It is as well to take an umbrella, though it is not very often in requisition. On board the steamer, a large awning renders it quite unnecessary; and on land, a good broad-brimmed straw hat, with a loose handkerchief or a thick padded lining in the crown, is a better protection from the sun than any umbrella. In landing, however, through a shower of rain, an umbrella would be useful. In India, the English gentry rarely have one in their possession. They seldom walk in the open air, and when they do so, are protected by a large *chattah* carried by a native servant.

A passenger on landing at Alexandria, struck with the novelty of the *tarboosh* or red felt cap, the frequent substitute in Egypt for the turban, a far more noble and useful head-dress, is sometimes induced to purchase one for himself. His money, in this case, is exceedingly ill-spent. The cap leaves the eyes and the whole face exposed to the sun's rays, and is in every respect unsuited to a sultry climate. But there is nothing else to object to in the Turkish costume. It is a pity that our countrymen in the East do not adopt a dress so graceful, so cool, and so convenient, instead of carrying to a burning shore the stiff, inelegant, and cumbrous garments of their own bleak land.

There is no occasion whatever to lay in any stock of cabin furniture—of towels, soap, candles, looking-glasses, wash-



hand-basins, bedding and bed-linen, and shoe-blackening—all these little requisites, and many others, are most liberally supplied. Let the passenger imagine that he is going to make a visit of a few weeks to a friend's quiet country-house, where everything but his personal garments will be provided by his host. The number of articles he would think of taking with him on such an occasion, would be sufficient for his trip to India. Even his mental requirements are taken into consideration by the Oriental and Peninsular Company; for in each of their vessels there is a well selected library of amusing and instructive works, chiefly of a modern date, including travels and romances.

In the early part of the trip, and in crossing the Desert at night, a good thick cloak and warm clothing of all sorts will be found agreeable; but on the other side of the Isthmus they will seldom be required. As soon as the traveller gets into a warm latitude, he will be glad to wear a short jacket of camlet or coloured silk, or jean, or any other equally light and cool material, and a waistcoat and pantaloons of the same. A thin shooting-jacket is a convenient garment. White clothes are by no means to be recommended. They would be soiled in a few hours. A very small supply of coloured garments would last the whole trip. Shoes and slippers (with the heel up), when the traveller is within the tropics, are preferable to boots, which keep the feet too hot, and make them swell. It is not necessary to lay in a stock of clothes *to land in*. The tailors in Calcutta, European and native, are smart workmen, and will easily make up all that may be necessary for immediate wear in less than four-and-twenty hours.

The following particulars selected from the announcements and regulations of the Peninsular and Oriental Company will save me from the necessity of giving any further directions respecting preliminary arrangements for the trip.

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INCORPORATED BY ROYAL CHARTER, IN 1840.

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| HADDINGTON . . .         | Capt. H. Harris, H. C. S. . . . . | 1500     | 500             |                                                                                                                                |
| ORIENTAL . . . . .       |                                   | 1600     | 500             |                                                                                                                                |
| MALTA . . . . .          |                                   | 1225     | 450             | } Between<br>Bombay,<br>Ceylon,<br>Penang,<br>Singapore,<br>and<br>Hong-Kong.                                                  |
| ACHILLES . . . . .       |                                   | 1000     | 420             |                                                                                                                                |
| POTTINGER . . . . .      |                                   | 1400     | 450             |                                                                                                                                |
| PEKIN . . . . .          |                                   | 1180     | 430             |                                                                                                                                |
| BRAGANZA . . . . .       |                                   | 800      | 280             |                                                                                                                                |
| LADY MARY WOOD . . . . . |                                   | 650      | 260             |                                                                                                                                |
| CANTON . . . . .         |                                   | 400      | 150             |                                                                                                                                |
| SULTAN . . . . .         |                                   | 1100     | 400             | } Between<br>Hong-Kong<br>and Canton.<br><br><br><br><br><br><br><br><br><br>} Mediterranean<br>and<br>Peninsular<br>Services. |
| EUXINE . . . . .         |                                   | 1100     | 400             |                                                                                                                                |
| TAGUS . . . . .          |                                   | 900      | 280             |                                                                                                                                |
| ERIN . . . . .           |                                   | 850      | 280             |                                                                                                                                |
| MONTROSE . . . . .       |                                   | 650      | 240             |                                                                                                                                |
| IBERIA . . . . .         |                                   | 600      | 200             |                                                                                                                                |
| PACHA . . . . .          |                                   | 600      | 210             |                                                                                                                                |
| MADRID . . . . .         |                                   | 500      | 160             |                                                                                                                                |
| JUPITER . . . . .        |                                   | 600      | 260             |                                                                                                                                |

THE FOLLOWING VESSELS ARE NOW BUILDING AND FITTING OUT.

|                  |      |     |
|------------------|------|-----|
| BOMBAY . . . . . | 1400 | 450 |
| GANGES . . . . . | 1400 | 450 |
| VECTIS . . . . . | 900  | 350 |

# T A B L E

**REG THE LENGTH OF PASSAGE, UNDER ORDINARY CIRCUMSTANCES, FROM SOUTHAMPTON TO THE SEVERAL PORTS, THE DATES OF DEPARTURE AND ARRIVAL OUTWARDS AND HOMEWARDS, AND THE LENGTH OF THE VESSELS' STAY AT EACH PLACE.**

| Ports.         | Dates of Departure from Southampton every Month.                        | Dates of Arrival Outwards. | Stay of the Vessels Outwards. | Dates of Departure Outwards. | Dates of Arrival Homewards. | Stay of the Vessels Homewards. | Dates of Departure Homewards. | Dates of Arrival at Southampton. |
|----------------|-------------------------------------------------------------------------|----------------------------|-------------------------------|------------------------------|-----------------------------|--------------------------------|-------------------------------|----------------------------------|
| Vigo           | 7th, 17th, and 27th                                                     | 10th, 20th, 30th           | 3 hours                       | 10th, 20th, 30th             | 21st, 1st, 11th             | 3 hours.                       | 21st, 1st, 11th               | 24th, 4th, 14th from Vigo.       |
| Off Oporto     | 7, 17, 27                                                               | 11, 21, 1                  | 1 hour                        | 11, 21, 1                    | 20, 30, 10                  | 1 hour.                        | 20, 30, 10                    | 4, 14, " Off Oporto              |
| Lisbon         | 7, 17, 27                                                               | 15, 25, 3                  | 12 hrs.                       | 14, 24, 4                    | 18, 28, 8                   | 24 hours.                      | 19, 29, 9                     | 4, 14, " Lisbon.                 |
| Cadiz          | 7, 17, 27                                                               | 14, 24, 4                  | 3 hours                       | 14, 24, 4                    | 16, 26, 6                   | 3 hours                        | 16, 26, 6                     | 4, 14, " Cadiz.                  |
| Gibraltar      | 7, 17, 27                                                               | 16, 26, 5 Pen-Str.         | 12 hrs.                       | 5, 26                        | 2, 20, 18                   | 6 hours.                       | 18, 28, 8                     | 4, 14, " Gibraltar.              |
| MALTA          | 20, Alexandria Steamer                                                  | 31                         | 6 hours                       | 5, 26                        | 2, 20, 18                   | 12 hours.                      | 2, 20, 18                     | 8, 26, " Malta.                  |
| CONSTANTINOPLE | 29, Constantinople do.                                                  | 10                         | 12 hrs.                       | 31                           | 14                          | 12 hours.                      | 26                            | 8 " Malta.                       |
| ALEXANDRIA     | 29, Peninsular and Oriental Co.'s Steamer throughout                    | 16                         | 48 hrs.                       | 10                           | 26                          | 12 hours.                      | 19                            | 8 " Constantinople               |
|                | 29, Peninsular and Oriental Co.'s Steamer between Southampton and Malta | 6                          |                               | 6                            | 10                          |                                | 10                            | 26 " Alexandria                  |
|                | Her Majesty's Steamer between Malta & Alexandria                        | 10 at Malta                |                               |                              |                             |                                | 20                            | 8 " "                            |
| SUEZ           | Peninsular and Oriental Co.'s Steamer throughout                        | 19 at Alexandria           |                               | 19                           | 7                           |                                | 7                             | 26 " Suez.                       |
| ADEN           | 20, Peninsular and Oriental Co.'s Steamer throughout                    | 17                         | 24 hrs.                       | 10                           | 30                          | 24 hours.                      | 31                            | 26 " "                           |
|                | 29, Peninsular and Oriental Co.'s Steamer between Southampton and Malta | 10 at Malta                |                               | 18                           |                             |                                |                               | 26 " Aden.                       |

11. Southampton & Suez Steamer, between

|    |                                                       |                  |         |    |     |          |                 |    |              |
|----|-------------------------------------------------------|------------------|---------|----|-----|----------|-----------------|----|--------------|
| 20 | Penang, Ceylon, Co.'s Steamer betw. Southamp. & Malta | 10 at Malta      |         |    |     | 26.      |                 |    |              |
| 20 | H. Majesty's Steamer between Malta and Alexandria.    | 19 at Alexandria |         |    |     |          |                 |    | from Bombay. |
| 20 | H. E. I. Co.'s Steamer between Suez and Bombay        | 8 at Bombay      | 24 hrs. | 1  | 15. | 34 hours | 1               | 8  | Ceylon       |
| 20 |                                                       | 6                | 6 hours | 6  | 10. | 6 hours  | 16.             | 26 | Penang       |
| 20 |                                                       | 9                | 24 hrs. | 10 | 7.  | 24 hours | 8.              | 26 | Singapore    |
| 20 |                                                       | 15               |         |    |     |          | 1.              | 26 | Hong-Kn      |
| 20 |                                                       | 5                |         | 5  | 12. | 12 hours | 12              | 26 | Madras       |
| 20 |                                                       | 8                |         | 8  |     |          | 10 fm. Sandhds. | 26 | Calcutta.    |

**NAMES OF THE COMPANY'S AGENTS.**

**AT HOME.**

SOUTHAMPTON, ... J. R. Englede, Superintendent.  
 SOUTHAMPTON, ... T. Hill, Custom House Agent.  
 SOUTHAMPTON, ... W. and E. C. Carne.  
 SOUTHAMPTON, ... G. and I. Burns.

**ABROAD.**

ANDRIA, ... L. Thomas  
 BANGALORE, ... J. Thomas Davidson  
 BATAVIA, ... John Gray and Co.  
 BOMBAY, ... Capt. H. Gibble, H. C. S.  
 CALCUTTA, ... de Zalmeth  
 CANTON, ... A. Emerson, Agent.  
 CANTON (GALLEY), ... Captain Tyerman.  
 CANTON, ... J. T. Lowe, Jun.  
 CANTON, ... C. Hanson and Co.  
 CANTON, ... Capt. B. W. Ford, Superintendent.  
 CANTON, ... E. Santos, Vice-Consul.  
 CANTON, ... T. C. Curry.  
 CANTON, ... W. J. Smith.  
 CANTON, ... J. V. Olding.  
 CANTON, ... A. Vanzeller.  
 CANTON, ... Thomas Fate and Sons.  
 CANTON, ... Robert Franck.  
 CANTON, ... T. H. Horton, Acting Superintendent.  
 CANTON, ... W. J. Turner and Co.  
 CANTON, ... A. Miller and Co.  
 CANTON, ... Brown and Co.  
 CANTON, ... W. Macbean and Co.  
 CANTON, ... J. S. Sparkes, Superintendent.  
 CANTON, ... F. Guarracino.  
 CANTON, ... C. Brunner.  
 CANTON, ... Captain Thomas Longridge.  
 CANTON, ... Captain W. Lindquist, H. C. S.  
 CANTON, ... F. J. Stevens.  
 CANTON, ... Menendez and Barcelona.

The lines of steam communication embraced by the Company's operations are as follows, viz:—

INDIA AND CHINA *viâ* EGYPT (OVERLAND ROUTE).

| Places.             | Date and Hour of Departure from the Southampton Docks.                                                                                                                                                                         |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CEYLON .....        | 20th of EVERY MONTH, at 1.30 P.M.<br>N.B. When the 20th falls on a Sunday, the hour of departure is 9 A.M.                                                                                                                     |
| MADRAS .....        |                                                                                                                                                                                                                                |
| CALCUTTA .....      |                                                                                                                                                                                                                                |
| PENANG .....        | 20th of EVERY MONTH, at 1.30 P.M.<br>N.B. When the 20th falls on a Sunday, the hour of departure is 9 A.M.                                                                                                                     |
| SINGAPORE .....     |                                                                                                                                                                                                                                |
| HONG-KONG .....     |                                                                                                                                                                                                                                |
| ADEN .....          |                                                                                                                                                                                                                                |
| BOMBAY .....        | 20th and 29th of EVERY MONTH, at 1.30 P.M.<br>N.B. When the 20th falls on a Sunday, the hour of departure is 9 A.M. on that day; and when the 29th falls on a Sunday, the Steamer starts on the following day (30th) at 9 A.M. |
| MALTA .....         | 20th and 29th of EVERY MONTH, at 1.30 P.M.<br>N.B. When the 20th falls on a Sunday, the hour of departure is 9 A.M. on that day; and when the 29th falls on a Sunday, the Steamer starts on the following day (30th) at 9 A.M. |
| ALEXANDRIA .....    |                                                                                                                                                                                                                                |
| CONSTANTINOPLE .... | 29th of EVERY MONTH, at 1.30 P.M.<br>N.B. When the 29th falls on a Sunday, the Steamer leaves on the following day (30th) at 9 A.M.                                                                                            |
| SINOPE .....        |                                                                                                                                                                                                                                |
| SAMSOUN .....       | TWICE A MONTH TO AND FROM CONSTANTINOPLE.                                                                                                                                                                                      |
| TREBIZOND .....     |                                                                                                                                                                                                                                |
| VIGO .....          |                                                                                                                                                                                                                                |
| OFF OPORTO .....    | 7th, 17th, and 27th of EVERY MONTH, at 1.30 P.M.<br>N.B. When the above dates fall on Sundays, the Steamers start on the following day (Monday) at 13.0 P.M.                                                                   |
| LISBON .....        |                                                                                                                                                                                                                                |
| CADIZ .....         |                                                                                                                                                                                                                                |
| GIBRALTAR .....     |                                                                                                                                                                                                                                |
|                     |                                                                                                                                                                                                                                |

For rates of passage, etc., see Appendix, p. 182.

The following hints to travellers who desire to see something of France and Italy on the way out to India, are from Mr. Stocqueler's "Hand Book of India."

"Some parties prefer going through France and Italy on their way to India. There is no doubt that the pleasure of the trip is greatly heightened by taking such a route, if the countries have not been visited upon any previous oc-

casation, though it is not unattended by inconvenience. In the event of the adoption of such a route, all the baggage requisite for the sea trip, upon the Red-Sea side of the Isthmus of Suez, should be sent previously by the Southampton steamer, consigned to some reputable house at Alexandria. There is a material difference in the charge for luggage, if it is understood that the Indian half of the journey will be accomplished in one of the Oriental and Peninsular Steam Navigation Company's vessels. After going through France, if the traveller purposes terminating his land journey at Marseilles, he will find French Steamers leaving every ten days, or more frequently, for Malta, whither he can proceed to await the Southampton steamer, or go on at once in the French vessel to Alexandria. In the event of a possible detention at either place, and he having his option, we would recommend his proceeding to Egypt without delay, as the time of detention there may be more profitably spent, though possibly not more agreeably, for an introduction to any respectable parties at Malta insures the visitor much hospitality. Should the outward-bound traveller extend his journey to Italy, he may calculate on finding Neapolitan steamers either at Genoa, Leghorn, or Naples, once, or oftener, every ten days, and in one of these he will obtain a quick and comfortable passage to Malta, touching at one or more of the ports in Sicily. The cost of the passage for a single man from Marseilles to Malta is about 10*l.*; from Naples to Malta about 4*l.*; a French steamer charges 11*l.* more, independently of the table, from Malta to Alexandria; and the Oriental and Peninsular Company 12*l.* 10*s.* for the latter trip, the English vessel supplying a liberal table and wines without further charge.

“If persons who are on their way to India, having at some previous time seen Italy and France, are now desirous of extending their knowledge of Europe in another direc-

tion, it will be competent for them, on paying the whole amount of their passage to India to the Oriental and Peninsular Steam Navigation Company, to proceed free of charge in the Company's weekly Peninsular steamers, to the coast of Spain and Portugal, visiting Vigo, Oporto, Lisbon, Cintra, Cadiz, Seville, &c., joining the Alexandria steamer at Gibraltar."

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## GIBRALTAR.

FROM the dull monotony of the voyage to India by the Cape of Good Hope, the way seems longer than it really is, while the varying aspects and many points of lively interest in the Overland Route, make a short trip seem shorter still. The coasts of Spain and Portugal are soon sighted, and in five days after leaving Southampton, the passenger finds himself at the rock of Gibraltar.

The steamer makes a stay here of six hours, during which an active horseman or pedestrian may see a great deal of a small place. The rock of Gibraltar is about seven miles in circumference, forming a promontory three miles long. The streets of the town are narrow and irregular. The principal object of interest is the fortress, which is one of the strongest in the world. As long as the British Garrison is well supplied with provisions, it may defy any force that could be brought against it. But in the event of a war with Spain, its stores would be liable to interception. The English took possession of Gibraltar in 1704. Several vain attempts have been made by the Spaniards to recover it from us. In 1782, their floating batteries were destroyed by red-hot shot from the garrison. There are generally several thousand British troops here.









STRAITS OF GIBRALTAR FROM THE BACK OF THE ROCK.



The population of the town, which is situated at the foot of the rock, amounts to about twelve or thirteen thousand. There is a striking mixture here of creeds, countries, and costumes—of Europeans and Asiatics. The greatest natural curiosity of the place is San Michael's cave. It is in the side of the rock, on a level with the South Barracks, and is about 1,100 feet above the sea. The roof of the cavern appears to be supported by immense pillars, formed by the perpetual droppings of petrifying water. Visitors, with the aid of ropes and torches, have descended about 500 feet into this wonderful cavern without reaching the bottom, the bad air having compelled them to return. The place is haunted with wild monkeys. The town and rock, viewed from the sea, have a singularly picturesque appearance.

Gibraltar is well supplied with turbot, sole, salmon, rock cod, mullet, and John Doree.

After leaving Gibraltar, the first place at which we touch is the interesting island of

## MALTA.

The steamer remains here four-and-twenty hours.

Malta is about sixty miles in circumference, twenty long and twelve broad. It contains about 120,000 inhabitants, who can have little room to spare. The Maltese language is a dialect of Arabic with scraps of Italian. The emperor Charles V. gave this island to the Grand Master of the order of St. John of Jerusalem. It was taken by Napoleon on the 12th of June, 1798; but in the year 1800 it fell into the hands of the British. Its fortifications are of vast strength, and most singular construction and appearance. They are composed of long lines, partly cut out of the

solid rock. The appearance of Malta from the sea is very striking.\* Its climate is genial and delightful.† It is one of the cheapest places in the world. There is a saying in the island, that a man may dine on fish, flesh, and fowl, for a halfpenny; and yet it is rather strange that a dinner should be cheap here, for Malta is chiefly dependent on Sicily for the principal articles of food required for its inhabitants. The gardens of Malta produce strawberries, pomegranates, nectarines, lemons, figs, grapes, melons, and prickly pears in abundance. The Malta oranges are said to be the best in Europe. The season at which fruit is most plentiful is from November to April. There are few trees of any size on the island; but there is a great variety of flowers and small shrubs. The vegetable soil is in some places so loose and shallow, that a jocose story is told of a gentleman who had wounded three wild ducks, but lost the birds; and inquiring of a man, who seemed to be looking for something just after a heavy fall of rain, if he had seen them, "Three ducks!" he replied, "I care not for ducks; I am looking for three fields of mine. I find not a particle of soil, but merely stones and rocks where the fields once were."

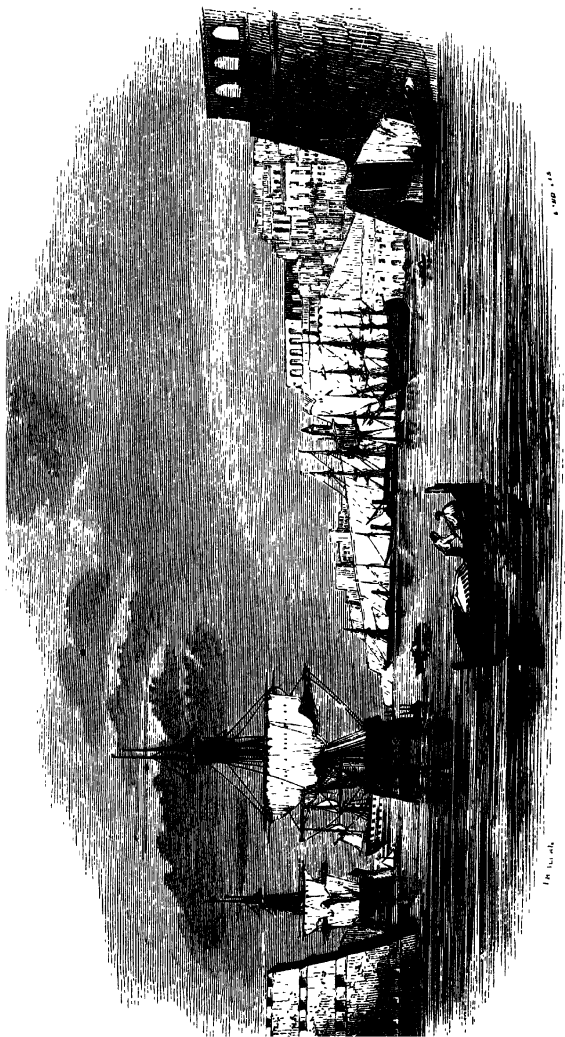
It is said that in particularly clear weather Mount Etna may be seen from this island, and that in some of the great eruptions of that mountain—"The Pillar of Heaven"—the light has reached Malta, when from the reflec-

\* Nothing can be more impressive than the view of Malta to a stranger arriving in the harbour of Valetta. The high walls, the houses rising one above the other, the arches of the Lower Barracca, the three cities on the opposite side of the harbour, with ports Ricasoli, St. Angelo, and the fortifications of Florian; the creeks with the merchant vessels and ships of war lying at anchor, and the walls of Cottonosa, form together a *coup-d'œil* of a very imposing character.—*Webster's Travels*.

† Asthma here breathes freely, and hectic consumption preserves its beauty, but foregoes its victim.—*The Crescent and the Cross*.







GRAND HARBOUR, MALTA.

1848

1848





tion in the water there appeared a great track of fire in the sea all the way from Malta to Sicily.\*

The chief objects of interest here are the churches. Of these the church of St. John is the most deserving of the traveller's notice. It contains the monuments of several Grand Masters, and some of the marble statues are considered to be fine specimens of art. The pavement is formed of the tombstones (exquisitely ornamented) of the different knights of the order. The Maltese are all Catholics, and there was only one Protestant chapel (a Methodist one) in the island, until Queen Adelaide presented ten thousand pounds for the erection of a Protestant Church, which is now nearly finished.

The traveller should not miss an opportunity to visit the Catacombs. They are said to extend several miles under ground.

It is doubtful whether Malta was the island where St. Paul was wrecked, and some writers deny that Gozo, the little spot of earth near Malta, was the Isle of Calypso.

There are usually four or five British regiments here.

A four days' run from Malta brings us to

•           ALEXANDRIA.†

The outward-bound passenger will only have three or four hours to devote to the lions of Alexandria. But if he make the most of his time, he may see Cleopatra's Needles, Pompey's Pillar, the Pasha's Palace, the arsenal, the dock-yards, and the bazaars.

\* See Brydone's Tour through Sicily and Malta.

† Looking now along the shore before me lies the harbour, in the form of a crescent,—the right horn occupied by the Palace of the Pasha, his harem, and a battery; the left, a long low sweep of land, alive with windmills, the city in the centre; to the westward the flat, sandy shore stretches monotonously away to the horizon; to the eastward the coast merges into Aboukir Bay.—*The Crescent and the Cross.*

As the traveller may not happen to have his books about him, and may be willing to refresh his memory respecting some of the leading incidents in the history of this famous city, it is as well to present him with the following details, that may possibly deepen his interest in the scene before him.

Alexandria, the ancient capital of Egypt, was built by Alexander the Great about 335 years before the birth of Christ.\* Its sagacious founder comprehended at a glance the advantages of its situation. It rapidly became the centre of commerce, and commanded the trade of the East and the West for eighteen hundred years. It was not until the discovery of the passage to India round the Cape of Good Hope, in 1499, that Alexandria lost its consequence. The ancient city was about fifteen miles in circumference. It was peopled by 300,000 freemen, and an equal number of slaves. The Lake Mareotis bathed its walls on the south and the Mediterranean on the north. Its principal street, said to have been the most magnificent in the world, was two thousand feet long, and one hundred broad. This was intersected by another of equal breadth, which formed at their junction a noble square half a league in circumference. Vessels arriving from the north and the south could be distinctly seen from the centre of this square. A mole, of a mile long, stretched from the continent to the isle of Pharos, and divided the great harbour into two. One half is now called the old harbour, and the other half the new harbour. The ancient Lighthouse, or famous Tower of Pharos,† one of the seven wonders of the world, has long ago

\* Alexander died at Babylon, but he was buried in the city that he had built. The sarcophagus in which his body was placed was taken from the French at Alexandria, where it was found in the Mosque of St. Athanasius. It is now in the British Museum.

† The most marvellous things have been said of this edifice. "It is reported that Alexander fixed a curious mirror on the top of this tower, by means of which all warlike ships sailing from Greece, or out of the

disappeared, and has been replaced by a square castle. The mole which joined the continent to the isle of Pharos has become a part of the main land.

Amongst the most remarkable events in the history of Alexandria was its siege, in 638, by Amrou, the general of the caliph Omar. After the siege had been protracted to fourteen months, the Saracens prevailed. The standard of Mahomet was planted on the walls of the capital of Egypt. "I have taken," wrote Amrou to the Caliph, "the great city of the West. It is impossible for me to enumerate the variety of its riches and beauty. I shall content myself with observing, that it contains 4000 palaces, 4000 baths, 400 theatres or places of amusement, 12,000 shops for the sale of vegetable food, and 40,000 tributary Jews. The town has been subdued by force of arms, without treaty or capitulation, and the Moslems are impatient to see the fruits of their victory."

The account of the burning of the Alexandrian Library must be fresh in the memory of most men ; but perhaps it cannot be too frequently repeated as an illustration of the character of fanaticism in all ages. Johannes Philoponus, the grammarian, solicited from Amrou the gift of the Royal Library of the Ptolemies, consisting of several hundred thousand volumes, which in the estimation of the Saracens were of small value. Amrou referred the request to the Caliph Omar. "If," replied the Caliph, "the books you have mentioned agree with the Koran or Book of God, in the Book of God is sufficient without them ; and if they contain what is contrary to the Book of God, they are useless : give orders, therefore, for their destruction." The books were accordingly distributed as fuel for heating the four thousand baths of the city, and they served for this west into Egypt, might be seen at the distance of five hundred leagues."—*Travels of the Rabbi Benjamin.*

purpose during half a year. Gibbon doubts the truth of this story, but other writers credit the authority of Abu-l-Faraj, from whom it is derived. It has been supposed by some travellers, that Pompey's Pillar originally belonged to a mighty edifice which contained the Alexandrian Library, and, according to an Arabian author, was one of the supports of the vast portico where Aristotle stood and taught philosophy.

About the year 1212 of our era, a successor of Saladin surrounded Alexandria with a wall flanked by a hundred towers, which are still standing. They have been repaired by the present Pasha.

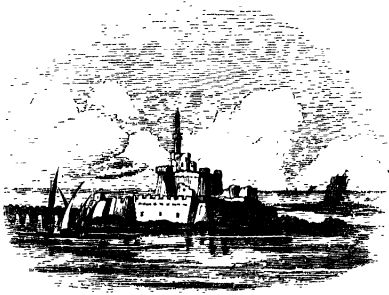
Alexandria was taken by assault by the French under Napoleon on the 5th of July, 1798. The city at that time was in a declining and neglected state, and very thinly peopled. There were not more than 8000 inhabitants.\* The Bedouins had become so daring, that it was dangerous to visit Pompey's Pillar without an escort. Alexandria was taken from the French by the English and the Turks in March, 1801. It surrendered to a small body of British troops on the 24th of March, 1807. Our countrymen, however, were subsequently unfortunate, and, according to an agreement with the Pasha, quitted Egypt on the 14th of September of the same year.† Since then, Mahomed Ali has directed his earnest attention to Alexandria, as the military key of Egypt, and has eagerly availed himself of the skill of European engineers, to turn its natural advantages to the best account. But though he has strengthened the fortifications, and improved the city itself, the suburbs,

\* Alexandria has now a population of between eighteen and twenty thousand.

† Mahomed Ali sometimes exults over this retreat. "The French," says he, "are good soldiers, but the English turned them out of Egypt, and may therefore be styled the victors; but I turned both out."

still covered with ruins, present a melancholy aspect of desolation ; and nothing can exceed the wretchedness of the mud hovels of the Arab poor. An English pigstye is a palace to them. Rain rarely falls in Egypt, but when it does, these miserable mud huts are often swept away, and weeping families are seen sitting upon the mound of earth which once formed their walls.

Before the peace of Amiens, Moslems exclusively were permitted to enter the old, or western harbour. It was



CASTLE OF PHARO, OLD HARBOUR OF ALEXANDRIA.

called the Harbour of the Faithful. The new, or eastern harbour, was called the Harbour of the Infidels. At the peace of Amiens, the English demanded that these distinctions should be abolished. Since that time, both harbours have been open to all nations. The water in the new harbour is shallow, the bottom rocky, and the anchorage dangerous. There is a greater depth of water in the old harbour, but the entrance is rendered difficult to large ships by a reef of rocks.

Christians were formerly forbidden to ride on horseback in any part of Egypt. The donkey was thought good

enough for a Christian of the highest rank. But when the old harbour was thrown open to the "infidels," they received permission to mount a horse in the land of Egypt.

The basis of the population of Alexandria, amounting to about 60,000, is a mixture of Turks, Copts, Jews, and Arabians. The Copts are supposed to be the descendants of the ancient Egyptians. The language generally spoken is Arabic, but many of the Alexandrians who hold intercourse with European merchants, speak Italian and French. There are a few hundred Franks in this city, who are chiefly employed in commerce, and in the Pasha's manufactories.

The climate of Egypt, though in the warm weather the heat is intense, is not generally unhealthy. From the extreme dryness and elasticity of the atmosphere during the greatest part of the year, it is less oppressive than the moist heat of Bengal. This state of the air accounts for the wonderful preservation for a great many years of articles, which in other countries become decomposed in a few months or days. In some parts of Upper Egypt, meat left in the open air in summer, instead of putrifying, becomes as dry as a mummy. Fruit and bread have been preserved in ancient tombs for several thousand years. These remarks apply to Cairo and other inland places. At Alexandria the heat is less intense, and the air more humid, owing to the sea breezes. The height of the thermometer (Fahrenheit's) at Cairo in summer, is from  $90^{\circ}$  to  $100^{\circ}$  in the shade; and in winter, from  $50^{\circ}$  to  $60^{\circ}$ .

By some writers it has been considered doubtful whether the plague originates in this country. It usually makes its first appearance at Alexandria, and then spreads to Rosetta, Cairo, Damietta, and the rest of the Delta. Some have remarked, that it has generally been preceded by the arrival of some vessel from Smyrna or Constantinople.

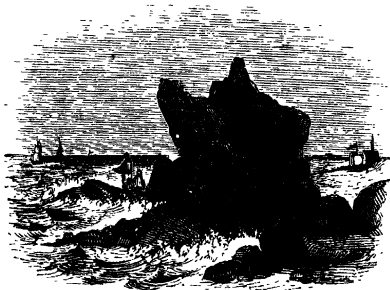
But it is also said, that the plague is expected by the inhabitants of Egypt whenever the Nile rises to an unusual height, which seems to indicate its local origin. It generally breaks out first in the Jewish quarter of the city, where the streets are narrow, and the people are dirty in their habits. It prevails to an awful extent about every fourth or fifth year; but a few solitary cases, from which the country is rarely quite free, do not excite much public anxiety. The disease which is most forced upon one's attention in Egypt is ophthalmia. It is a melancholy thing to meet with so many human beings afflicted with sore eyes or total blindness. The chief personal annoyance to the traveller arises from the vast abundance (especially at certain seasons), of all sorts of vermin. It is impossible to escape the assaults of blood-thirsty fleas, bugs, and musquitos. Even flies become venomous and tormenting. They cover every article of food, and with their bites and buzzings, often compel the student or thinker to rise from his seat in vexation and despair. Scorpions and serpents are also extremely numerous.

The unhealthiest season is during the latter part of April and the whole of May, when the hot southerly winds prevail. March also is often highly unpleasant, and it is said, that when the plague visits Egypt, it more frequently selects this month for its appearance than any other. The northern or Etesian winds, which commence in June, and continue with slight intermission through July and August, and sometimes part of September, are quite delightful, and seem to check the progress of the plague. The Overland traveller who is hurried so rapidly through the country, need not alarm himself about the great Egyptian scourge, if he will only take ordinary precautions. When the plague is actually raging, he should carefully avoid the crowded bazaars and small mean houses in narrow and



dirty lanes. He should keep as much as possible in spacious and well ventilated apartments, or in the free open air.

The grand ceremony of the "Wedding of the Nile" takes place at Cairo about the latter end of August, as soon as it is publicly announced that the river has risen to 16 cubits. Great rejoicings are then made, and the people exclaim, *Waffah Allah!* "God has granted abundance." The lower lands then resemble a sea, and the towns and villages are like so many little islands. The people go in boats, over



fertile fields, from one mound to another. About the end of September, or at latest, the beginning of October, the waters retire. The rise of the inundation is measured by the Mekyas or Nilometer, which is on the island of Rhoda,\* in the middle of the river, and between Cairo and Gizeh. It is a square reservoir faced with stone, and with a marble column with a graduated scale in the centre of it. It was erected upwards of a thousand years ago.

There are two or three clean and comfortable hotels in

\* There is a tradition that Moses, when set afloat in the ark of bulrushes, was driven on shore on the site of the Nilometer.

the grand square at Alexandria, where the charge for board and lodging, exclusive of wine and spirits, is about eight or nine shillings a day.

There is a line of telegraphs between Alexandria and Cairo.

For some account of a few of the most interesting of the antiquities of Alexandria, the reader is referred to the Appendix.

From Alexandria we proceed by the Mahmoudeeyah Canal to

### ATFEH,

where we embark upon the Nile.\* We may leave our heavy luggage at Alexandria with perfect confidence in the hands of Mr. Davidson, the active and obliging agent of the Peninsular and Oriental Company. Indeed, throughout the whole trip from England to India, the passenger is free from all anxiety and trouble on account of his trunks, if within the allowed size and weight. A carpet-bag is all that the traveller should encumber himself with personally, as he proceeds through Egypt. He can inspect his luggage on his arrival at Cairo. The Mahmoudeeyah Canal supplies Alexandria with fresh water. It is forty-eight miles long. It was dug in the year 1819, by three hundred thousand men, at the order of the present Pasha. It is a work of vast utility; but the merit of the undertaking, is lessened by the heartless disregard of human life which was exhibited in providing for its rapid execution. Twenty thousand of the unhappy labourers, brought by force from different parts of the country, and

\* The canal does not form an absolute junction with the Nile. There is an embankment at Atfeh to keep the water in the canal when the Nile is low. The luggage, therefore, has to be carried a few hundred yards from the canal to the river.

kept to their work from morning to night by guards of soldiers, perished in their unwilling task from deficiency of food, exposure to the climate, and the severity of their toil. But great public works in Egypt have always been the result of forced labour, and have generally been effected at a terrible sacrifice of human life. In six weeks the waters of the Nile were led to Alexandria, but it was ten months before the work was entirely completed. It was necessary to face some parts of the banks with masonry. The only implement used in the excavation was the common agricultural hoe of the country. Where the soil was loose or moist, mere sand or mud, the poor workmen scraped it up with their hands, and then women and children removed it in baskets. The canal was opened with great pomp on the 7th of December of the year in which the work was commenced.

The passengers embark on board of long, narrow, covered boats, near Mohoram Bey's Palace and gardens, about two miles from the Grand Square. They are towed to Atfeh by a small steam tug, fitted with an Archimedean screw. They should look sharply after their carpet-bag, and even the contents of their pockets. Let them remember the old couplet—

He that a watch would wear two things must do,  
Pocket his watch, and watch his pocket too.

The donkey-drivers are amongst the cleverest thieves in Egypt. The boats on the Mahmouddeeyah Canal are rather uncomfortable when crowded with passengers, especially in the night-time, when there is no accommodation for the drowsy. On the hard, narrow benches, the close packed passengers must sit bolt upright. But even if the most luxurious and spacious couches were provided for us in these boats, and we were ever so anxious to take a refreshing nap, myriads of vermin would "murder sleep."

On our arrival at Atfeh we are transferred to one of the Nile steamers, which takes us to Boulac in about ten or twelve hours. The whole distance from Atfeh to Cairo is 120 miles.

We land at Boulac, a port two miles from Cairo. The town of Boulac contains about 20,000 inhabitants. There is a printing-office here, in which the Pasha's proclamations are printed, and many works in Arabic of a literary and scientific nature. From Boulac we proceed at once on donkeys to the "Grand Eastern Hotel," an establishment which is under the direction of an agent of the Egyptian Transit Company. The hotel charges here are much the same as at Alexandria. The precise time that the traveller will be permitted to remain at Cairo cannot easily be fixed beforehand, for it must depend upon intelligence respecting the arrival or non-arrival of the Indian steamer at Suez. The probability is, that he will possess the opportunity of inspecting a few of the most interesting antiquities of the city and its neighbourhood.

Cairo viewed at a little distance answers the expectations of the European traveller, who has been accustomed from his infancy to regard it as the city of the "Arabian Nights." It presents a magnificent assemblage of minarets and domes, and white walls, rising proudly from groves and gardens, and glittering in the sun. But—

'Tis distance lends enchantment to the view.

When we enter its narrow streets, of which the widest are mere lanes, and behold the dirt and dilapidation of some of the largest houses, and the disease and filth and raggedness of a considerable portion of its population, the first pleasurable and romantic excitement is succeeded by disappointment and disgust. But the mind, in a great measure, recovers from the shock, and curiosity and admiration re-

vive as we visit the objects most worthy of inspection, and observe in a more sober and philosophical spirit the innumerable novelties and marvels in life and art, and nature, which the city and its environs supply.

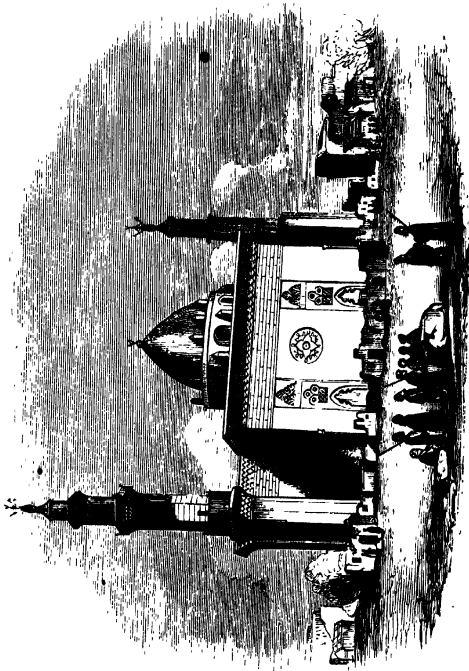
Cairo occupies an area of about three square miles, and contains about 300,000 inhabitants. No city in the world presents so strange a mixture of people. Copts, Abyssinians, Germans, Greeks, Turks, Italians, Parsees, Englishmen, Negroes, Poles, Frenchmen, Armenians and Jews all mingle harmoniously together in the narrow and crowded streets of Cairo, and with their different costumes and complexions, form a scene of extraordinary interest to an eye accustomed to the study of singular and picturesque effects. An artist of genius could not fail to be delighted with the striking contrasts and varied details of the living picture.



The Turkish ladies ride through the streets on donkeys. They sit astride on a soft saddle. Nothing can be more





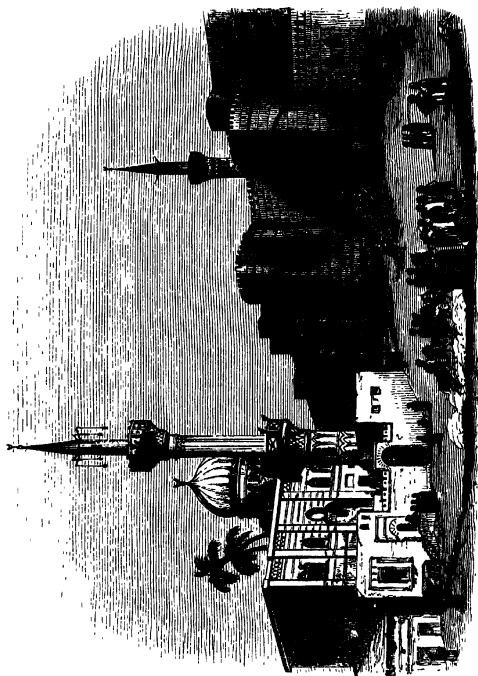


MOSQUE OF SULTAN HASSAN.









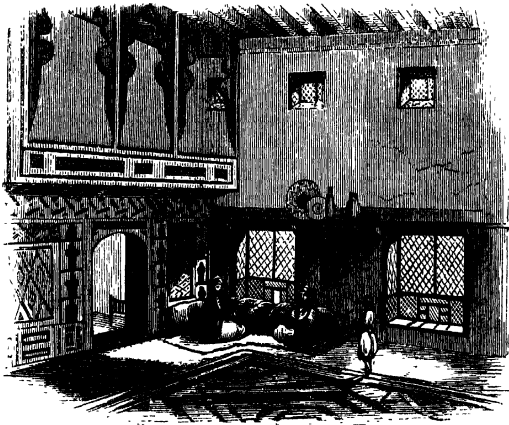
MAHMOODEVEH MOSQUE AND CITY GATE, CAIRO.





ungraceful, awkward and funereal-looking than the vast riding-garments of black silk in which they are enveloped. The eyes alone are left exposed, the lower part of the face being covered with a thick veil.

The houses of Cairo are chiefly of wood, or unburnt brick, with terraced roofs. They have rarely glazed windows or moving sashes, instead of which they are closed with beautifully carved lattice work in wood. The rooms, however, are thus sadly exposed to dust and wind, and are anything but comfortable for those invalids who are



affected by draughts of cold air at night, or by the changes of temperature. The floors of the best houses are usually paved with marble, and inlaid with elegant mosaic work. The projecting windows or upper balconies sometimes nearly meet together from opposite sides of the streets, which are thus rendered cool and shady.

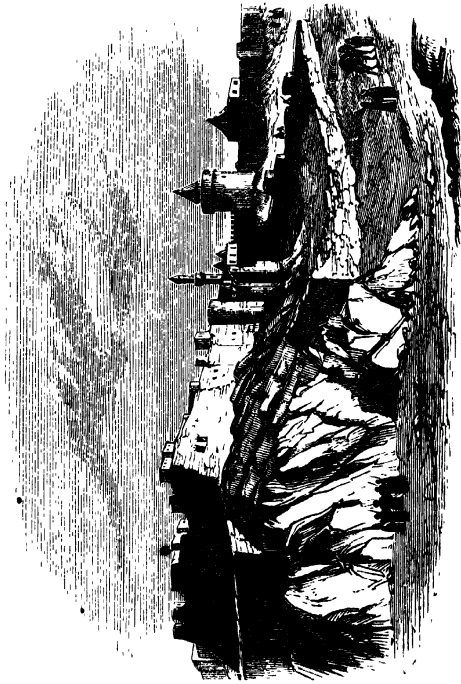
The-citadel stands on a rocky eminence, which is overlooked by Mount Mokattam. It commands one of the finest views in Egypt. A canal called the Calisch, supplied by the Nile, runs through the city. Old Cairo,\* is about a mile further up the river.



OLD CAIRO.

After the baggage has been sent forward to Suez, on Arabian camels, the passengers are desired to take their seats in the Desert vans drawn by four horses, which spank along at admirable speed, considering the road and climate. The distance from Cairo to Suez is 84 miles. There are seven station-houses on the way, at each of which there is a change of horses. Nos. 1, 3, 5, and 7, are mere stables, in which relays of horses are kept. The half-way station, No. 4, has the best accommodation. Here we obtain excel-

14118  
\* In Old Cairo is the church and grotto in which the Virgin Mary is said to have taken refuge with the infant Saviour, when obliged to fly from the Tetrarch of Judea. The grotto is guarded by a Coptic priest.



CITADEL OF CAIRO.





lent board and lodging, without any charge, except for wine and beer, and a comfortable bed. Nos. 2, and 6, contain refreshment-rooms and kitchens.

At Suez we embark on board the Indian steamer, and must for some days content ourselves with occasional views of the barren shores of the Red Sea, until we reach Aden, and take in a fresh supply of coal. The moment the coal is shipped we start for Ceylon, which is reached in about ten days. We make a stay of but a very few hours at Ceylon, and in three or four days arrive at Madras. We may then expect in four or five days more to arrive at the termination of what is called the *Overland Trip*.

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### BAY OF BENGAL.—SANDHEADS.— CALCUTTA.

As we run up the Bay of Bengal, and approach the dangerous Sandheads, the beautiful deep blue colour of the ocean suddenly disappears. It turns into a pale green. The sea, even in calm weather, rolls over soundings in long swells. The hue of the water is varied by the different depths, and in passing over the edge of soundings, it is curious to observe how distinctly the form of the sands may be traced by the different shades of green in the water, above and beyond them. In the lower part of the bay, the crisp foam of the dark sea at night is instinct with phosphoric lustre. The ship seems to make her glorious way through galaxies of little ocean stars. We lose sight of this curious and most poetical appearance as we approach the mouth of the Hooghly. But the passengers, as the termination of their voyage is at hand, become less observant of the changeful aspect of the sea. Though amused

occasionally by flights of sea-gulls, immense shoals of porpoises, apparently tumbling or rolling head over tail against the wind, and the small sprat-like fishes that sometimes play and glitter on the surface, the stranger grows impatient to catch a glimpse of an Indian jungle ; and even the low level shore of the tiger-haunted Saugor Island is greeted with that degree of interest which novelty usually inspires.

About Point Palmyras, the lowest pilot-station, all eyes keep an anxious look out for a pilot brig. The Indian pilot brigs are safe, well-built, and commodious little vessels. Our countrymen, debilitated by the climate, often spend a few weeks on board of them, to recruit their health ; and even when invalids are given over by the physician, they are sometimes sent in all haste, and with a cruel kindness, to die at the Sandheads, tossed about on a heavy sea, away from those home comforts and affectionate attentions which often smooth the passage to the grave. This custom is scarcely less offensive to humanity than that of the Hindoos, who lay the bodies of the sick, half-immersed in water, on the edge of the Ganges, and stuff their mouths with the holy mud.

The pilot's approach to an inward-bound ship is a cheerful and exciting incident. As he smartly climbs the ship's side, followed by his young leadsman and his Indian servant, who has charge of his master's cot and chest, the passengers rush to see the man by whose experience and skill they are to thread the dangerous intricacies of the Hooghly. After a hurried salute to the captain, the pilot turns instantaneously to his work, and seems at once as much at home in his new ship, as if he had brought her himself from Europe. The captain immediately loses all consequence and authority, and sinks into an idle passenger. These pilots are respectable and intelligent Europeans, and as soon as they have leisure to be communicative, they

amuse the new arrivals with a budget of local news and give prompt and obliging answers to all inquiries respecting the name or character of places of interest on either bank of the river. But passengers should be careful not to worry the pilot with questions when they see him actively employed, as from the occasional narrowness of the different channels in the river, requiring almost daily study in consequence of the frequent shifting of the sands, there are critical moments when his most earnest and undivided attention is required. So many lives and so much valuable property depending upon his skill, he labours under a responsibility that none would envy. The Calcutta pilots, though not often men of much polish or refinement, are sometimes rich in anecdote, and tell a story, particularly of a maritime character, with great spirit. Their humorous narratives are usually more effective than those of a graver sort; but even in the latter there is a simple force and a power of minute and picturesque detail that would put to shame the fastidious art of a more fashionable and sentimental speaker.

On my last voyage up the Hooghly, I was particularly fortunate in finding in the person of the pilot one of the best anecdote-mongers I ever met with. I wish I had preserved some record of his powers. I have a vague recollection of one of his stories, of which I can only give the reader a faint outline. There were indications of a mutinous spirit on board our vessel, and this led the pilot to give us the following narrative.

S—— was chief mate in a merchant vessel manned with Manilla men. These people are brave, but treacherous and brutal, and are rarely to be trusted with the lives or properties of their fellow-creatures. One afternoon as S—— was leaning on the binnacle, a Manilla man went behind him and suddenly drew a sharp knife across his throat, in-

flicting a severe, though not mortal wound. The ruffian then jumped overboard, and swam at the side of the ship. But the other Manilla men at once rushed towards the wounded officer with drawn knives. At this, though weakened from loss of blood, he made his escape into the cuddy, and gave the alarm to the captain; the second mate and the passengers all went on deck, where the struggle was terrific. While S—— was below, binding up his wound, he heard a heavy fall on the deck, and an exclamation that the captain was killed. He armed himself with a curious Oriental sabre, which had been presented to his father by the East India Company, and which enclosed along the back of its blade a quantity of quicksilver, that running backwards and forwards with the motion of the weapon, increased the weight of its blows. On reaching the deck, he saw the corpse of the captain. In his eagerness and confusion, he made an ill-aimed blow at a Manilla man, and almost buried his sword in the mainmast. He was afterwards more fortunate, and slew half-a-dozen of the mutineers with his own hand. With the assistance of the second mate and passengers, the rest of the men were either slain or rendered powerless. The chief mate now thirsted for revenge upon his first assailant. He looked about for the unhappy wretch, and found him clinging to the mizen chains. He fired at, and missed him. The man then swam towards the bows of the ship, and caught hold of a rope. The officer followed him; took a more deliberate aim, and shot him through the head. The man sunk at once, and for ever. The officer smiled feebly at his success, and then fainted away from loss of blood. This cool and useless revenge cannot be justified; but the courage and skill which the officer displayed, deserved some acknowledgment from the owners of the ship, which he contrived with great difficulty, from a want of hands,

to conduct safely to port. He was so weak during the remainder of his voyage, that he was obliged to be lifted about the deck in a chair while issuing his orders. Finding himself neglected, and old age approaching, without any hope of promotion to a command, after a long and faithful service, he left his employers in disgust.

When we arrive off Saugor Island, the dawk, or post-boat, brings letters from Calcutta. With the exception of the pilot's servant, the men in the post-boat are the first specimens of the feeble, under-sized, and copper-coloured Bengalees which the stranger encounters. The hardships these poor fellows are exposed to, have by no means an invigorating effect upon them. The majority of their countrymen comfortably settled in Calcutta, have a sleeker and healthier aspect. In Europe, the weight of a man's purse is not so generally indicated by the rotundity of his person as it is in the East. Englishmen, unlike their cattle, do not always grow fat from good feeding. An active mind keeps the frame slight,—

“And o'erinforms its tenement of clay.”

But the luxuriousness of a rich Bengalee puts him into good condition. A Babo with a full purse, but spare in body, is not often seen. Let not the reader, however, imagine that the dark-skinned natives of India are altogether a dull and phlegmatic race, with none but animal propensities. If he will take the trouble to make inquiries respecting the progress of native education, he will be amazed at the proofs which the young Hindoo collegians exhibit of intellectual quickness and acuteness. It is gratifying to learn that the present Governor-General, Sir Henry Hardinge, is determined to use his best endeavours to do justice to the natural powers of the Hindoo, and has already by his generous encouragement and enlightened

views, done essential service to the cause of education in India. He who has been so long accustomed to the march of armies, has now turned his attention to the march of mind, and will probably do more towards transplanting into India the literature and science of the West, than has been effected by all his predecessors together.

At Kedgerie, another dawk-boat comes off from the shore. At Diamond Harbour also, letters from Calcutta may be expected. On the shore at this place are the remains of the *Fort that Jack took*. The story runs, that a drunken sailor left his ship, and got into the fort at night, and pulled down the native flag, making a prodigious uproar, and slashing right and left with his cutlass, he so alarmed the garrison, who imagined that he must be well supported by his countrymen, that they deserted the place, and left him in possession. The next day he was joined by his countrymen. The conqueror when summoned before his commanding officer, and expecting all sorts of compliments and rewards, was smartly reprimanded for leaving his ship. "Well, curse me!" said Jack, "if I ever take another fort for any body."

The river at Diamond Harbour is very broad, and has a picturesque, lake-like look, being apparently quite enclosed with foliage-covered shores. Passing further up the river, over the *James and Mary* (a sand-bank so called after two ships of those names, that were wrecked upon it), the land scenery though low, is extremely beautiful, from the wonderful splendour and variety of the foliage, and the brilliant light green of the grass. The little clusters of nest-like villages snugly sheltered by noble trees,—the cattle in the rich fields,—and the groups of dark figures in white Oriental garments, form a striking and singularly interesting scene after the monotony of a long voyage, during which nothing has been visible but sea and sky. Little

boats called dingees, very rudely built and apparently unsafe, but in reality admirably adapted to the river and the general purposes for which they are intended, occasionally put off from the shore, and bring supplies for the ship of milk, bread, eggs, and Indian fruits and vegetables, with straw-hats and an elegant sort of mat made at Kedgeree. At night, the shrieks and howls of jackals (almost human sounds), and in the rainy season, the loud croaking of frogs, are heard at a great distance, and astonish the hearer, who is unaccustomed to Oriental music.

As we come nearer to Calcutta, the soil on shore seems to improve in richness, and the trees to increase in size. The richly varied hues of cultivated fields,—the vast and magnificent banian, with roots dropping from its highest branches, and hundreds of them fixed into the earth (a glorious natural tent),—the tall, slim palms of different characters and with crowns of different forms, feathery or fan-like,—the many-stemmed and long, sharp-leaved bamboo, whose thin pliant branches swing gracefully under the weight of the lightest bird,—the large bright green peepul, with its burnished leaves glittering in the sunshine, and trembling at the zephyr's softest touch with a pleasant rustling sound, suggestive of images of coolness and repose,—produce in their blended and general effect, a picture of sylvan beauty surpassing the creations of the most imaginative painter. But it is not until we arrive at a bend of the river called *Garden Reach*, where the City of Palaces first opens on the view, that the stranger has a full sense of the value of our noble possessions in the East. The *coup d'œil* is singularly beautiful. The noble white mansions (residences of English gentry), on either side, with their rich gardens and smooth slopes verdant to the water's edge, on our right; the picturesque gothic edifice called the Bishop's College, and the large Botanic Garden



on our left ; and in front, as we advance a little further, the countless masts of vessels of all sizes and characters, and from almost every clime,—the strong citadel of Fort William with its grassy ramparts and white barracks,—the Government House, a magnificent edifice in spite of imperfections,—the Town Hall,—the Court House, and the noble lines of building along the Esplanade and the Chowringhee Road,—the high-sterned budgerows and small trim bauleahs along the edge of the river,—the neatly-painted palanquins and other vehicles of all sorts and sizes,—the variously-hued and variously-clad people of all conditions, the fair European,—the black and nearly naked Cooly,—the clean-robed and lighter-skinned native Baboo,—the Oriental nobleman with his jewelled turban and kingcob vest, and costly necklace and twisted cummerband on a horse fantastically caparisoned, and followed in barbaric state by a train of attendants with long, golden-handled punkahs, peacock feathers, and gold and silver sticks, present altogether a scene that is calculated to at once delight and bewilder the traveller, to whom all the strange objects before him have something of the enchantment and confusion of a dream. When he recovers from his surprise, the first emotion in the breast of an Englishman is a feeling of national pride. He exults in the recognition of so many glorious indications of the power of a small and remote nation that has founded a splendid empire in so strange and vast a land.

When the first impression begins to fade, and he takes a closer view of the great metropolis of India—and familiarity breeds something like contempt for what originally excited a pleasing wonder,—the English traveller in the East is apt to dwell too exclusively on the dark side of the picture, and to become insensible to the real interest, and blind to the actual beauty of the scene around him. Ex-

travagant astonishment and admiration, under the influence of novelty, a strong re-action, and a subsequent feeling of unreasonable disappointment, seem, in some degree, natural to all men ; but in no other part of the world, and under no other circumstances, is this peculiarity of our condition more conspicuously displayed than in the case of Englishmen in India. Perhaps the climate, producing lassitude and low spirits, and a yearning for their native land, of which they are so justly proud, contribute to make our countrymen in the East peculiarly unsusceptible of pleasurable emotions, until they become daily more unwilling to be satisfied with, or interested in the scenes and objects that remind them they are in a state of exile.

OVERLAND PASSAGE FROM INDIA  
TO ENGLAND.

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## LETTER I.

MY DEAR —.

You request me to furnish you with a slight account of my Overland trip—slight indeed it must be, for I have preserved nothing but a few bare dates to assist my memory. I now regret that I did not, like some of my more industrious fellow-passengers, keep a regular journal, but the passage is so rapid, and has been rendered so familiar by other travellers, that I thought it was not worth the trouble, forgetting that you and other friends, and especially those amongst them who contemplate the same trip, might be interested in my individual experiences and impressions. My account must now be very brief and superficial, and, indeed, if I had even been more ready from the first to make the most of it, so hurried a transit across sea and land could hardly have furnished materials for much research or thought, or for minute detail and elaborate description.

The *Hindustan*, a steamer of 1800 tons and 520 horse power, belonging to the Oriental and Peninsular Steam Navigation Company, and commanded by Captain Moresby, started with eighty passengers on her second trip from Calcutta, at 2 A. M., of the 15th of April, 1843, from the

ghaut or quay in the grounds attached to the house\* of Captain Engledue, in Garden Reach, the Steam Company's Agent for Bengal.

Our large vessel moved majestically, but slowly, down the Hooghly, one of the most dangerous rivers in the world. The great length of the *Hindustan* rendered it a difficult task to manage her in so narrow a channel, and it was only at short periods, and at high tide, that the pilot would venture to urge her onwards at full speed. I think it will be found necessary, or at least advisable, to remove her port station from Garden Reach down to Kedgerree, where there is safe anchorage, and sufficient space for a ship of any size. There would be little trouble or inconvenience, and very little expense, in sending the passengers to and from the *Hindustan* in one of the small river steam-tugs, and thus the great hazard and delay to be always anticipated in conducting so long a vessel through the Hooghly might be easily avoided. The actual saving in the table expenditure for passengers during the tedious voyage between Garden Reach and Kedgerree in a large vessel (and perhaps in pilotage also) would more than meet the expense of employing a river-tug. Passengers would then be enabled to spend a day or two longer with their friends

\* This was formerly the residence of the tasteful and accomplished R. H. Rattray, Esq., of the Bengal Civil Service, and it is certainly the most classical building in Garden Reach, and Garden Reach itself is the most beautiful and aristocratical portion of the suburbs of Calcutta. So that Captain Engledue has reason to be satisfied with his "location." The stranger cannot fail to be delighted with the magnificent approach to Calcutta, and to feel as he passes the fine white mansions on the green and richly wooded banks of the Hooghly, and Fort William, and Government House, and the Town Hall, and as the noble line of buildings along Chowringhee Road gradually open out before him, that the Metropolis of British India is not unworthy of its appellation of the City of Palaces.

on shore, before parting with them—in many cases for ever.\*

Two or three times there was something like a panic excited amongst the passengers, from the vessel being rendered unmanageable for a few minutes by what is technically called a *flurry of the tide*, and it was easy to perceive that the pilot, though an expert and experienced officer, felt the deep responsibility of his position. Certainly the most critical part of the voyage from India to England is between Calcutta and the Sandheads, though the majority of passengers seldom feel that they are tempting treacherous waters, until the pilot takes his departure from the ship and resigns his charge to the captain. They cannot help trusting implicitly to the skill and knowledge of a man who devotes his whole life to the navigation of a limited portion of a single river, forgetful as they are, how frequently it has happened that art and experience have been of no avail. The sands shift so continually and with such rapidity, that a pilot must always be on the watch, and can never trust to his previous knowledge of the state of the river. It is rarely that the Hooghly is not rendered a melancholy scene by the skeletons of noble ships that once walked the waters in pride and beauty. The thin spars stretching high out of the water seem like withered arms extended warningly to other vessels.

On the 18th of April, 11 P.M., the pilot, with a smile on his weather-beaten and sun-bronzed but intelligent face, uttered his "Good-b'ye," and wished us a speedy and prosperous voyage. There is something depressing in the pilot's farewell, however kindly spoken. It sounds like

\* If it be deemed advisable that the vessel should lie off Garden Reach, for the convenience of persons desirous to inspect and choose their accommodations, she might at all events proceed as far as Kedgerie without her passengers, who could follow a day or two after, or as soon as necessary.

the knell of the past. His presence is the last link of the chain that connects us with the land. When that is broken we feel that we are fairly adrift, and are turning over a new leaf of the mysterious book of life. I had spent fifteen long years in Calcutta and its immediate neighbourhood without a change, (with the exception of a little trip to Madras and another to Penang,) but how great and sudden a change was this, and how unexpected too, and whether it was for good or for evil, how impossible for human foresight to determine!

I have called the *Hindustan* a noble steamer, and she deserves the epithet. She is large, and handsome, and mighty, and swift—and yet she is far from being a comfortable dwelling in a sultry latitude. Jonah in the whale's belly was as pleasantly housed as is a passenger in the hot and stifling interior of the *Hindustan* in the Bay of Bengal. The cabins are on much too small a scale, and not sufficiently ventilated\*. Not more than two or three of the gentlemen passengers—perfect salamanders—could contrive to sleep in them. How the ladies managed I never heard. Once or twice, in my dread of the heavy dew, which fell like rain, I made a desperate attempt to pass a night in my cabin. But it was all in vain. I endured a kind of waking night-mare. The hot, close, stifling air, and the floods of perspiration which it caused, made the cabin seem something between an oven and a warm bath. The gentlemen, with the few wonderful exceptions already alluded to, brought up their night-covering and mattresses from below soon after sunset, and chose their sleeping place for the night either on the deck itself or on the benches along the sides of the ship. The passengers thus lying about in all directions and in almost every variety of attitude, leaving

\* Since the above letters were written, this vessel has been withdrawn from this line and is now undergoing extensive repairs, alterations and improvements.

only a narrow passage between them for the officer of the watch to pace fore and aft, presented by moonlight a strange and striking scene, resembling a disorderly encampment of wearied soldiers. As this sleeping on deck was an irregularity, and rather a matter of sufferance than of right, no one employed the cuddy servants to bring up his bedding, but each passenger, took that task upon himself; and it was extremely amusing to see men of high rank, of advanced age and gravity of demeanour, accustomed to all kinds of Oriental luxury, ceremony, and indulgence, rushing up from the little narrow vaults for living humanity, breathing heavily under the weight of a mattress and a pile of linen or blankets, and then making their own bed for the night. It not unfrequently happened that an unlucky wight, in climbing up the narrow staircase with his load, involuntarily imitated the famous toil of Sisyphus.

With hands and feet striving, with all his might,  
He pushed the unwieldy mass up a steep height,  
But ere he could achieve his toilsome course,  
Just as he reached the top, a sudden force  
Turned the curst *heap*, and slipping from his hold  
Down again, down the steps rebounding, down it rolled.\*

Many of our passengers were officers who had served in the Afghanistan war, and had brought with them all sorts of strange dresses peculiar to the country which they had so recently quitted. These they wore partly because they were odd or splendid, and partly because they were light, cool, and convenient. Some officers, fresh from China, displayed occasionally the rich, but awkward and inelegant dress of a mandarin. Other passengers had procured the most singular garments in the world, but belonging distinctively to no particular country or class of people, from

\* Crowe's translation — (a good example by the way of imitative harmony). I have altered two words only.

a fancy that something as widely different as possible from the ordinary costume of land-lubbers and home-dwellers should characterize a traveller by sea. No one dressed becomingly, and yet the general effect was wild, novel, and not unpleasing.

We arrived at Madras on the 22nd, at 6 A.M., not four days from the Sandheads. We should have reached the Madras Roads earlier, had we not been so unfortunate during the preceding night as to get between the Pulicat shoal and the shore, and to lose many hours in working our way out of that most dangerous position. How so able and experienced a navigator as Captain Moresby got into such a difficulty, I am unable to explain. Perhaps a current of unusual force surprised him. As the general aspect and character of Madras were sufficiently familiar to me, I was not tempted to go on shore. The city, stretching along the beach, has a rather imposing appearance from the Roads, especially on a fine day, when its white buildings gleam brightly in the sun. But yet, it is almost in every respect inferior to Calcutta. Its chief advantage is the sea-breeze. In most of the comforts and luxuries of life, it is nearly a century behind the City of Palaces.

Strangers are generally much struck with the Catamaran Jacks, or native sailors, who come out to the ships on a little raft formed by three logs of wood tied together with *coir* rope. They wear nothing but a bit of rag two or three inches wide between their legs, and on their heads a little conical mat cap, in which they carry letters. Ladies fresh from England, who would be shocked at the sight of naked white bodies, soon get accustomed to these bronze figures. These poor *Ocean postmen* lead a terribly hard life, battling their way through the roughest seas on their narrow, slippery, and unsheltered logs. But they are amphibious creatures, and can swim like fish. They pass



through the tremendous breakers on the shore—the proverbially dangerous Madras surf—with great skill and astonishing coolness and unconcern. The surface of the catamaran is level with the sea, and the figure of poor Jack is often seen on the ocean when his raft is invisible. He then appears to be standing or kneeling on the waves without a support. The catamaran carries sometimes two men and sometimes one only. It is urged on by the use of a paddle, the man paddling being on his knees, and resting his weight on his calves. Jack is frequently swept off his slippery float by a heavy wave, but he resumes his place again in a moment. He is not only an expert swimmer but a skilful diver. As he approaches the shipping in boisterous weather, it is curious to watch him alternately rising on the tops of the waves and disappearing in the hollows. The Government very judiciously and benevolently present money and medals to the Catamaran Jacks, and the men employed in the Masoolah boats, (engaged in passing to and from the shipping,) as often as they succeed in recovering any one from a watery grave in the attempt to embark or land. The Catamarans sometimes hoist a little sail, and go out to sea many leagues with the morning land-wind, and return with the evening sea-breeze. The Masoolah boat is very pliable and buoyant. The boards are fastened together with the fibrous coat of the cocoa-nut. There is not a nail used in them. The sides are raised extremely high to keep off the spray, but this gives the boat an appearance of top-heaviness and insecurity. When a wave takes it on the side, it staggers and trembles, and whirls about in a fearful manner. In reality, however, it is the safest kind of boat that could be used in crossing the dreadful surf on this threatening coast. There are a good many rowers in each boat, and on first starting from the ship to the shore, they accom-

pany their exertions with a cheerful song ; but when they arrive near the roaring breakers, they hang on their oars in silence, and watch the favourable moment for pushing forward, when they row like madmen, and with songs and shouts, wild, agitated, and hurried, startle and alarm the inexperienced passenger. The moment the boat touches the shore, they all jump out and pull it beyond the reach of the returning wave.

Madras is celebrated for its jugglers, and a party of them now boarded us, and afforded a welcome amusement. Travellers are never so willing to be entertained as when suffering from the *objectlessness* of existence on board a ship. A long sea voyage is usually so much time of a man's life lost. It could not be said of our Madras entertainers that they are "no conjurors." They swallow swords, spout fire like demons, turn empty skins into living snakes, change white sand into sand of every variety of colour, and make four brass balls perform endless revolutions in the air, as if by their own volition.\*

'New arrivals' at Madras are pestered to death by a throng of importunate and noisy Native agents, called

\* In 1828 a Madras juggler exhibited himself seated in the air, without any apparent support, but a crutch on which he leaned his hand. He remained so poised for forty minutes, in the presence of the Governor and other English gentlemen. Other Madras jugglers have delighted and astonished the spectator by passing over thin linen cloths, lightly held at the corners by four persons, without ruffling it, or forcing it from the grasp of the holders. Some of these ingenious people have, to all appearance, sowed the seed of the mangoe, raised the plant, produced the blossom, and gathered the fruit in a single hour ! They pretend that they can exist in the grave. A Jogee, in the Punjaub, was buried within a sealed box under ground, without food for thirty days, during which time his grave was well guarded by order of Runjeet Sing. When exhumed he was found to be alive. A few years ago a man in Calcutta pretended to exist without food for several months.

*Dubashes*, who undertake to do almost everything, and almost for nothing. All they want is "Master's favour." They speak broken English, and promise not to let "Dam black rascal" cheat their employer; pretending to forget that they are black rascals themselves. Alas! for the unfortunate Griffin who puts his trust in a *Dubash*. When I first went out to Bengal as a young cadet, the ship touched at Madras. From the crowd of *Dubashes* that soon covered the ship's decks, I selected what I thought an honest face. My learning in the science of physiognomy was then by no means shallow in my own estimation. The man on whose shoulders the face grew presented a written "character," signed by some European gentleman then dead or far away. It had been bought or borrowed perhaps a hundred times, and been used as a certificate of integrity by a hundred rogues. These certificates generally pass in this way from hand to hand. I gave him a large mass of clothes to get washed. He detained them from me till the very last moment that the ship was starting for Calcutta. Then he came on board, and in the hurry and confusion of the time I received a huge bundle without examination. The day after we had left Madras, I discovered that I had a wretched lot of old shirts in exchange for elegant and costly new ones, worn but once, and instead of the finest and strongest stockings that a London out-fitting warehouse could supply, I had rotten rags, which were stockings in form and appearance only,—when I tried to put them on they went all to pieces.

We received two or three more passengers and a fresh supply of coal at Madras, but we did not stay many hours there. We left the Roads at 10 P. M. of the day that we arrived. The operation of taking in coal is always disagreeable, for the fine coal dust gets into every corner and

cranny of the vessel, and adheres so obstinately to the human cuticle as to make the most elaborate application of soap and water a perfectly hopeless labour.

We reached Point de Galle, Ceylon, the next coal depot, on the 25th at noon, and left on the 27th, at 1 P. M. The harbour at Point de Galle is a dangerous one, and, with rocks on the east and west, is entirely exposed to the south-western gales. The town is very old and Dutch built. The English do not seem to have added a single new brick or put one stone upon another. It is at present a place of no importance, but the steamers will soon bring it into some consideration. There are some very strong fortifications, and the town, though old, is neat and cleanly. The habitations of the poorer classes of the natives are superior to those of the same rank in Bengal. The men, though rather robust and muscular, have yet a feminine appearance from wearing the half-circular tortoise-shell comb in their hair, which is drawn tightly back in the fashion of the French ladies. Their complexion is of a dark copper colour.

There is an excellent road from Point de Galle to Colombo, a distance of seventy or eighty miles; and indeed it ought to be a good one, for in a country where labour is cheap, it is said to have cost the Government a thousand pounds per mile. Stage coaches run the entire distance, starting every alternate day from the two towns. There are a few priests at Point de Galle, of the Bhudist religion, who are known by their yellow garments. I saw the image of Bhud in an old temple, picturesquely situated in a grove of cocoa-nut and palmyrah trees. The figure lay in a recumbent posture (in which he is always placed) and was an ugly, ill-shaped, gigantic and monstrous caricature of humanity. It was at least thirty or forty feet in length. There was a curtain before it, and

when this screen was slowly and solemnly uplifted there was something in the appearance of the vast image in the dim twilight of the room which made me inwardly acknowledge it was by no means marvellous that the ignorant natives should regard it with superstitious awe. The priests did not ask me to take off my shoes here, as in the temples in Bengal, but merely expressed a desire that I should uncover my head, though it is not a custom of their own. This consideration for our peculiar habits was a mark of good sense which I had not expected. In Bengal the Hindoos will not understand that to take off the hat is as much a form of respect and politeness with us, as it is with them to slip off the shoe. We make allowance for their customs, but they make none for ours. They wear their turbans at the Government House in Calcutta, in the presence of the Governor-General, and their shoes too, but they always object to our keeping on our shoes in any of their religious temples or in the houses of native princes.

I did not see a specimen of the famous Talipot tree, which is said to be as straight and tall as the mast of a ship, and the leaf to be so large as to cover fifteen men ! \*

Some of the coffee plantations here are thriving gloriously, and are a source of great profit to speculators.

The boats used between the shore and the shipping are

\* The following particulars respecting this tree are given by Haafner in his most interesting "Travels on foot through the Island of Ceylon." The tree derives its name from two Malabar words, *taluy* and *pat*, that is, head and leaf, or head-leaf, because the leaves are used by the natives to protect them from the sun and rain. They are about a yard and a half in diameter, and of a circular form. Being folded like a fan they are carried upon the head, with the point turned forward, and only the chiefs and distinguished public officers have the privilege of carrying them with the broad part before. The tree, just before it decays, produces a seed about the size of a nut.

not so convenient as the *dinjees* of Calcutta, but are literally narrow canoes about a foot and a half deep, with an outrigger or heavy log of wood projecting on one side to the distance of eight or ten feet, and connected with the body of the boat by rudely fashioned poles tied with rope, made of the bark of the cocoa-nut tree. They are the most awkward water conveyances I ever saw in my life, and the confusion, and trouble, and complexity when these unmanageable boats get crowded and locked together in numbers in a small place, are quite indescribable. It is amusing enough to see a fat passenger—a Falstaff—squeeze or wedge his legs into one of these narrow canoes, and rest his huge overhanging bundle of living clay on the thin and perilous edge. What a subject for a Cruikshank!

A crowd of Cingalese merchants boarded us with cinnamon sticks, ebony rulers, elephant's teeth cut in slices, and sometimes formed into boxes; and large quantities of topazes, garnets, rubies, moon-stones, and cat's-eyes. These were all very cheap, and in some instances pretty gems were had for a few old clothes.

The next land we saw was the cluster of islands called the Maldives, which we reached on the 30th. We went very close to them, and found them green and fertile. Several boats were in sight, and one of them came so near to us, that Captain Moresby hailed her, and even stopped the steamer; but they seemed to suspect us of some evil intention, and to decline any intercourse with people with white faces. The boat was strongly and skilfully built, and had a neat mat sail. We saw the wreck of an English brig in the shallow water near the shore of one of these islands. There is no high land in them. They do not, I believe, contain more than two or three thousand inhabitants. The government is monarchical. The King is said to assume the magnificent title of Sultan

of the Maldives, King of Thirteen Provinces and Twelve Thousand Isles.

Just after we had passed these islands, one of our bullocks, resolutely bent on suicide, threw himself headlong overboard, with a prodigious splash; and though he seemed speedily to repent him of his rash resolve, and kept on swimming for his life, with his head only above the water, the Captain did not think it worth his while to snatch him from his briny grave. There was an almost human look of despair in his large dark eye. The sharks, probably, soon terminated his sufferings.

Nothing of particular interest occurred until our arrival (on the 14th of May) in the harbour of Aden, where we took in a sufficient supply of coal to last us to Suez. We remained at Aden two days, and very dull days they were. It is one of the dreariest places imaginable. Bonaparte complained of St. Helena, that it was a barren rock; what would he have said of Aden? I made a sketch of it. The outlines of the heights being really fine, it looks far better in a drawing than in the reality. Bear in mind that the mountains, which, if clothed with verdure, might be justly characterized as in the highest degree beautiful and picturesque, have scarcely a blade of grass upon them, and not a tree or shrub. They are like vast piles of cinders. The few houses or huts visible from the harbour are ill-built and very uncomfortable, though the little inn (the flat-roofed edifice on the low ground) is not unpleasing in its external aspect. It is kept by two or three Parsees from Bombay, a class of people remarkably enterprising for Orientals. A wing of Her Majesty's 17th, a detachment of Artillery, and a regiment of Bombay Native Infantry, are stationed here.

Dr. Malcolmson, who has been a resident here ever since the station was established, has given lately some interest-

ing particulars respecting the place to the Royal Society in England. He states that the town is built in the centre of an extinct submarine volcano, whose activity must have surpassed any idea we can form from the operation of existing volcanoes. He is of opinion that Aden was once an island. Amongst the animals and reptiles of Aden, Dr. Malcolmson mentions the monkey, the fox, the hyæna, and snakes and scorpions. Though the heat is sometimes intense, the climate is not thought unhealthy. When the place was first occupied by the British, the population consisted of about one thousand half-naked and half-starved inhabitants; there are now, at least, twenty thousand residents, well clothed and well fed! Good drinking water is obtained from wells.

The town of Aden is not visible from the sea. The mountains conceal it. It is said that it was in earlier times a place of wealth and grandeur full of stately mosques and other public buildings. Though the appearance of Aden from the sea is calculated to fill the mind of the observer with images of poverty and famine, the inland country is extremely fertile. The trade of the town, now that the Arabs are under British rule, and property and life are respected, is rapidly increasing. The French, it is said, begin to look with a jealous eye on this Eastern Gibraltar. Our engineers are turning its most commanding points to the best account.

The poor Siddees, or African coolies, who put the coal on board the steamer have a frightful appearance, some of them having dyed their hair a dirty white, a strange contrast to their black faces. They cheer themselves in their work with wild chaunts, and clapping of the hands.

We were right glad to quit this miserable place, especially as we had the cheering prospect before us of soon entering the Red Sea, so hallowed by historical associations. After



a pleasant and speedy, though rather sultry, voyage along the Arab coast, (picturesque but barren,) we reached the narrow Straits of Babelmandeb, which, under the guidance of an Arab pilot, we passed in safety in the night. We had not been two days in the Red Sea before a delightful northern wind relieved us from the oppression which we had so long endured from the intense heat. Our small cabins now became our sleeping-rooms at night. There is nothing very interesting in the coast on either side of the Red Sea, unconnected with its Biblical associations. The land is dry and bare. We had a distant view of Mounts Horeb and Sinai, or of certain heights which were pointed out to us as those mountains, though it has been said that they cannot be seen from the Red Sea. Some one undertook to show us that part of the sea where the Israelites passed, but the exact locality of the miracle is still, I believe, undetermined. You will remember that Napoleon attempted to cross the Red Sea on horseback, and was nearly drowned.\*

\* Napoleon, when at Suez, made an attempt to follow the supposed steps of Moses, by passing the creek at this point; but it seems, according to the testimony of the people at Suez, that he and his horsemen managed the matter in a way more resembling the failure of the Egyptians than the success of the Israelites. According to the French account, Napoleon got out of the difficulty by that warrior-like presence of mind which served him so well when the fate of nations depended on the decision of a moment. He ordered his horsemen to disperse in all directions, in order to multiply the chances of finding shallow water, and was thus enabled to discover a line by which he and his people were extricated. The story told by the people of Suez is very different. They declare, that Napoleon parted from his horse, got thoroughly submerged, and was only fished out by the people on shore. I bathed twice at the point assigned to the Israelites; and the second time that I did so, I chose the time of low water, and tried to walk across, but I soon found myself out of my depth, or at least in water so deep that I could only advance by swimming.—*Eothen*.

We reached Suez at half-past three on the afternoon of the 14th, but as there was a strong breeze off the land, which was at some distance, and the water was in many places too shallow even for a small boat, and the navigation of the deeper channels extremely circuitous and wearisome in bad weather, very few of us ventured on shore on the day of our arrival. One of our passengers, however, an old ship captain too, being very impatient to land, and thinking, perhaps, to anticipate others in securing good and early conveyance across the desert, got into an open boat with a lady and her infant in arms. He had the satisfaction of remaining in the boat from about four o'clock in the afternoon until past midnight, exposed to the bleakest wind he had felt, probably, for some years. The sail of his boat was blown into thin strips a few minutes after he had started, and in about half an hour he was obliged to come to an anchor for the night. On the following morning the rest of us took our leave of Captain Moresby, to whom we presented a gold snuff-box, as a testimony of our respect. We found him intelligent and obliging. As we left the good ship *Hindostan*, we confessed that she had behaved herself well, though she is not fitted up appropriately for an Indian voyage. She averaged nine knots an hour. We had, however a remarkably smooth water passage. She has a superb saloon, of which almost every panel is decorated with an elegant and costly painting on *papier maché* by an artist of taste and skill. Perhaps too much money has been lavished on mere embellishments. Pictures and finely carved wood-work adorn the whole of that part of the ship which is fitted up for passengers, most of whom would be glad to go in vessels with fewer decorations at a lower charge for their voyage. All this finery makes the ship look as if she were meant rather for holiday pleasure trips on a smooth lake, than to brave

the dangers of the wide ocean. We scarcely ever sat down to dinner in the early part of the voyage that we did not wish one of the fine paintings had been a good port-hole to admit a little air upon us, almost suffocated as we were by the close atmosphere in the crowded saloon and the steam of the hot viands before us. The vessel would be well adapted in its present state for the voyage from Alexandria to Southampton, but it is singularly ill-suited for a voyage down the Bay of Bengal in the summer months. There is no doubt that it will be found necessary to alter her accommodations. It is very odd that they should have been arranged by an old Indian, for such, I was told, is the fact, but he must assuredly have forgotten, in his enjoyment of English *coziness*, the luxury of air and space in a sultry climate.

It is but fair that I should take an opportunity of stating that nothing could exceed the liberality of the Oriental and Peninsular Steam Navigation Company in their supplies for the passengers' table. Our fare on board the *Hindustan* was really sumptuous.

Of my passage across the desert I will give you some account in my next.

Believe me, my dear ——,

Yours affectionately,

## LETTER II.

MY DEAR —

FROM the necessity of avoiding sand-banks and shallow water, we were nearly two hours working our difficult and circuitous way in an open boat from the steamer to the town of Suez, which was nevertheless within two miles of us in a direct line. It was so bitterly cold, that my teeth chattered, and we had no room in the boat to warm ourselves with exercise.

Suez, two centuries ago, was a place of great importance. It has now a mean and cheerless aspect. The houses are built with a strange mixture of stones, bricks, mortar, and mud, with no attempt at neatness or uniformity. In some instances, the lower rooms look quite substantial with rude stone facings, while the attics are unroofed, and the thin walls of mud and lath are falling to pieces. Many of the larger houses are two or three stories high, and look quite unsafe, and as if the first puff of wind would throw them down. They remind one of houses built by children with torn and dirty cards. The bazaar which supplies the thinly scattered population of the surrounding country is large, but filthy. It is chiefly filled with dates, figs, coffee, oil, rice, oranges, cloth, and cordage. I saw no curiosities in it worth purchasing; and the dirt and disease, and stench of the people, soon drove me out of it. The population of the place seemed partly Arab and partly Egyptian, the latter distinguished by their blue garments. I saw very few Turks. The women wore an unsightly co-

vering over the face, leaving only the eyes and a part of the chin and lower jaw exposed. From the little we could see of them, they seemed old and ugly. The young and pretty, if such there were in this small and melancholy town, we had not the good fortune to encounter. I was struck with the extraordinary prevalence of ophthalmia. I could not walk half-a-dozen yards in the bazaar without meeting with sore eyes. Children, almost naked, and in a loathsome condition, lay stretched in the sun, covered with flies, and making not the least exertion to get rid of them. Here and there, an old woman, more considerate than other mothers, would use her *chowry*, and make it serve the double duty of whisking the flies off her sweetmeats and her child, who, though diseased and filthy, was scarcely more offensive than the "sweets" amongst which it lay. I should suppose that the ophthalmia, originally occasioned by the fierce glare of the sun and the raised sand of the Desert, is diffused by the flies, which, after feasting on the afflicted patient, alight on the eyelashes of others and communicate the disease.\* We had no reason to be charmed with the first sight of the land of Egypt. The Desert may be said to commence at Suez, where there is nothing but rock and sand. All the necessaries of life are brought from Cairo, and filthy brackish water is procured from a distance of five or six miles.

After a wretched breakfast at a wretched inn, where every thing was at once dirty and dear, we started for the Desert in small vans drawn by four Arab horses, which spanked along at a pretty good rate, considering the nature of the road. These vans are each on a single pair of high

\* Montulé states that the Arabians have no other remedy for this affliction but a white powder, which they get from Ekmim and Mecca. They throw it into the eyes. He, oddly enough, attributes ophthalmia in Egypt to the heavy night dew.

wheels, and are formed, some of them, for the reception, but not the *accommodation*, of six passengers, and others hold only four, besides the Arab driver, who sits in an odd little dicky in front, a good deal too near the horses to be perfectly at his ease when they are disposed to be mutinous and offensive. The top of the van is of coarse canvass, waggon-shaped, or rather like the top of a baker's covered cart. The two seats, narrow and hard, are along the sides of the vehicle, and the passengers, nose to nose, knees to knees, and backs bent by the sloping roof, are about as uncomfortable as it is possible to imagine. No luggage is allowed—indeed the prohibition is needless, for no luggage *could* be wedged into a narrow space so well filled up with human flesh. The "*impediments*" are placed on camels. The Desert van, though anything but a pleasant vehicle, is at once lightly and strongly built on two lofty wheels and a stiff spring. It is well that it is constructed with European skill and of the best materials, for never was any kind of carriage so severely tried.

I had expected to find the Desert one limitless and level plain of soft smooth sand, and I had supposed that the greatest difficulty in crossing it would result from the horses sinking nearly up to their knees, and the wheels sinking nearly to the axle. I was quite mistaken. We every now and then came to rocky eminences, or to slopes of mingled sand and flint stones; and even when we found a short tract of level sand unmixed with stones, it did not yield so readily as I had anticipated. Nor were we much annoyed by the heat or glare, or the flying sand, though most of us had provided ourselves with light clothing and green veils. The air during the day was by no means sultry, and after sunset it was intensely cold. We had not entered the Desert more than five or six miles, before we witnessed that interesting phenomena called the *mirage*

or *saráb*. The appearance of fine sheets of water was so strongly and distinctly marked, that it was difficult to believe it was all illusion. What a tantalizing torment to the thirsty traveller ! We felt the more acutely the keen air at night, because we were wholly unprepared for it, and were thinly clad, expecting nothing but a breezeless atmosphere or a burning gale. Our fate was perhaps peculiar ; for other travellers have given a very different account of the climate of the Desert. The only serious discomforts we experienced, in crossing the Desert from Suez to Cairo, were the dreadful jolting in our narrow hard-seated car—the rapidity with which we were hurried on from stage to stage, without sufficient intervals for rest and refreshment—and the quantity of ravenous bugs, fleas, and lice which infested every place we stopped at, and found their way to our persons. The distance from Suez to Cairo is eighty-four miles. At every nine or ten miles there was a station-house or halting-place, generally a mere stable, where we speedily changed horses ; but at No. 6 we found comfortable rooms, and a good lunch. We dined even sumptuously at No. 4, which is under the excellent management of an Englishman and his wife. We could call for what we pleased—paying for any extra luxury. It was a fine thing to be provided with turkey and ham, and mutton-chops, and wine and beer, and soda-water, in the heart of the Desert ! But nothing is impossible to British enterprise. We got two or three hours' rest at the next station, and then made the best of our way to Grand Cairo, where we arrived at about 10 A. M. of the 16th, rejoiced indeed to have got over the most dreaded portion of our homeward journey. Some of my fellow-travellers, being in fine health and spirits, thought lightly of the disagreeables of the Desert. They even made a joke all the way of the joltings in the van ;—but I confess it was no joke to me. In consequence of

the low roof sloping inwards, and the narrowness of the vehicle, our position was painfully constrained. There was no relief for the back, and when the van bounced and bumped upon the huge stones which were not to be escaped by the most skilful driver, being often thinly covered by the sand, and lying so closely together that no navigation could avoid them, the manner in which we jolted against the roof or against each other, and back again on the hard seat, though it might be laughed at by all of us at starting, became at last anything but a source of amusement to weary invalids, however good humoured and well disposed. A wounded officer in our company suffered agonies, and a lady in another van, who had fortunately a couple of soft pillows with her, very considerably gave them up to him. But when was a true woman selfish or unkind, if the sick demanded her sympathy and assistance? It is said a different and superior kind of vehicle is preparing in Longacre (London) for the Desert transit, and we shall soon have a railroad! Mr. Galloway, the engineer, has lately surveyed the Desert between Cairo and Suez, and Mehemet Ali seems inclined to commence the undertaking. The French are endeavouring to thwart our hopes of a railroad, and are urging the Pasha to cut a canal through the country. They are naturally jealous of what will be regarded as an English road through Egypt. But all hostile intrigue on this subject is now quite idle. England will never abandon her present advantages in Egypt while she retains her Indian possessions, and her rank among the powers of Europe. The expense of laying down a railway will of course be extremely heavy, but the intercourse between the East and the West is so rapidly increasing, that we may fairly expect the actual original cost to be cleared in a very few years; and human labour is so cheap in Egypt, that the employment of Arabs to



guard the rail from accidents and impediments will not entail so large a regular expenditure as some persons have imagined. Sir Wm. Cornwallis Harris has just put forth a project for transporting vessels by railroad across the isthmus of Suez! He proposes to convey narrow steamers of 800 tons across the desert on trucks, by means of locomotive engines of adequate power. The expense that would attend the construction of the railroad, locomotive engines, carriages, and trucks, he estimates at one million sterling.

We occasionally saw a few low shrubs, and I gathered a handful of wild plants in bloom, and presented them to one of the ladies of our party as the *Flowers of the Desert*, and it was by no means a contemptible nosegay. Some of these flowers were like the camomile and the daisy. It was strange to see shrubs and flowers growing in hot dry sand, but the heavy night dew preserves them. I saw but one tree, and that not a large one: it was in front of one of the station-houses, half way across the Desert. It was a species of thorn. When we approached it, we disturbed a number of small birds (fly-catchers, I believe,) who made the most of so rare a luxury. They wheeled about a little in the air, and soon returned to their precious shelter. An Arab had picked up a fine flint spar, which he sold me for half a crown. The fellow pretended to think it was a diamond. The road across the Desert, if such it may be called, is not often distinctly traceable by a stranger. The indentations of wheels are soon covered by the light moving sand. The best guiding marks are presented by the skeletons of camels that have died upon the journey. We sometimes met with the bodies of these poor beasts—"ships of the desert," how often wrecked!—in a horrible state of decomposition; but, though the sight was offensive, there was no stench; for the perfectly dry air seems to have an effect similar to that of frost on decaying matter.

The whole of the luggage of the passengers of the *Hindustan*, having been placed on the backs of camels, and sent on from Suez a few hours before us, was soon overtaken. It was curious to see the long line of those useful creatures, heavily laden with all sorts of trunks and carpet bags and portmanteaus of Indian and European manufacture, proceeding so quietly in the heart of the Desert, with no protection for so much property but that of the poor camel-drivers themselves. These animals took no rest, nor did they need it. They went steadily on, and with their deliberate but lengthy paces, made more progress than they appeared to do. There were five or six vans in company; and as the horses were obstinate at starting, kicking and rearing, and sometimes turning right round to face and defy the driver, we lost a good deal of time at the commencement of a stage, especially as it was deemed right that we should wait for each other, and avoid parting company, lest an accident should happen to any of us, and we should be left without aid in so lonely and inhospitable a place. But all our troubles in crossing the Desert seemed almost laughably light and trifling when we recollected what other travellers had suffered before us.

The approach to Grand Cairo from the Desert was very cheering and delightful. At a distance of some ten or twelve miles, and a little to the right of the direct road, we first beheld the rich gardens and lofty minarets of the celebrated capital of Egypt. We had also a glimpse of the Nile. After the lone and barren road we had just traversed, the view was indeed refreshing. On turning a hill of sand to the left, we beheld the Pyramids in the distance. It was a moment of intense excitement. It is not surprising that the whole army of Napoleon halted instinctively at the sight of these vast and mysterious piles of stone. The French approached from the opposite direc-

tion, with Cairo on their left ; but the general character of the scene was the same. The soldiers forgot their fatigues. The fine countenance of Napoleon is said to have kindled with enthusiasm, and, pointing to the Pyramids, he called upon his army to consider that from their lofty summits forty centuries were watching their proceedings. Modern history has associated a name as enduring as themselves with these wondrous buildings. Napoleon and his battle of the Pyramids can never be forgotten. The connection of ancient and modern history with the scene increases its interest in an extraordinary degree. I suspect, however, that if it were not for these grand associations, the first view of the Pyramids would excite little emotion ; for there is nothing in their general aspect to indicate their vast antiquity. The stones with which they are built are white and clean ; and when the Pyramids are seen at a distance, shining in the sun, they look as fresh as if they had been built but yesterday. Then again they stand by themselves in the Desert ; and, as there is no other edifice, old or new, with which to contrast them, their apparent size is not extraordinary. They have been compared to large brick kilns.

We reached Cairo, as already stated, on the 16th of May, at 10 A. M. After passing a number of mud-huts and small ill-finished brick buildings, in dirty lanes, which lowered the romantic feeling excited by a distant view of the city, we came to the extensive fortifications, and passing several beautiful mosques, and lofty and picturesque private dwellings, we soon found ourselves cordially welcomed at an English Hotel, kept by a person in the employ of the Egyptian Transit Company.

On the evening of the day of our arrival at Cairo, a small steamer started from the port of Bulac, on the Nile, for Alexandria. This port is about two miles from Cairo.

Many of our passengers availed themselves of the opportunity to proceed, but the rest of us thought it better to await at Cairo the arrival of the passengers from Bombay by the *Atalanta*, who were to join us eventually in the *Oriental* at Alexandria. We expected that the latter steamer would be delayed at least a week for these passengers, and we preferred spending that time at Cairo,—a far more interesting place than Alexandria. By remaining at Cairo, we had the enviable opportunity of visiting the Pyramids, which were not more than twelve or thirteen miles from the city.

At Calcutta the stranger is immediately surrounded by Sircars, at Madras by Dubashes, at Point de Galle by the venders of precious stones, and at Grand Cairo by Dragomans and donkey boys. A Dragoman is an interpreter or guide, whose wages are three or four dollars a day. He makes all purchases for "Master," and receives no trifling profit. The Dragomans are intelligent and clever fellows, and though they number amongst them a good many cheats and scoundrels, some of them are very honest and respectable persons. But even the worst of them have a very wholesome dread of the police, especially in all transactions with Europeans, whom the Pasha is known to favour at the expense of his own subjects. From a crowd of Dragomans I engaged one who forced himself upon me by the pertinacity of his attentions and the strength of his lungs; for, perplexed and wearied by the noisy importunities of a whole street of claimants, I was glad to put an end to the contention, by fixing upon the individual nearest to me at the moment. I was not very fortunate in my choice—if choice it might be called. The man's aspect was villanous. He had a hare-lip, a sinister expression of the eye, a robust but awkward and clownish frame, and spoke so thickly and in such wretched fragments of Eng-

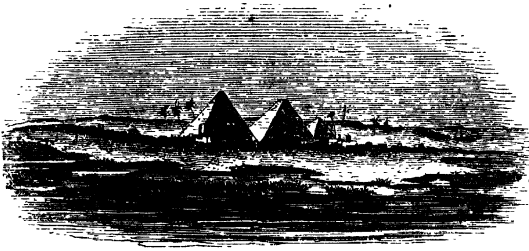
lish, that I could hardly understand a word he uttered. Yet having once engaged him, I did not like to exchange him for a better man. I was the more sensible of my bad luck, because a fellow traveller, often in my company, was attended by a person of very superior accomplishments and appearance, and to whom I was sometimes obliged to apply for an explanation of my own interpreter's Arabian English.

After breakfast I proceeded to a Turkish Bath in the neighbourhood. In the room in which I was undressed a Turk, who had just gone through the operations of bathing and washing, lay stretched on a couch, with several sheets wound tightly round his body, and a very large towel upon his head, in the fashion of a turban. The man was without motion, apparently wholly self-centred, indulging in a luxurious dreaminess. His eye was open, but its sense was shut. I was not at all ambitious to attract his attention, and took care not to disturb him. This room was heated with vapours. I was next taken into a large circular apartment, with a mosaic pavement, in the centre of which was a warm bath. This room was very much warmer than the first. The heat at first was overpowering, but I soon became reconciled to it. As the floor was wet and slippery, the man in attendance placed a pair of wooden shoes on my feet, and supported me by the arm. He then laid me at my full length on the broad wall of the centre bath, where a fountain played, and occasionally flinging a handful of the warm water over me, he rubbed me down vigorously with a glove made of horse-hair, or *coir*, I forget which, until a large quantity of soft, white stuff, like thin rolls of paste, was taken from the skin. After this, he covered me with a thick lather of soap, with which he nearly blinded me; and then taking me into one of the little cells which are round the apartment, each containing a bath, he plunged

me into the water without giving me time to consider what he was about. The man was an Arab, and could not speak a word of English, and I could not speak a word of Arabic. I had no opportunity to ask questions or to offer verbal objections. I was as passive and ignorant as a child undergoing some novel operation. The depth of the bath was about five feet, and the man repeatedly bobbed my head under the water, to wash off the soap, and then left me alone for a few minutes, standing in the bath. He never got into the bath himself, but usually stood upon the edge. On returning, he assisted me to mount a slippery step, and get out of the bath. He then led me into the room in which I had undressed, where the Turk still lay as in his shroud. I was now rubbed down with dry towels, and then wrapped up, like the Turk, in warm sheets, and after being well *shampooed*, was left to enjoy the pleasant glow and tingle over the whole frame, which is the usual effect of a Turkish bath. I did not, however, lie so long in this blissful state as my companion, but before he offered to rise I had put on my clothes. The shampooing was very scientifically done, and took off entirely all sense of fatigue. The only part of it I found disagreeable was the heavy pressure on the breast with the palm of the hand: it took away my breath, and created a feeling of anxiety. I gave half a crown for all this, and was thought to have paid too largely. The Turks themselves do not give one quarter of that sum for a bath. In consequence of not wrapping myself up in a cloak on going into the external air, I caught a severe cold, with a sore throat, and was annoyed for some days with rheumatic pains.

The visit to the Pyramids in my next.

Yours affectionately,  
D. L. R.



## LETTER III.

MY DEAR —,

I JOINED a kind of pic-nic party of twelve gentlemen on a visit to the Pyramids of Gizeh. Mounted on small Egyptian donkeys, we were not long upon our journey. But these animals have been praised beyond their merits. It is true that they trot at a good pace, but they are far from being trustworthy. They have weak knees. There was scarcely one of our party who had not a tumble. I was spilled myself three times. The animals, however, are so low in stature, that a tumble from their backs is merely a matter of fun and laughter. Nevertheless it is not very pleasant to be obliged to keep a tight rein and a watchful eye upon your beast when you are desirous to look about you at your ease. There is no marked or direct road to the Pyramids, though they are objects of such great interest to travellers, and so near the capital. You sometimes cut across private fields, or wind your way through narrow foot-paths in the neighbourhood of miserable mud villages. It is surprising that the Pasha, who is so anxious to stand well in the opinion of his European visitors, should never have thought of constructing a good road between the Pyramids and Cairo. However, after all, it

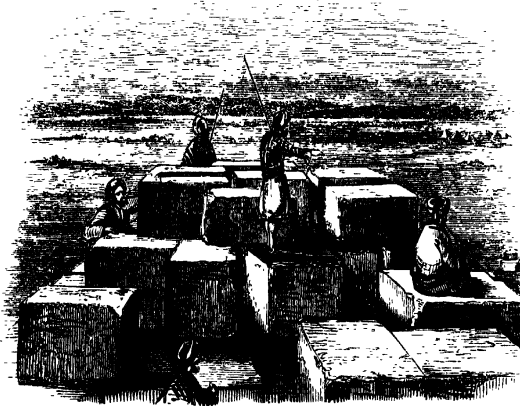
is perhaps better as it is. A straight road would be less picturesque and diversified. I was surprised to find that the way was not sandy and barren, but through highly cultivated fields, and the song of the lark was ringing gaily in the air. The morning was delightfully cool and clear. We had to cross the Nile about half-way, and our donkeys were all crowded into the same boat with ourselves. I observed that the boats in Egypt are well-built, substantial, and safe. It is strange, where wood is costly, to find such excellent boats amongst a class of men who bear the appearance of extreme poverty.

The gradual approach to the Pyramids takes something from their impressiveness. The effect on the observer would be vastly increased if he were taken blindfolded to the base of the Great Pyramid, and then permitted to gaze upon it suddenly, or if he were to make the journey to it by night and view it at break of day. The Pyramids are on a rocky foundation, on the very edge of the Desert. They are three in number, one of them, called the Pyramid of Cheops, being much larger than the others. During the greatest part of the ride they were in sight; but it was not until I was at the foot of one of them, that I was fully persuaded of their vast magnitude. Dr. Madden states that the base of the great Pyramid occupies eleven acres of ground! The vast breadth of the lower part lessens the height to the eye, when viewed from a distance; but when you stand at the base and look up and see the sharp angles of the bright stones towards the top against the clear blue sky, it seems like a ladder to Heaven. It is said that there are two hundred and three steps\* from the top to the bottom, and each of these steps is formed of

\* Some authorities say there are two hundred and eight steps, and others two hundred and fifty. It is strange that there should be such discrepancies in statements involving matters of easy calculation.



huge stones, between three and four feet deep. People climbing up them look like pigmies from below. It is necessary to throw off your coat and put on a pair of very loose trousers, if you attempt to mount the Pyramids. You are attended by three Arabs ; two of them take hold of your arms and drag you up, the third pushes you behind, and



guards you from a fall. I got up a little way, but the peculiar exertion soon made me lose breath and grow sick and giddy, and I was glad to get down again. Two or three only of our party made their way to the top.\* An

\* I must here enliven these pages with the following extract from Stocqueler's Hand-Book of India :—" Up you go, panting and toiling, as you mount step after step, each three feet in height, and stopping every four or five minutes to take breath, and receive the cheering congratulations of your rude guides. ' Good, good Ingles, berry good !' and then in an under tone, and with an impudent grin and extended hand, ' Dak-shersh !' Arrived at the top and relieved from your fatigue, for it does try the sinews and disarrange the bellows, you sit to contemplate the

Englishman some years ago going up by himself fell down the side of one of the Pyramids and was killed. The Pasha immediately issued an order that no foreigner should be again permitted to ascend the Pyramids without the Arab guides. So many travellers who have devoted much time and attention to the subject, have written about the Pyramids, that, interesting as they are, I shall dwell upon them no longer, for my visit of two or three hours, accompanied by a large body of jovial young men, does not enable me to add anything new or important to what has already been given to the world. We took our lunch in one of the small rooms hewn out of the solid rock in the immediate neighbourhood of the Pyramids.

I escaped for half an hour from my companions, and stood quite alone at the foot of Cheops. I then felt its grandeur, and made a feeble attempt to describe my emotions in the following rhymes. I wish they were better

prospect. Now you begin to be sensible of the altitude of the pyramid. From the apex of no insignificant building could you behold so much of the works of Nature and the efforts of man. Before you lies Grand Cairo, with its cupolas, fortifications, minarets, and cypresses; beneath you, and to the very walls of the town, is spread a carpet of softest green, fringed by the silvery Nile. To the extreme right, and to the left, and for the whole space behind you is the vast and apparently illimitable world of sand, where myriads of minute crystals glitter and sparkle in the sun, relieving the dead and dreary monotony of the boundless expanse. You insensibly fall into a reverie, while the scenes of the mighty past float before you, like so many 'dissolving views.' The History of the Twelve Kings, the discovery of Moses in the bulrushes, the adventures of Joseph and his brethren, the loves of Antony and Cleopatra; the more modern events in which Napoleon and the French army, Mahomed Ali and the Mamelukes, have figured successively occupy your musings. In a moment the vision is dissipated, your guides are at your elbow, and while one whispers the eternal '*bak-sheesh!*' with a leer, another draws from his bosom a rude porcelain imitation of a mummy, and hints, '*Antique! antique! you buy? Bedouin berry good.*'"

worthy of a noble subject, but you must take them as they are.

CHEOPS ; OR, THE GREAT PYRAMID AT GIZEH.

What forms majestic, once to fame well known,  
 (Some yet remembered in the sleep of death,)  
 Have stood where I now stand ! How oft the breath  
 (For ages hushed in dumb sepulchral stone,)  
 Of potent king, rapt bard, or sage serene,  
 In this lone sea of sand so wide and bare,  
 A human charm hath thrown around the scene,  
 And broke the dreadful silence of the air !

Mine the sole heart now beating at the base  
 Of this vast pile—eternal mount sublime  
 Upraised by mortal hand ! My strained eyes trace  
 The topmost steps against the bright blue sky,  
 Until my panting spirit yearns to climb  
 Higher and higher still.—This may not last—  
 Ah, no ! the weight of mortal mystery  
 Brings me to earth.

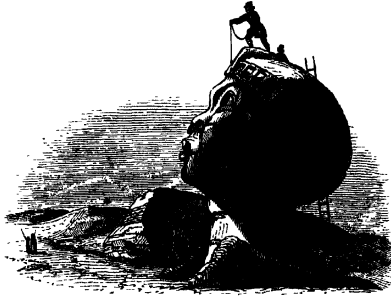
The future and the past  
 Crowd on the present, like blent clouds on high,  
 When the winds meet, or waves upon the sea,  
 Or dim bewildering dreams, confused and vast.

No daily sight is here—no common sound  
 To disenchant the pale earth's trance profound.  
 The sense of solitude, the solemn fear,  
 When lonely things eterne oppress the brain,  
 Now make me sigh a human voice to hear,  
 And greet some kind familiar face again.

In the middle of the day we went through the heat and glare of the sun, to look at a sarcophagus lying on the sand, and the huge head of the Sphynx,\* which to

\* Montulé states that the head of the sphinx is eighteen feet high. He observes, that although mutilated, the countenance displays "a nobility of character." The entire length of the back, he says, is 101 feet. Mrs. Poole acknowledges that, "at first the countenance of the sphinx, dis-

my eye seemed a miserable object, with nothing but its size to recommend it. It has positively a disagreeable Negro cast of countenance; though some travellers, who indiscriminately admire all antiquities, describe it as bland and benevolent. Mr. Stocqueler compares it to the head of a cynical doctor of laws, with a wig awry, suffering strangulation from a tight cravat. I do not question the



HEAD OF THE SPHINX, AFTER DENON.

proverbial wisdom of ancient Egypt, but I think huge piles of stone, and colossal figures, rudely carved, are no very certain signs of high civilization. The Pyramids are sublime objects, but they speak rather of vast labour, than

figured as it is, was absolutely ugly; but when she drew near she observed in it, she adds, a peculiar sweetness of expression." Mr. St. John, and the author of *Eothen*, also speak in admiration of it. Lord Lindsay tells us that the "altitude of the sphynx bespeaks the calm repose of conscious strength,—her expression of countenance, benevolence,—the *tout-ensemble* strange, mysterious beauty awful in its stillness." I began to think that I must be deplorably deficient in a sense of the beautiful, until I found that Volney also has described the face of the sphynx as that of a negro. Between the paws of the sphynx a temple was discovered by Belzoni, on clearing away the sand.

of profound science or fine art. Three hundred and sixty thousand men were employed for twenty years in erecting the great Pyramids—in heaping stones upon stones! So much toil and time might have been devoted to a nobler purpose by an enlightened sovereign of a learned and scientific people. There are better proofs of the wisdom of the Egyptians than the Pyramids. One of my fellow-passengers, a gay young fellow, procured in the neighbourhood of the pyramids the head of a mummy in excellent preservation. He called it Cheops, and made it the subject of innumerable jokes on the voyage from Alexandria to Southampton.

We devoted a day to visiting the citadel and the Pasha's palace. The citadel is built on a high rock, and affords a fine view of the city. The place where the Mamelukes were slaughtered was pointed out to us. In the palace there was an odd mixture of meanness and magnificence,—splendid floors of yellow marble, superb silk couches, wretched French and Italian daubs on the walls and ceilings, servants in dirty rags, and some fragments of furniture that would be scornfully flung out of a window in Wapping or St. Giles's. Amongst a semi-barbarous people there is always a want of comfort and a want of keeping in their finest dwellings. The Rajahs of Hindoostan exhibit invariably a mixture of poverty and wealth, and dirt and finery,—the most sordid economy in some things, and the most lavish extravagance in others. About five miles from Cairo there are the remains of a petrified forest, but I was too tired and unwell to visit it. Some of our party went, and brought back a few specimens of the stone branches.\* I saw the Pasha's garden at

\* There is scarcely, perhaps, a spectacle on the surface of the globe more remarkable, either in a geological or picturesque point of view, than

Shubra. It was too much in the old English style of close-clipped hedges—straight walks—and trees turned into ships and peacocks; but it was kept in excellent order, and was neat and clean. There is a fine bath, with a fountain playing in the centre, in a small house in the garden. The house is surrounded with a verandah, supported on marble pillars. The rooms are marble-floored. This is the favourite summer residence of the Pasha, when he visits Cairo, but he generally resides at Alexandria. I visited, also, the large and magnificent new mosque of oriental alabaster with columns of yellow marble, which the Pasha is erecting in Cairo at an enormous cost.

I was greatly pleased with Dr. Abbott's valuable An-

that presented by the petrified forests near Cairo. The traveller having passed the tombs of the caliphs, just beyond the gates of the city, proceeds to the southward, nearly at right angles to the road across the desert to Suez, and after having travelled some ten miles up a low barren valley covered with sand, gravel, and sea-shells, fresh as if the tide had retired but yesterday, crosses a low range of sandhills, which has for some distance run parallel to his path. The scene now presented to him is beyond conception singular and desolate. A mass of fragments of trees, all converted into stone, and, when struck by his horse's hoof, ringing like cast iron, is seen to extend itself for miles and miles around him in the form of a decayed and prostrate forest. The wood is of a dark brown hue, but retains its form in perfection, the pieces being from one to fifteen feet in length, and from half a foot to three feet in thickness, strewed so closely together, as far as the eye can reach, that an Egyptian donkey can scarcely thread its way through them, and so natural, that were it in Scotland or Ireland, it might pass without remark for some enormous drained bog, on which the exhumed trees lay rotting in the sun. The roots and rudiments of the branches are in many cases nearly perfect, and in some the worm-holes eaten under the bark are readily recognisable. The most delicate of the sap-vessels, and all the finer portions of the centre of the wood, are perfectly entire, and bear to be examined with the strongest magnifiers. The whole are so thoroughly silicified as to scratch glass and be capable of receiving the highest polish.—*Asiatic Journal*.

tiquarian Museum at Cairo. It is most liberally open to all respectable visitors, though it is in the Doctor's private dwelling. Dr. Abbott was formerly one of the



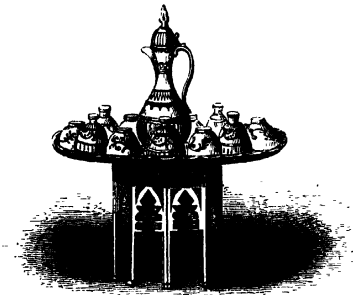
STREET IN CAIRO.

Pasha's medical attendants, but he resigned the employment. He still wears a Turkish costume, and would be hardly taken for an Englishman if met in the streets. His voice alone breaks the illusion. He established the

Egyptian Literary and Scientific Institution, of which he is now the Secretary.\*

There is a small theatre at Cairo, where French and Italian companies occasionally perform, when a subscription sufficiently large is raised to encourage the manager to present performances. We saw Bellini's beautiful opera of *Norma* sadly mangled there.

Wherever we went in Cairo we saw the Turks smoking their shibouques, and drinking coffee. The majority of them seemed to have nothing else to do. At whatever



COFFEE SERVICE.

hour of the night or day you call upon a Turk, you are presented with coffee. It is always ready, and as hot as it can be taken. The mode of preparing it is sufficiently easy and simple. The ground coffee is placed in a saucepan, and a small quantity of scalding hot water is poured upon it. After being allowed to simmer for a few seconds it is poured into small cups, without straining. It is as

\* The Egyptian Literary Institution was founded in Cairo on the 15th of February, 1842. It is intended to serve as a centre of reunion for travellers and *savans*, and to afford them facilities for research in Egypt.

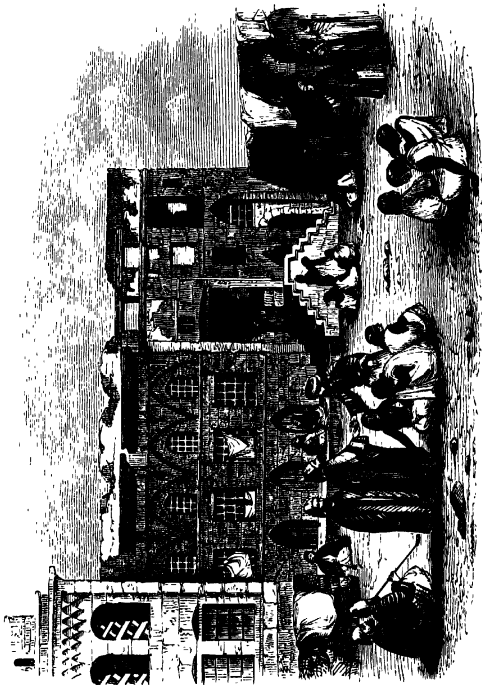


thick as chocolate. The exquisite aroma of the coffee is thus preserved in its full strength. Neither milk nor sugar is used. At the coffee-houses of Alexandria and Cairo, a stranger may have such a cup of coffee as he can have no chance of tasting in India, or in England. The cups used are very small, and are generally held by the drinker in a pretty little frame about the size of an egg-cup. A Turk would be wretched indeed, without his shibouque and coffee enjoyments. The poorest artisan indulges in these luxuries. Montulé mentions that he once saw a potter who had found out a mode of smoking that left his hands free. He suspended his pipe with a cord from the ceiling, so that it might always remain exactly on a level with his mouth. At Cairo there are innumerable shops for the sale of pipes of cherry-tree or jasmine wood, from three to six feet long. One end of the pipe is supplied with an amber mouthpiece, which is not usually very costly, but is sometimes ornamented with jewels of great value.

I visited *Joseph's Well*, said to have been excavated by the great Saladin; but I was not much interested in what I saw. It is a vast square pit cut through the solid rock. It is about two hundred and eighty feet deep. The water, which is rather brackish, is drawn up in a number of small buckets, with a wheel turned by a cow. There is a passage cut in the side of the well which makes the descent easy. The diameter varies at different depths.

Cairo is said to contain upwards of three hundred thousand inhabitants. Living specimens of all nations are to be met with in the crowded streets, and nothing can be more striking than the innumerable contrasts of dress and manner. Arabs, Turks, and Egyptians form the greatest part of the population; but there is a French, an Italian and a Jewish Bazaar, and our own countrymen are seen





SLAVE MARKET AT CAIRO

in almost every street. The houses are rarely glazed, the windows being formed of carved wood. They are usually built round a court, and the most private rooms are hidden from the street. There are about three hundred and fifty mosques. The streets are narrow, and often darkened by a mat covering, on beams extending right across them from house to house. Carriages are not easily procured, and are seldom used, it being found more convenient to go through the narrow and crowded streets on donkeys.

Before the discovery of the passage to India by the Cape of Good Hope, Cairo was a most distinguished city, and shared with Alexandria in the advantages of the traffic between the East and the West. Perhaps the adoption of the Overland route to India will restore them both to some importance. But, let the future fate of Cairo be what it may, it will be remembered as long as the Pyramids endure, and will continue to interest the reader of the Arabian Nights' Entertainments, from its name being associated with those delightful tales, which may possibly enchant the imagination of childhood when even the Pyramids have disappeared.

I one day visited the market for Abyssinian female slaves. It is not altogether public. My Drogoman whispered my wish to see it to a man whom he met in the Turkish Bazaar. The man shook his head and spoke in an angry tone. I showed him my purse, and he then smiled knowingly, and led me at last into a large enclosed court. After waiting about half an hour, I was shown into a small room, where eight Abyssinian women, neatly dressed in their native costume, were ranged in a line before me. None of them were very pretty. I inquired the price of each. Ten pounds was the highest sum asked. They looked quite happy and in good health, and giggled and joked with each other upon their chance of obtaining a master. I pretend-

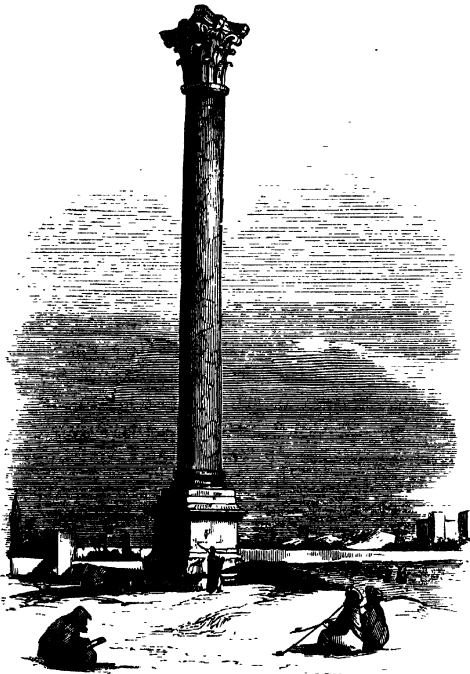
ed that the sum demanded was rather too high, and after giving the man who introduced me to the market a *buck-sheesh*, I left the place very much disappointed at not having seen a good specimen of Abyssinian beauty. In returning home through a narrow street, I saw a very lovely, though dark-complexioned woman at a casement. My Drogoman knew something of her history. She was an Abyssinian slave bought for a large sum by a Frenchman. I saw a humpbacked little man, with a fierce face, and carrying a large key, approach the house. He applied the key to the door. He entered the house of the slave. He was her master. Poor girl! how I pitied her!\*

On the morning of the 21st of May we left the inn at Cairo on donkeys for Bulac, where we got into a small steamer. The donkey boy, while pretending to adjust my clothes as I mounted his beast, contrived to pick my pocket of three sovereigns. Just as I was about to pay him, I discovered the loss, and accused him of the theft. I turned my back for a moment to mention the matter to a friend, and the thief made his escape. We were just starting, and there was no time to follow him. Another fellow claimed the donkey.

We arrived at Atfeh between 7 and 8 o'clock, P. M.

\* Count Fabian was so captivated with a young Circassian in the slave-market at Cairo, that he offered an Arab merchant six thousand piastres for her. Her owner had fixed her value at eight thousand. He took some hours to consider of the offer; but the Count was disappointed. He describes her as about fifteen years of age, and a consummate beauty. A little red turban edged with gold encircled the top of her head; her brown locks, cut in front, dropped in regular folds on her shoulders; a double robe drawn up tight, consisting of a stuff interwoven with silver, was fastened by a little schâl placed in the girdle above the hips, while loose pantaloons concealed her lower limbs. Her arms were naked, but ornamented with bracelets; her feet also were naked, with the exception of a pair of very small embroidered slippers.

Here we found we had to disembark, and after crossing a few yards of land, we got into a small boat, tugged by a dwarf steamer, in the Mahmoodceeyeh Canal. We landed within half a mile of Alexandria, where we arrived about



POMPEY'S PILLAR.

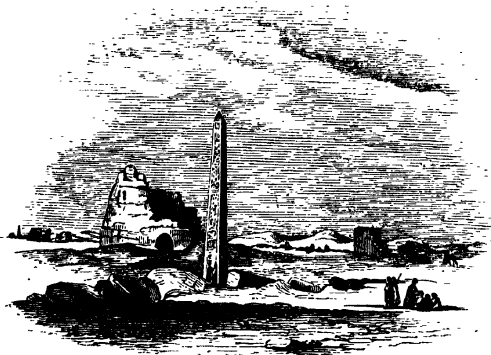
10 A. M. of the 22nd. Pompey's Pillar, one of the finest columns in the world, was on the way from the boat, and, dismounting from our donkeys, we very closely examined

it. The shaft is a solid block of red granite, sixty-eight feet high, and nine feet in diameter at the bottom. That it has stood so long is indeed surprising, for almost every traveller chips off a piece of the granite; and I saw a donkey boy with a lap full of specimens, one of which he offered gratis. Though it is commonly supposed that it was erected by Cæsar to commemorate his victory over Pompey, antiquaries cannot give us any certain information respecting the cause or period of its erection. Parties of British sailors have occasionally ascended the summit of this noble column, of which the total height is said to be ninety-eight feet. Sailors rarely see much difficulty in exploits of this nature. The plan that has been adopted in this case, is to fix the string of a paper kite on one side of the capital of the pillar, and then sink the kite on the opposite side, after which it is easy to send up ropes of the requisite stoutness, by which to ascend and descend at pleasure. Even adventurous ladies have climbed up on shrouds or rope-ladders, have breakfasted on the top, and have written letters there.\*

One of the fine obelisks called Cleopatra's Needles is still erect, but the other is lying on the sand. They are of Thebaic stone, and covered with hieroglyphics. They are each of a single stone, nearly seventy feet high and seven feet square at the base. It is said that the prostrate obelisk was thrown down with the aid of gunpowder by an Italian engineer, under the orders of the Pasha. The British Government expressed its regret that so valuable a monument should be destroyed, and the Pasha at once made the English a present of it. There was an intention at

\* Dr. Madden mentions that a Miss Talbot, an Irish lady, wrote a letter to Mr. Salt "from the top of Pompey's Pillar," and that Mr. Salt sent an answer, purporting to come "from the bottom of Joseph's Well," which he confesses was written in his own parlour.

first to carry it away to England, but the probable expense and difficulty caused that intention to be abandoned.



CLEOPATRA'S NEEDLES.

In every street are fragments of ancient buildings. Sometimes you see a superb Corinthian column supporting a miserable hovel of mud and brick. The Pasha's palace is on the sea-shore. It is rather a fine-looking building. I was told that the English Consul found it troublesome to introduce strangers who wished to visit the Pasha, only to satisfy their curiosity; so I did not trouble myself about him, though I afterwards regretted that I lost the opportunity of seeing so remarkable a personage. We visited the Turkish men-of-war. They are kept in fine order, but are rather for show than use, being old and very clumsy vessels. One of them mounted a hundred and six guns. The band on board played for our amusement a number of English, French, Turkish, and Egyptian airs, and refused all remuneration. They were wretchedly clad.



The plague was at Alexandria, and two or three of our party were rudely pushed aside in the streets by some Janissaries, as a box containing the body of a man who had died of the plague was carried by, very carefully guarded from contact with the populace. It is said that the plague always breaks out in the Jewish quarter of the city, which is particularly close and dirty.

We started from Alexandria on board the *Oriental* on the 24th, and reached Malta on the 28th. As we hoisted the yellow flag, we were not permitted to land anywhere but at the lazaretto. The lazaretto is a barrack-like looking building near the shore. Articles were brought there to us for sale, and the sellers were divided from the purchasers by a single bar or rail, which it would have been easy to leap over or creep under. It was like a bazaar or a fair. Fruit, ices, paintings, canary birds, lap-dogs, and all sorts of nic-nacs were temptingly displayed before us. We were allowed to handle gold and silver ornaments, (amongst which were innumerable Maltese crosses, beautifully worked,) and to return them if disapproved of; but other articles we were compelled to keep and pay for if we laid our fingers on them. I could not understand the reason of the exception in favour of gold and silver ornaments, when it was necessary to pass gold and silver money through vinegar and water, and curious stones and other hard and polished materials were carefully kept from all contact with non-purchasers. There was an odd inconsistency too in the way in which the jewellers presented and received back their goods. They presented them to us with a pair of tongs, but on receiving them back with the tongs in the right hand, they dropped them carelessly from the tongs into the left hand, and re-arranged them on their shop-board. It excited in us a curious feeling to find ourselves such marked and suspected people, and to know that



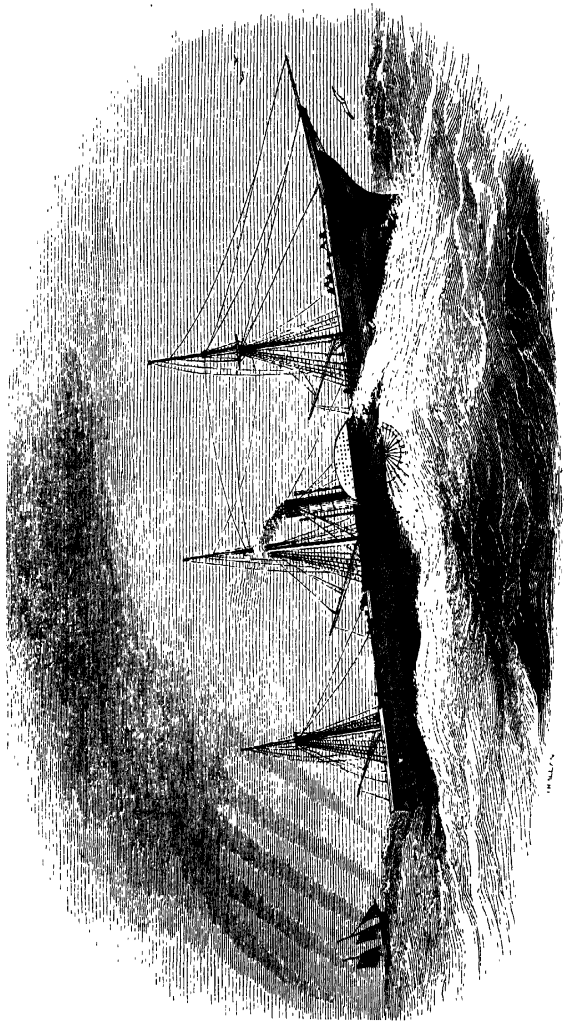




ENTRANCE TO QUARANTINE HARBOUR, MALTA.







ITALIA

M. GARDINER & CO. NEW YORK







strangers would be horrified at our touch. It was enough to convince a hypochondriac that the plague was in his blood. Money was dropped into tubs of vinegar and water, and letters were fumigated. We hired some gondolas (kept in quarantine for the use of strangers), and had a pleasant row about the harbour, within certain limits fixed by law for persons "in our unhappy condition." Malta is more strongly fortified than any other island in the world. The place is invaluable as a means of commanding the Mediterranean. The English, while in possession of Malta and Gibraltar, may defy all Europe in that sea.

We left Malta on the 29th, and soon had a fine view of Algiers (passing within a couple of miles of the shore), and stopped for an hour or two off the rock of Gibraltar—still in quarantine, of course, and we were not allowed to land anywhere. We had afterwards a sight of the coasts of Spain and Portugal. We reached Southampton on the 9th of June, but had to remain on board the *Oriental* for four days longer, to make up our term of quarantine (twenty-one days) from Alexandria.

The *Oriental* is a splendid steamer, and nothing could be better than our fare on board. The captain and his officers were obliging. The vessel, however, was most uncomfortably crowded, as she received no less than one hundred and forty passengers at Alexandria. But this serious inconvenience is not likely, I am told, to occur again.

You may wish to know the cost of the trip. *I booked my passage the whole way* from Calcutta to Southampton for fourteen hundred and thirty rupees.\* My extra expenses were extremely trifling:—at the English Inn at Suez, 3s. for breakfast; at the English Inn at Cairo, for five days, 2l. 17s.; at the French Inn at Alexandria, 1l.

\* The passage-money has since this been reduced to C.R.'s 1280.

—altogether, four pounds. The table at the station-house in the Desert (with the exception of beer and wine), was supplied by the Administration, and our persons and luggage were also conveyed from Suez to Alexandria free of charge. I had of course a few other expenses, but they were only such as were incurred for my own amusement or pleasure, and were not at all *necessary*, with the exception of some bills for washing. I spent but ten pounds between Calcutta and Southampton. In my account of expenses I do not include the sum stolen from me by the donkey boy at Cairo—far that was a kind of *extra*, or *irregularity*, which I ought to have guarded against, as I had been forewarned that the ass-drivers in Egypt are singularly expert in the use of their “pickers and stealers.” Passengers are allowed only a certain weight of luggage, and if they exceed that allowance, an extra charge is made ;\* but mine was within the limit.

This account of my trip, though extremely slight and superficial, may yet be of some use to people contemplating a similar undertaking. As far as my own experience enables me to judge, I have no hesitation in saying, that the Trip Overland to and from India is greatly preferable to the old route by the Cape of Good Hope. It occupies less than half the time—it is less dangerous—it is more diversified with incident and scenery—and to most persons it is very little more expensive. To those whose *time is money*, it is even *less* expensive. Yours affectionately,

D. L. R.

\* Passengers have to pay the Egyptian Transit Administration 16s. per cwt. for baggage where it exceeds 2 cwt. Children and servants are allowed but 1 cwt. each. In the steamers 3 cwt. of personal baggage is allowed to a first-class passenger (free of freight), and children and servants may have 1½ cwt. each. Passengers are strongly recommended to avoid encumbering themselves with a *number of small parcels*.

OCEAN SKETCHES  
AND  
ANGLO-INDIAN LYRICS,  
WRITTEN ON THE ATLANTIC OCEAN  
AND ON THE  
PLAINS OF BENGAL.

## OCEAN SKETCHES, ETC.

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THIS little volume may possibly fall into the hands of a certain class of readers who derive no real gratification from the noblest poetry in the world, and who regard such productions as the following with unaffected impatience and disdain. I ask pardon of these persons for slipping a few pages of unpretending verse between chapters of utilitarian prose. I admit that their introduction may a little surprise even more imaginative and indulgent readers. Let all objectors, however, pass over, if they please, these metrical reminiscences of Oriental seas and lands as so much blank paper, and not undervalue on account of a few brief verses the useful details that precede and follow them.

When the voyager beholds nothing but sky and water he is apt to imagine that he might just as well close his eyes. This is a mistake. If he would examine the scene around and above him in a right spirit he might often while away, very agreeably, an idle and weary hour. When the mind is vacant it is astonishing what mere trifles may become a source of interest and amusement. It is wise to make this use of them. In a tedious voyage of five months round the Cape of Good Hope, when my fellow-passengers and myself were tired of our close companionship, and had so often travelled over each other's minds that there was not a speck of undiscovered country in the little living globes upon our shoulders, and when there was not a book within our reach that we had not read and re-read until the very sight of it was sickening, I experienced an inexpressible delight in watching the ever-varying aspects of the wide round ocean and the shadowy dome of air—the vast and glorious canopy of that solitary world of which our little vessel seemed the centre. This happy employment of my idle hours suggested the "Ocean Sketches." Objects that gave pleasure to myself may give pleasure to others. These little studies of sea and sky, if they be as clearly defined and as true to nature as I endeavoured to make them, may not only be amusing in themselves, but lead the board-of-ship reader to make similar observations, and turn them to as good account for himself and to a better account for others.

As there are rarely any incidents or sights of a more exciting character on board an Indian steamer when far from land, these records of air and water, however imperfect in themselves, may be said to complete the general purpose of the volume as far as my ability permits.

To the Ocean Sketches I have ventured to add a few verses, that from their connection with the scenes, and thoughts, and feelings of an Indian life may not be uninteresting to some of those readers to whom a volume of this nature is chiefly addressed.

D. L. R.



Gaze upward—and behold, where parted clouds  
Disclose ethereal depths, its dark-hued mate  
Hangs motionless on arch-resembling wings,  
As though 'twere painted on the sky's blue vault.

Sprinkling the air, the speck-like petrels form  
A living shower! Awhile their pinions gray  
Mingle scarce-seen among the misty clouds,  
Till suddenly their white breasts catch the light,  
And flash like silver stars!

## II.

## A STORM—AT NIGHT.

Yon cloud arch spreads,—the black waves curl and foam  
Beneath the coming tempest.—Lo! 'tis here!  
The fierce insatiate winds, like demons, howl  
Around the labouring bark. Her snow-white sails,  
Outspread like wings of some gigantic bird  
Struck with dismay, are fluttering in the gale,  
And sound like thunder. Now the troubled heart  
Of ocean quails to its profoundest depths;—  
The dark heavens groan,—the wildly scattered clouds,  
Like routed hosts innumerable, hurry past  
Stars seldom seen and dim. Up lofty hills,  
Or down wide-yawning vales, the lone ship drives  
As if to swift destruction. Still she braves,  
Though rudely buffeted by tempest-fiends,  
The elemental war. Ah! that dread wave,  
As though some huge sea-monster dealt the blow,  
Hath made her start and tremble!—Yet again,  
For one hushed moment, with recovered power,  
She proudly glides in majesty serene,

Calm as a silver cloud on summer skies,  
Or yon pale moon amid the strife of heaven !

How terrible, yet glorious, is the scene !  
How swells the gazer's heart ! The mighty main  
Heaves its stupendous mountains to the sky,  
Their sides unruffled by the fretful waves  
Of less terrific seas. The billows form  
Moving Atlantic Alps, whose peaks alone  
Are shattered by the wind that hurls the foam  
Adown the dreary vales. In wintry realms  
The viewless pinions of the northern breeze,  
Thus shake the snow-wreaths from the hoary heads  
Of everlasting hills !

An awful pause!—

Again the quick-reviving tempest roars  
With fiercer rage !—These changes image well  
The sullen calm of comfortless despair,  
The restless tumult of the guilty heart !

### III.

#### A CALM AT MID-DAY.

Now in the fervid noon the smooth bright sea  
Heaves slowly, for the wandering winds are dead  
That stirred it into foam. The lonely ship  
Rolls wearily, and idly flap the sails  
Against the creaking mast. The lightest sound  
Is lost not on the ear, and things minute  
Attract the observant eye.

The scaly tribe,  
Bright-winged, that upward flash from torrid seas,  
Like startled birds, now burst their glassy caves,



And glitter in the sun ; while diamond drops  
From off their briny pinions fall like rain,  
And leave a dimpled track.

The horizon clouds  
Are motionless, and yield fantastic forms  
Of antique towers, vast woods, and frozen lakes,  
Huge rampant beasts, and giant phantoms seen  
In wildering visions only.

High o'er head,  
Dazzling the sight, hangs, quivering like a lark,  
The silver Tropic-bird ;—at length it flits  
Far in cerulean depths, and disappears,  
Save for a moment, when with fitful gleam  
It waves its wings in light. The pale thin moon,  
Her crescent floating on the azure air,  
Shows like a white bark sleeping on the main  
When not a ripple stirs. Yon bright clouds form,  
(Ridged as the ocean sands, with spots of blue,  
Like water left by the receding tide,)  
A fair celestial shore !—How beautiful !  
The spirit of eternal peace hath thrown  
A spell upon the scene ! The wide blue floor  
Of the Atlantic world—a sky-girt plain—  
Now looks as never more the Tempest's tread  
Would break its shining surface ; and the ship  
Seems destined ne'er again to brave the gale,  
Anchored for ever on the silent deep !

## IV.

## SUNRISE.

The stars have melted in the morning air,—  
The white moon waneth dim.—The glorious sun,

Slow-rising from the cold cerulean main,  
 Now shoots through broken clouds his upward beams  
 That kindle into day. At length his orb,  
 Reddening the ocean verge, with sudden blaze  
 Awakes a smiling world ; the dull grey mist  
 Is scattered, and the sea-view opens wide !

—The glassy waves  
 Are touched with joy, and dance in sparkling throngs  
 Around the gallant bark. The roseate clouds  
 Rest on the warm horizon,—like far hills  
 Their radiant outlines gleam in yellow light,  
 And o'er their shadowy range a thin scud floats,  
 Like wreaths of smoke from far-off beacon-fires.

The deep blue vault is streaked with golden bars,  
 Like veins in wealthy mines ; and where the rays  
 Of Day's refulgent orb are lost in air,  
 In small round masses shine the fleecy clouds,  
 As bright as snow-clad bowers when sudden gleams  
 Flash on the frozen earth.

Ascending high  
 The gorgeous steps of heaven, the dazzling sun  
 Contracts his disk, and rapidly assumes  
 A silver radiance—glittering like a globe  
 Of diamond spars !

## V.

## SUNSET.

Now near the flushed horizon brightly glows  
 The red dilated sun. Around his path  
 Aerial phantoms float in liquid light,  
 And steeped in beauty, momentarily present

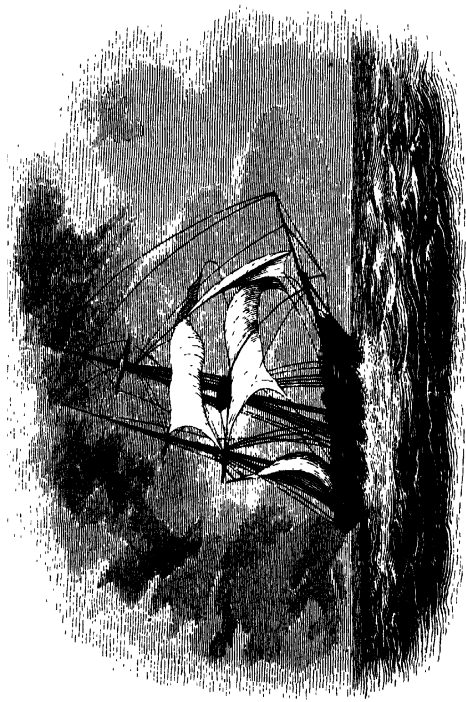
Fresh forms, and strange varieties of hue,  
 As fair and fleeting as our early dreams !—  
 Behold him rest on yon cloud-mountain's peak,—  
 Touched with celestial fire, volcano-like,  
 The dazzling summit burns ;—eruptive flames  
 Of molten gold with ruddy lustre tinge  
 The western heavens, and shine with mellowed light  
 Through the transparent crests of countless waves !

The scene is changed—behind the ethereal mount  
 Now fringed with light—the day-god downward speeds  
 His unseen way ;—yet where his kindling steps  
 Lit the blue vault, the radiant trace remains,  
 E'en as the sacred memory of the past  
 Illumes life's evening hour !—Again ! again !  
 He proudly comes ! and lo ! resplendent sight !  
 Bursts through the cloud-formed hill, whose shattered sides  
 Are edged with mimic lightning !—His red beams  
 Concentrating at last in one full blaze,  
 Bright as a flaming bark, his fiery form  
 Sinks in the cold blue main !

The golden clouds

Fade into gray—the broad cerulean tide  
 A darker tint assumes. In restless throngs  
 Phosphoric glow-worms deck with living gems  
 The twilight wave, as Orient fire-flies gleam  
 In dusky groves,—or like reflected stars,  
 When evening zephyrs kiss the dimpled face  
 Of that far lake whose crystal mirror bears  
 An image of my home ! Ah ! those white walls  
 Now flash their silent beauty on my soul,  
 And, like a cheerful sun-burst on my way,  
 Revive a transient joy !





SCHOONER, "IRIS," IN A BOREA, GULF OF TRIESTE.





## VI.

## NIGHT.

The day-beams slowly fade, and shadowy night,  
 Soft as a gradual dream, serenely steals  
 Over the watery waste. Like low-breathed strains  
 Of distant music on the doubtful ear,  
 When solitude and silence reign around,  
 The small waves gently murmur.

Calm and pale—

A phantom of the sky—the full orb'd moon  
 Hath glided into sight. The glimmering stars  
 Now pierce the soft obscurity of heaven  
 In golden swarms, innumerable and bright  
 As insect-myrriads in the sunset air.  
 The breeze is hushed, and yet the tremulous sea,  
 As if by hosts of unseen spirits trod,  
 Is broken into ripples, crisp and clear  
 As shining fragments of a frozen stream  
 Beneath the winter sun. The lunar wake  
 Presents to rapt imagination's view  
 A pathway to the skies!

In such a scene

Of glory and repose, the rudest breast  
 Is pure and passionless,—the holy calm  
 Is breathed at once from heaven, and sounds and thoughts  
 Of human strife a mockery would seem  
 Of Nature's mystic silence. Sacred dreams  
 Unutterable, deep, and undefined,  
 Now crowd upon the soul, and make us feel  
 An intellectual contact with the worlds  
 Beyond our mortal vision.



## VII.

## LIGHTS AND SHADOWS.

Profusely scattered o'er the fields of air,  
 Float the thin clouds, whose fleecy outlines dim,  
 Fade, like departing dreams, from mortal sight—  
 So gradually with heaven's deep blue they blend  
 Their paler tints.—

Now on the vessel's deck  
 Luxuriously reclined in idle ease,  
 I mark the varied main. From either side  
 I gaze alternate, and strange contrasts find  
 Of light and shade. The scene divided seems.  
 Sun-ward, the noon-tide rays almost o'erpower  
 The ocean's azure hue, like glittering stars  
 Too richly on some regal garment wrought.—  
 I turn from fierce intolerable light,  
 And lo! the darker side a prospect shows,  
 On which the dazzled eye delights to rest ;  
 For not a sun-beam glances on the sea.  
 The long blue waves seem, cord-like, twisted round,  
 And slide away, as if by viewless hands  
 Drawn slowly past. At intervals far off,  
 A small and solitary breaker throws  
 A snow-wreath on the surface ; and I hear  
 A low crisp sound, as through the glassy plain  
 The gallant vessel cuts her glorious way !

## VIII.

## SUNSET CHANGES.

Behold that bridge of clouds !  
 Upraised beyond, an air-wrought precipice  
 Appears stream-mantled,—kindled vapours form  
 The radiant torrent, touched with every tint  
 That mingles on the vest of parting day.  
 Beneath that shadowy bridge the broad red sun,  
 Its outline undefined, continues still  
 The same celestial flood, that downward dashed  
 Breaks into fiery foam !

That scene is o'er—

The hill, the bridge, the stream have passed away !  
 The sun hath changed its hue, and now presents  
 A silvery globe, floating on fervid skies  
 That gleam like seas of gold. Its glorious disk  
 As if with insect-clouds thin speckled seems,  
 Yet glitters on the burning front of heaven,  
 Bright as a crystal spar, or quivering wave  
 Beneath the glare of noon !

## IX.

## SEA-FOAM.

The breeze is gentle, yet the gliding ship  
 Wins not her tranquil way without a trace,  
 But softly stirs the surface of the sea.  
 'Tis pleasant now, with vacant mind, to watch  
 The light foam at her side. Awhile it seems  
 Most like a tattered robe of stainless white,

Whose rents disclose a verdant vest beneath.  
Then, suddenly, wild Fancy wanders home  
For wintry images of snow-patched plains  
That prove a partial thaw. E'en-school-days dear  
Return, if haply on the idle brain  
Remembrance of the pictured map presents  
The world's irregular bounds of land and wave !  
Nor less beguilement for the lingering hours  
Of life at sea, the backward track may yield.  
How beautiful the far seen wake appears !  
Resplendent as the comet's fiery tail  
In Heaven's blue realms ! Beneath the proud ship's stern  
A thousand mimic whirlpools chafe and boil,  
While fitfully up-sent from lucid depths  
Thick throngs of silver bubbles sparkle bright,  
Like diamonds in the pale beam of the moon.

## SONNETS WRITTEN AT SEA.

## FINE WEATHER.

THE plain of ocean 'neath the crystal air,  
 Its azure bound extends—the circle wide  
 Is sharply clear,—contrasted hues divide  
 The sky and water. Clouds, like hills that wear  
 The winter's snow-wrought mantle, brightly fair,  
 Rest on the main's blue marge. As shadows glide  
 O'er dew-decked fields, the calm ship seems to slide  
 O'er glassy paths that catch the noon-tide glare,  
 As if bestrown with diamonds. Quickly play  
 The small crisp waves, that musically break  
 Their shining peaks. And now, if aught can make  
 Celestial spirits downward wing their way,  
 Methinks they glitter in the proud sun's wake,  
 And breathe a holy beauty on the day!

## ' A CALM AFTER A GALE.

Like mountain-mists that roll on sultry airs,  
 Unheard and slow the huge waves heave around  
 That lately roared in wrath. The storm-fiend, bound  
 Within his unseen cave, no longer tears  
 The vexed and wearied main. The moon appears,  
 Uncurtaining wide her azure realm profound,

To cheer the sullen night. Though not a sound  
 Reposing Nature breathes, my rapt soul hears  
 The far-off murmur of my native streams  
 Like music from the stars—the silver tone  
 Is Memory's lingering echo. Ocean's zone  
 Infolds me from the past;—this small bark seems  
 The centre of a world—an island lone ;  
 And Home's dear forms are like departed dreams !

## EVENING.

How calm and beautiful ! The broad sun now  
 Behind its rosy curtain lingering stays,  
 Yet downward and above the glorious rays  
 Pierce the blue flood, and in the warm air glow.  
 Dark clouds from either side, like pillars, throw  
 Their long gigantic shadows o'er the main.  
 Though 'tween their dusky bounds, like golden rain,  
 The yellow sun-beams on the wave below  
 A shower of radiance shed, the misty veil  
 Of twilight spreads around—the orient sky  
 Is mingling with the sea—the distant sail  
 Hangs\* like a dim-discovered cloud on high,  
 And faintly bears the cold unearthly ray  
 Of yon pale moon that seems the ghost of day !

\* As when far off at sea a fleet descried  
 Hangs in the clouds.—MILTON.

## SOUNDS AT SEA.

THE weary sea is tranquil, and the breeze  
 Hath sunk to sleep on its slow-heaving breast.  
 All sounds have passed away, save such as please  
 The ear of night, who loves that music best  
 The din of day would drown. The wanderer's song,  
 To whose sweet notes the mingled charms belong  
 Of sadness linked to joy; The breakers small  
 (Like pebbled rills) that round the vessel's bow  
 A dream-like murmur make—the splash and fall  
 Of waters crisp, as rolling calm and slow,  
 She laves alternately her shining sides—  
 The flap of sails that like white garments vast,  
 So idly hang on each gigantic mast—  
 The regular tread of him whose skill presides  
 O'er the night-watch, and whose brief fitful word  
 The ready helmsman echoes: these low sounds  
 Are all that break the stillness that surrounds  
 Our lonely dwelling on the dusky main.  
 But yet the visionary soul is stirred,  
 While Fancy hears full many a far-off strain  
 Float o'er the conscious sea! The scene and hour  
 Control the spirit with mysterious power;  
 And wild, unutterable thoughts arise,  
 That make us yearn to pierce the starry skies!

## TWO LANDSCAPES—ENGLISH AND INDIAN.

I stood upon an English hill  
 And saw the far meandering rill,  
 A vein of liquid silver, run  
 Sparkling in the summer sun ;  
 While adown the steep hill's side,  
 And along the valley wide,  
 Sheep, like small clouds touched with light,  
 Or like little breakers bright  
 Sprinkled o'er a smiling sea,  
 Seemed to float at liberty.

Scattered all around were seen  
 White cots on the meadows green.  
 Open to the sky and breeze,  
 Or peeping through the sheltering trees.  
 On rude and rustic gates, loose swung,  
 Laughing children idly hung :  
 Oft their glad shouts, shrill and clear,  
 Came upon the startled ear,  
 Blended with the tremulous bleat  
 Of truant lambs, or voices sweet  
 Of birds that take us by surprise,  
 And mock the quickly-searching eyes.

Near me sat a bright-haired boy  
 Whistling with a thoughtless joy.

A shepherd's crook was in his hand,  
 Emblem of a mild command ;  
 And upon his rounded cheek  
 Were hues that ripened apples streak.  
 Disease, nor pain, nor sorrowing  
 Touched that small Arcadian king.  
 His sinless subjects wandered free,—  
 Confusion without anarchy.  
 Happier he upon his throne,—  
 The breezy hill, though all alone,—  
 Than the grandest monarchs proud,  
 Who mistrust the kneeling crowd ;  
 • For he ne'er trembles for his fate,  
 Nor groans beneath the cares of state.

On a gently rising ground,  
 The lovely valley's farthest bound,  
 Bordered by an ancient wood,  
 The cots in thicker clusters stood ;  
 And a church uprose between,  
 Hallowing the peaceful scene.  
 Distance o'er its old walls threw  
 A soft and dim cerulean hue,  
 While the sun-lit gilded spire  
 Gleamed as with celestial fire.

I have crossed the ocean-wave,  
 Haply for a foreign grave,  
 Haply never more to look  
 On a British hill or brook,  
 Haply never more to hear  
 Sounds unto my childhood dear ;  
 Yet if sometimes on my soul  
 Bitter thoughts beyond control



Throw a shade more dark than night,  
 Soon upon the mental sight  
 Flashes forth a pleasant ray  
 Brighter, holier than the day ;  
 And unto that happy mood  
 All seems beautiful and good.

Though from home and friends we part,  
 Nature and the human heart  
 Still may soothe the wanderer's care,  
 And his God is everywhere !

Seated on a bank of green,  
 Gazing on an Indian scene,  
 I have dreams the mind to cheer  
 And a feast for eye and ear.  
 At my feet a river flows,  
 And its broad face richly glows  
 With the glory of the sun,  
 Whose proud race is nearly run.  
 Ne'er before did sea or stream  
 Kindle thus beneath his beam,  
 Ne'er did miser's eye behold  
 Such a glittering mass of gold !  
 'Gainst the gorgeous radiance float  
 Darkly many a sloop and boat,  
 While in each the figures seem  
 Like the shadows of a dream.  
 Swiftly, passively, they glide  
 As sliders on the frozen tide.

Sinks the sun—the sudden night  
 Falls ; yet all the scene is bright.

Now the fire-fly's living spark  
Glances through the foliage dark,  
And along the dusky stream  
Myriad lamps with ruddy gleam  
On the small waves float and quiver,  
As if upon the favoured river.  
And to mark the sacred hour  
Stars had fallen in a shower !  
For many a mile is either shore  
Illumined with a countless store  
Of lustres ranged in glittering rows ;  
Each a golden column throws  
To light the dim depths of the tide ;  
And the moon in all her pride,  
Though beautifully her regions glow,  
Views a scene as fair below.

Never yet hath waking vision  
Wrought a picture more Elysian,  
Never gifted poet seen  
Aught more radiant and serene !  
Though upon my native shore  
Mid the hallowed haunts of yore ;  
There are scenes that could impart  
Dearer pleasure to my heart,  
Scenes that in the soft light gleam  
Of each unforgotten dream ;  
Yet the soul were dull and cold  
That its tribute could withhold  
When Enchantment's magic wand  
Waves o'er this romantic land !

## VIEW OF CALCUTTA.

HERE Passion's restless eye and spirit rude  
May greet no kindred images of power  
To fear or wonder ministrant.—No tower,  
Time-struck and tenantless, here seems to brood,  
In the dread majesty of solitude,  
O'er human pride departed—no rocks lower  
O'er ravenous billows—no vast hollow wood  
Rings with the lion's thunder—no dark bower  
The crouching tiger haunts—no gloomy cave  
Glitters with savage eyes!—But all the scene  
Is calm and cheerful. At the mild command  
Of Britain's sons, the skilful and the brave,  
Fair Palace-structures decorate the land,  
And proud ships float on Hooghly's breast serene!

## SONNETS, WRITTEN IN INDIA.

## I.

MAN'S heart may change—but Nature's glory never !  
 And while the soul's internal cell is bright,  
 The cloudless eye lets in the bloom and light  
 Of earth and heaven, to charm and cheer us ever.  
 Though youth hath vanished, like a winding river  
 Lost in the shadowy woods ; and the dear sight  
 Of native hill, and nest-like cottage white,  
 'Mid breeze-stirred boughs, whose crisp leaves glean and  
     quiver,  
 And murmur sea-like sounds, perchance no more  
 My homeward step shall hasten cheerily ;  
 Yet still I feel as I have felt of yore,  
 And love this radiant world. Yon clear blue sky—  
 These gorgeous groves—this flower-enamelled floor—  
 Have deep enchantments for my heart and eye.

## II.

MAN'S heart may change—but Nature's glory never !  
 Though, to the sullen gaze of grief, the sight  
 Of sun-illumined skies may seem less bright,  
 Or gathering clouds less grand, yet she, as ever,  
 Is lovely or majestic. Though Fate sever  
 The long-linked bands of love, and all delight

Be lost as in a sudden starless night,  
 The radiance may return, if He, the giver  
 Of peace on earth, vouchsafe the storm to still :  
 This breast, once shaken with the strife of care,  
 Is touched with silent joy. The cot—the hill  
 Beyond the broad blue wave—and faces fair,  
 Are pictured in my dreams ; yet scenes that fill  
 My waking eye can save me from despair.

## III.

MAN's heart may change—but Nature's glory never !  
 Strange features throng around me, and the shore  
 Is not my father-land. Yet why deplore  
 This varied doom ? All mortal ties must sever ;—  
 The pang is past !—And now, with blest endeavour,  
 I check the rising sigh, and weep no more.  
 The common earth is here—these crowds adore  
 That earth's Creator ; and how high soever  
 O'er other tribes proud England's hosts may seem,  
 God's children, fair or sable, equal find  
 A father's love. Then learn, O man ! to deem  
 All difference idle, save of heart or mind :  
 Thy duty, love—each cause of strife, a dream—  
 Thy home, the world—thy family, mankind.

## CONSOLATIONS OF EXILE ;

OR, AN EXILE'S ADDRESS TO HIS DISTANT CHILDREN.

O'ER the vast realm of tempest-troubled ocean ;  
 O'er the parch'd lands that vainly thirst for showers ;  
 Through the long night ; or when nor sound nor motion  
 Stirs in the noon of day the sultry bowers ;  
 Not all un'compared by pleasant dreams,  
 My weary spirit panteth on the way :  
 Still on mine inward sight the subtle gleams  
 That mock the fleshly vision brightly play.  
 Oh ! the heart's links nor time nor change may sever,  
 Nor fate's destructive hand, if life remain :  
 O'er hill and vale, and plain, and sea, and river,  
 The wanderer draws the inseparable chain.

Fair children ! still, like phantoms of delight,  
 Ye haunt my soul on this strange, distant shore,  
 As the same stars shine through the tropic night  
 That charmed me at my own sweet cottage door.  
 Though I have left ye long, I love not less ;  
 Though ye are far away, I watch ye still ;  
 Though I may ne'er embrace ye, I can bless,  
 And, e'en though absent, guard ye from each ill :  
 Still the full interchange of soul is ours ;  
 A silent converse o'er the waters wide ;  
 And fancy's spell can speed the lingering hours,  
 And fill the space that yearning hearts dividé.

And not alone the written symbols show  
 Your spirit's sacred stores of love and truth ;  
 Art's glorious magic bids the canvass glow  
 With all your grace, and loveliness, and youth.  
 The fairy forms that, in my native land,  
 Oft filled my fond heart with a parent's pride,  
 Are gather'd near me on this foreign strand,  
 And smilingly in these strange halls reside ;  
 And almost I forget an exile's doom ;  
 For while your filial eyes around me gleam,  
 Each scene and object breathes an air of home,  
 And time and distance vanish like a dream.

Oh ! when sweet memory's radiant calm comes o'er  
 The weary soul, as moonlight glimmerings fall  
 O'er the hush'd ocean, forms beloved of yore,  
 And joys long fled, her whispers soft recall :  
 At such an hour I live and smile again,  
 As light of heart as in that golden time  
 When, as a child, I trod the vernal plain,  
 Nor knew the shadow of a care or crime ;  
 Nor dream of death, nor weariness of life,  
 Nor freezing apathy, nor fierce desire  
 Then chill'd a thought with unborn rapture rife  
 Or sear'd my breast with wild ambition's fire.

From many a fruit and flower the hand of time  
 Hath brush'd the bloom and beauty ; yet mine eye,  
 Though life's sweet summer waneth, and my prime  
 Of health and hope is past, can oft espy  
 Amid the fading wilderness around  
 Such lingering hues as Eden's holy bowers  
 In earth's first radiance wore, and only found  
 Where not a cloud of sullen sadness lours.

Oh ! how the pride and glory of this world  
    May pass unmirror'd o'er the darken'd mind,  
Like gilded banners o'er the grave unfurl'd  
    Or Beauty's witcheries flashed upon the blind.

Though this frail form hath felt the shafts of pain,  
    Though my soul sickens for her native sky,  
In visionary hours my thoughts regain  
    Their early freshness, and soon check the sigh  
That sometimes from mine inmost heart would swell  
    And mar a happier mood Oh! then how sweet,  
Dear boys, upon remember'd bliss to dwell,  
    And here your pictured lineaments to greet,  
Till Fancy, bright enchantress, shifts the scene  
    To British ground, and, musical as rills,  
Ye laugh and loiter in the meadows green,  
    Or climb, with joyous shouts, the sunny hills.



## BANKS OF THE GANGES.

How fraught with music, beauty, and repose,  
This holy time and solitude profound !  
The lingering day along the mountain glows ;  
With songs of birds the twilight woods resound.  
Through the soft gloom yon sacred fanes around,  
The radiant fly\* its mimic lightning throws ;  
Fair Ounga's stream along the green vale flows,  
And gently breathes a thought-awakening sound !  
Such hour and scene my spirit loves to hail,  
When Nature's smile is so divinely sweet—  
When every note that trembles on the gale  
Seems caught from realms untrod by mortal feet—  
Where everlasting harmonies prevail—  
Where rise the purified their God to greet !

The fire-fly.

## THE RETURN FROM EXILE.

As memory pictured happier hours, home-sickness seized  
 my heart ;  
 I never thought of English land but burning tears would  
 start ;  
 The faces of familiar friends would haunt me in my sleep,  
 I clasped their thrilling hands in mine—then woke again  
 to weep !

At last my spirit's fevered dreams so wrought upon my  
 frame,  
 That life itself uncertain seemed as some worn taper's flame ;  
 Till o'er the wide blue waters borne, from regions strange  
 and far,  
 I saw dear Albion's bright cliffs gleam beneath the morn-  
 ing star.

That radiant sight redeemed the past, and, stirred with  
 transport'wild,  
 I trod the swift bark's bounding deck light-hearted as a  
 child ;  
 And when among my native fields I wandered in the sun,  
 It seemed as if my morn of life had only just begun.

The shining golden butter-cup—the daisy's silver crest—  
 The living gems of every hue on Nature's verdant breast—

The cheerful songs of British birds that rose from British  
trees—

The fragrance from the blossomed hedge that came on  
every breeze—

The white cot peeping through the grove, its blue smoke  
in the sky—

The rural group of ruddy boys that gaily loitered nigh—  
The silent sheep-besprinkled hill—the rivulet-water'd vale—  
The lonely lake where brightly shone the fisher's sun-lit  
sail ;

Awhile these seemed illusions brief of beauty and delight,  
A dear but transitory dream—a mockery of the night—  
For often in my slumbering hours, on India's sultry strand,  
In visions scarce less palpable I hailed my native land.

But when upon my wildering doubts reflection flashed the  
truth,

Oh ! never in my childhood years, nor in my fervid youth,  
So deep a rapture thrilled my breast as while I gazed  
around,

And recognised the thousand charms that hallow English  
ground !

## A P P E N D I X.

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### ORIGINAL AND SELECTED.

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#### MALTA.

##### THE CAVE OF MACKLUBA AT MALTA.

THE famous cave of Mackluba is near to the Casal Crendi. It is difficult to account for the formation of this curious natural amphitheatre, except by saying that a great circle of rock, of five or six hundred feet in diameter, has suddenly sunk to the depth of one hundred feet, carrying the soil along with it, and forming at the bottom a level garden, surrounded on every side by perpendicular rocks. There is no descent but by a stair almost cut out of the rock : and this descent is rather a fearful one. The water, which in winter pours down into the subterranean garden, has worn away the steps. The abyss is directly below, and one slip of the foot would precipitate you headlong. After going down this broken stair for about sixty feet, you pass to the left for a fourth of the circumference, and get down by another stair. The garden occupies the whole of the bottom, which is of exactly the same size as the arca at the top. Nothing in the world can be more strange than the sight. When from the centre you look round you on the rugged, overhanging rocks, you seem sequestered in one of those imaginary retreats of hermits, where the world is shut out for ever. The soil of the garden is very rich. There are fig, pomegranate, and orange-trees, vines, and ordinary fruits. In winter the whole is frequently covered to a considerable depth with water, which gradually oozes away, there being no outlet. The rocks are red and grey, overhanging, very porous and rugged. The shape of the cave is an oval, with perpendicular sides. At each end of the oval are terraces, which appear to be the seats of this great amphitheatre.—*Webster's Travels.*

## ALEXANDRIA.

## MAHOMET ALI.

MAHOMET ALI was of humble origin. He was born in the same year as Napoleon—1769, at Kaoula, a town of Roumelia, on the northern shore of the Grecian Archipelago. He is, therefore, a Turk. His father was a fisherman. He commenced life as a trader in tobacco; and even in his old age, seated on the throne of the Pharaohs and the Ptolemies, he exhibits a partiality for mercantile pursuits. He is not contented with monopolizing all the political power of Egypt, but he must also be the principal merchant in his dominions, and superintends all the manufactures of the country. In 1814 he issued a decree very nearly to the effect, that Egypt and its inhabitants, and all that it contained or could produce, was his private property.

Mahomet Ali first distinguished himself as a military chieftain at the battle of Aboukir. He rapidly rose from one post to another, until he became the most powerful man in Egypt. The hereditary government of the country was bestowed on him by the Sultan, January 11, 1841.

He has three sons living, Ibrahim Pasha, born in 1789; Said Bey, born in 1822; and his fifth son, named after himself.

Mahomet Ali, though in his seventy-sixth year, still exhibits his characteristic mental energy, though his physical strength begins to fail. He is of low stature, not exceeding five feet three inches, but of robust make. His eyes are keen and piercing, but his features generally are coarse and vulgar. His beard is as white as snow. Unlike the Turks in general, who are slow and solemn in their movements, he has a quick, animated, restless manner, and paces his apartment with a hurried and impatient tread. His conversation with strangers is courteous and lively, and apparently frank and cordial. He is a stern despot to his people, but yet Egypt is by no means so miserable a country as it was before his time, and his intentions, upon the whole, seem worthy of admiration.

The greatest stain in the character of Mahomet Ali—one of the bloodiest pages in the history of man—was the massacre of the







MAHOMET ALL.





Mamelukes. The Pasha was jealous of the power of this "audacious militia," and had long harboured the resolution to exterminate them. On the 1st of March, 1811, all the Mameluke Beys in Northern Egypt collected together in the citadel of Cairo, at the invitation of Mahomet Ali, to share in the ceremony of investing his second son Jousoum with the Caftan. "That day," said an inhabitant of Cairo, "the sun rose the colour of blood." The Pasha looked dark and anxious, but occasionally called up a constrained and courteous smile for his destined victims. He presented them with coffee, and treated them with compliments and honours. At last, notice was given to them that they were to move in procession from the citadel. The Pasha then placed himself on a terrace, seated on a carpet, and smoked his Persian pipe. He was so situated that he could behold securely everything that occurred below. When the procession had reached a certain point, the gates of the citadel were closed upon the unsuspecting Mamelukes. The heights above them suddenly bristled with guns. The chivalrous but caged and defenceless warriors looked about them in surprise, despair, and indignation. A signal was given by the Pasha, and most of them fell at once beneath a shower of bullets. They met their fate nobly. The body of their distinguished leader, Chalyn, was afterwards dragged through the city with a rope round the neck. Those of the Mamelukes who were not shot were seized and beheaded. Only one of these gallant men escaped. He spurred his horse over the battlements, and though the poor animal was killed by the dreadful leap, his rider escaped amid a storm of bullets, and found safety in the desert. Four hundred and seventy Mamelukes were slaughtered in the citadel. For two or three days after, there was a general search in the city of Cairo for more victims, and five hundred houses were sacked and destroyed. Before the Pasha's thirst of blood was satiated, the victims amounted to upwards of a thousand.

The Pasha justifies this deed on the plea of its necessity. The Mamelukes were his most powerful enemies, and always threatened the peace of Egypt. When informed that his conduct in this respect excited the horror and indignation of Europe, "I will have a painting done," said he, "representing the murder of

the Duke d'Enghien, and by its side will I place another of the Mameluke massacre. Let posterity decide on their respective merits!"

The following description of the habits and manners of the Pasha is from Mr. St. John's "Egypt and Mahomet Ali."

The manner in which the Pasha spends his time is nearly as follows:—He sleeps very little. Europeans who have happened to repose in the same tent with him, while on a journey, complain of having been often disturbed in the night by his asking them questions, and afterwards continuing to talk on when they wished to sleep. He rises at or before daybreak; and, very shortly afterwards, leaves his harem on horseback, and repairs to his divan for the dispatch of business. Here he receives all memorials, petitions, despatches, &c. Shortly after his arrival, the secretaries walk in with large bundles of letters, received since the day before, the contents of which are read to him. He then commands, and sketches out, *visa voce*, in a rapid manner, the necessary replies. Then the answers to letters and papers, ordered to be made on the preceding day, are brought in, and read to him by the secretaries; and when he has heard and approved of their contents, he orders his signet, which he delivers into their hands, to be affixed to them, while he generally paces up and down the room, turning over the matter in his mind, and probably deliberating whether there shall any postscript be added. This sort of business usually occupies him till about nine o'clock; at which hour all those consuls, and other persons, who desire a public audience, arrive. In an hour or two these individuals take their leave; upon which he retires to his harem, where he remains till about three or half-past three in the afternoon. Even here, however, he is still employed; and his general orders are, that if any verbal message be forwarded to him, it is to be delivered to the chief of the eunuchs: but that, if any letter or note arrive, whether by day or night, he is to be immediately awakened from sleep. Boghos Yusuf often attends him in the harem for the despatch of important business. At half-past three o'clock he again returns to the divan; when,—except that the order of proceeding is reversed, as he first gives audience, and then enters into the affairs of the interior,—the same mode of business is

gone through as in the morning. About an hour after sunset he takes a slight repast, and remains in the divan until ten or eleven o'clock at night. During these evening hours, he generally finds time for a game or two at chess, a person retained for the purpose being always in attendance to play with him; and this fellow, being his highness's buffoon as well as companion in amusement, always affects to be inconsolable, and makes a sad outcry when the pieces are taken from him.

Both the Pasha and his court are very plain at Alexandria; but at Cairo, where, however, he spends but a small portion of the year, things are conducted with more state, though he is everywhere extremely accessible. Any person who has leisure, and knows no better mode of employing it, may go every evening to the palace, whether he have business there or not, and, if he does not choose to force himself upon the notice of the Pasha, he can enter into any of the other magnificent apartments, which are lighted up as well as the audience-chamber, and converse, if he pleases, with some of the numerous company there assembled. To show his highness's close habits of business, it has been remarked, that when accidentally indisposed at Alexandria, and compelled to take exercise in his carriage instead of on horseback, he is known constantly to take out with him the public despatches. Driving to the banks of the canal, he has his carpet spread upon the ground; and there, while coffee is preparing, he usually sits reading and sealing his despatches. He will then enjoy his coffee and pipe, and afterwards return directly to the palace. This is one of his recreations. In the harem he reads, or has books read to him, or amuses himself by conversing with the abler of his eunuchs.

At other times he is employed in dictating his history, or in playing at chess, to which, like most other Orientals, he appears to be passionately addicted. In fact, his active, restless temper, will never suffer him to be unoccupied; and, when not engaged with graver and more important affairs, he descends even to riding. Nothing is too minute for him. For example, a young Egyptian Turk, educated in the school of law, now professor of the mathematics, and teacher of the junior officers at Alexandria, is compelled every week to give him an exact account

of the manner in which each of his pupils pursues his studies.

During the period in which he was pushing forward the preparations necessary for putting his fleet to sea, a much smaller portion of the day than usual was devoted to his audience and ordinary business. Indeed, he would often give audiences in the arsenal, where he spent a considerable part of his time; after which he used to step into his elegant little state-*barge*, and cause himself to be rowed out into the harbour among his ships, to observe the progress of the naval architects and shipwrights, and urge them forward by his presence; and in these little excursions of business he was sometimes so deeply interested that he would not return to the palace before twelve o'clock, thus greatly abridging his hours of relaxation. The accidents of the weather never interfered with his resolutions: he will sometimes set out on a journey in the midst of a heavy shower of rain or a storm, which has more than once caused him very serious illness. His movements are sudden and unexpected; he appears in Cairo or Alexandria when least looked for, which maintains a certain degree of vigilance among the agents of government; though something of all this may, perhaps, be set down to caprice or affectation. In the gardens of Shoubra there is a small alcove, where the Pasha, during his brief visits to that palace, will frequently sit, about eleven or twelve o'clock at night, and dismissing from about him all his courtiers and attendants, remain for an hour or so. From this alcove two long *vistas*, between cypress, orange, and citron trees, diverge and extend the whole length of the grounds; and in the calm bright nights of the East, by moon or starlight, when the air is perfumed by the faint odours of the most delicate flowers, a more delicious or romantic station could hardly be found. In the affairs of the heart Mahomet Ali is not altogether without delicacy: during the whole lifetime of his wife, an energetic and superior woman, he invariably treated her with the most profound respect, and she always retained a great influence over him. Even since her death, he has never married another woman, though he has not refrained from keeping a number of female slaves in his harem. She lies buried beside her son Toussoun, in a sumptuous tomb near

Cairo ; and, when I visited the place, some friendly hand had recently been strewing sweet flowers over their graves.

#### IBRAHIM PASHA.

THERE is some doubt hanging over Ibrahim Pasha's birth, and it is disputed even in Egypt whether he is really the son of Mahomet, or has been adopted by him, after the death of his second son Jussuf, in 1818. At that time his father had just returned from a victorious campaign into Arabia, and Ibrahim must have been not less than thirty years of age ; he is now, therefore, above fifty. He has always been entrusted by Mahomet with the command of his army, and he, doubtless, possesses considerable military talents, and he helped in no small degree to build up his father's power, the Porte fearing Mahomet's abilities, and Ibrahim's courage and military skill. He is not popular in Egypt, and the uncertainty respecting his birth will be a great bar to his quiet inheritance of the Pachalic of Egypt, on the death of Mahomet. If his title is disputed, however, he will make a hard struggle for it. In personal appearance, Ibrahim Pasha is of middling size, robust and compact, with a broad open chest, denoting an uncommon degree of bodily strength. His deportment is somewhat brusque, but with nothing of awkwardness. His features are regular, but the expression of his face is hard, and it is moreover marked with the small-pox, and his lips are rather thick. His "beard is grizzled" with advancing age, and his eyes are overshadowed by a pair of bushy brows. The expression of his countenance is at times good-natured, but generally careless and indifferent to those about him, and not seldom bitter, fierce, and full of contempt, both for men and circumstances. He is of daring courage, and full of an uncultivated talent, which sees and acts with marvellous promptitude. His mode of life is very simple ; he keeps but few personal attendants about him, and Varennes states that he found the victor of Konieh without a single sentry before his palace or on the steps ; there was but one officer in waiting in the ante-chamber. In some of his usages he is Oriental enough, with one exception—he never smokes, and detests the practice. But he readily

adopts English or European improvements, though they are against the fixed character of the Moslem faith. Thus, when asked by an Englishman how he could think of making such use of that invention of the infidels—steamers, he replied, “there is nothing about steam-boats in the Koran !” and with many other Orientals he appears to think also that the Koran is equally silent about champagne. There are darker shades in his character, but these we cannot discuss: as a soldier he is an efficient instrument, but savage and bloodthirsty ; in policy, and the art of governing, he is far inferior to old Mahomet Ali, whom he will be called to succeed.—*Illustrated London News*.

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THE Commander-in-chief, by whom the chief energies of the Pasha's vast military armaments are directed, is said to be distinguished as a general by that great excellence a quick military eye. His decisions are quickly formed, and executed with impetuosity ; and on occasions of great emergency, being totally regardless of personal danger, he sometimes leads an attack. He has been accused, perhaps justly, of committing great ravages in the Morea ; and the European Admirals who commanded at the battle of Navarino, reproach him, moreover, with bad faith. But this, notwithstanding the eulogiums of Lord Strangford, is a defect nearly general among the Turks, who regard duplicity and pervercation in the light of political virtues.

In person he is about the middle size, of rather ordinary countenance ; but he has the quick, penetrating eye of the Pasha, with a more stern and forbidding aspect.

Mahomet Ali can strike an earthen jar (with a rifle) a hundred paces out at sea ; and Ibrahim, who fires as well as any ordinary man could do after much practice, has been known to lounge on a cushion, in some of the upper apartments of his divan, and amuse himself by firing with a rifle at the water-skins carried by Sakas. If he pierced the skin and let out the water, he enjoyed the surprise and vexation of the poor Saka ; but if he happened to wound the man, he would promise, with apparent contrition, that the sufferer should never want bread while he himself had any to eat, though he has never been known to keep

his word. These, however, are things which took place many years ago; for latterly, since his expedition to the Morea, his conduct has been totally changed.—*St. John's Egypt and Mahomet Ali.*

#### THE PASHA'S YOUNGER SON.

MAHOMET ALI passes through the square every day on his way to a small kiosk and garden he has on the banks of the canal, where he spends a few hours of relaxation, and enjoys his favourite amusement of smoking. I had a very good view of him to-day as he was driven slowly by in a low berlin drawn by four horses. The carriage was lined with crimson silk, and there, squatting upon one of the broad, low seats, sat the Viceroÿ of Egypt, certainly the most extraordinary character of the day, and one who, in after ages, will take his rank among the highest geniuses of our era, fertile as it has been with prodigies. By his side sat his youngest son, a beautiful little fair-haired boy, of about eight or ten years old. He is a great pet of the Pasha, as might easily be seen by the familiar way with which the little fellow was playing with the dagger that was stuck in his father's girdle, and by the various antics he was performing in the carriage with impunity. Sometimes I have seen the boy riding by the side of the carriage, which then always proceeds at a foot-pace, mounted on a large horse, too wide almost for his little legs, and an attendant walking on each side of him, while Mahomet Ali is constantly to be seen looking out of the window with evident delight. On the opposite seat of the carriage usually sat two of the officers in waiting. The countenance of the Pasha appeared to me one of the most benign and dignified I had ever beheld, nor could I trace in his expression any of those dark shades of barbarism and untamed passions which have clouded his otherwise glorious and enlightened reign. His eye is very commanding and intelligent, his forehead lofty and open, and his nose aquiline. He wears his beard very long and thick, and it is as white as snow. He is rather below the middle size, and somewhat full in figure. Mahomet Ali certainly looks much younger than he is, for I have been assured by his own physician, with whom I have since become acquainted, that he is



not much less than ninety years old.—*Major and Mrs. Griffith's Journey.*

#### THE NECROPOLIS.

THE name of Necropolis has been given to a tomb of nearly two miles in length, on the south-west of the site of the ancient city, between the old harbour, and the bed of the Lake Mareotis. The sepulchres are all excavated in the rock, which is calcareous and soft. Those my brother saw were small and rudely cut. One of the catacombs is very spacious. It is the only one well-worthy of being examined. The principal chamber is described as being of a circular form, and the roof is excavated like the interior of a dome; around it are three recesses, which were doubtless receptacles for mummies; and around each of these are three troughs cut in the rock designed to serve as sarcophagi.—*Englishwoman in Egypt.*

#### CLEOPATRA'S BATHS AT ALEXANDRIA.

WHAT are vulgarly called Cleopatra's Baths consist of three contiguous excavations in the rock, on the western side of a large artificial basin, into which the sea enters by a narrow opening. They are somewhat difficult of access unless approached through the water, which is beautifully clear, and by no means deep. A low divan, cut in the rock, surrounds these chambers, the largest of which may be about ten or twelve feet long, and eight or ten broad. Two are lighted from without; but the other is quite dark; and the noise produced within by the roaring of the waves is loud and almost incessant. They have been hewn with considerable care; and, though it would be difficult to believe that the voluptuous and beautiful wife of Ptolemy Dionysius ever bathed in these rocky, sequestered chambers, they may have contained no less beautiful forms, when they had been rendered cold and rigid by death. In fact, from their situation, and vicinity to the tombs, it is probable that they were appropriated to the washing of dead bodies previous to their being embalmed. Behind, likewise cut in the rock, are two other apartments, warm and dry, where all the subsequent process of embalming may have been performed.

## BAZAARS AT ALEXANDRIA.

THE buildings which in England go under the name of bazaars in no respect resemble those of the East, which consist of a number of narrow streets covered above, generally crossing each other at right angles, and having on each side shops open in front, like the booths in a country fair, with floors raised about three feet and a half above the level of the pavement, projecting a yard or so beyond the wall of the house into the street, and forming a broad bench, which, joining with that of the next tenement, extends the whole length of the bazaar. Both the bench and the floor are covered with neat mats or carpets, and the walls with deep shelves, divided into large compartments, in which the various kinds of merchandise are arranged with little attention to display. The shop-keeper, with nargel or chibouque in his mouth, sits cross-legged on the bench in front of his wares. When a customer presents himself, he lays aside his pipe, receives him with a smile and a bow, but continues sitting. The salaam is given and returned. A sort of conversation is then set on foot. When the parties are nearly of the same rank the dialogue commences pretty much as follows: "In the name of God is your house well?"—" *Kater khe roubene.*"—"Thank God it is well."—"And *your* house?"—"The same."—" *Fih sakkur?*"—"Have you any sugar?"—" *Mafish*—there is none."—" *Wallah! Mafish?*"—"By God have you none?"—" *Wallah!*"—"By God!" The customer then inquires perhaps for some other article; the merchant, a name generally affected even by the most humble dealer, treats him to a whiff from his pipe; they smoke and talk together for an hour, after which the buyer strolls on leisurely to some other shop. In these narrow and crowded passages, while prying into the mystery of buying and selling, the safety of your head is frequently endangered by the passage of a string of loaded camels, which go shuffling along with burthens of grass, or vast panniers reaching nearly across the street. The appearance and arrangement of the shops often recall to one's mind the descriptions in the "Arabian Nights." Here the barber, the draper, the money-changer, the jeweller, and even the schoolmaster, exercise their various arts

and mysteries in the view of the public, and all, to judge from their appearance, conduct their business with a dignity and self-satisfaction which must contribute greatly to their general happiness.—*Egypt and Mahomet Ali.*

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## CAIRO.

### THE PASHA'S MINT AT CAIRO.

THIS is a poor establishment, hardly worthy of a visit, unless the English sight-seeker has a proud but not quite generous pleasure in making comparisons between the perfection of European art, and the clumsiness and feebleness of its Asiatic imitators. The gold annually coined here amounts to the value of about two hundred thousand pounds.

### THE GOVERNOR OF CAIRO.—THE BASTINADO.

WE stopped at what would be called in France the "Palais de Justice," and, mounting a dozen steps, entered a large hall, at one end of which stood the governor. He was a short stout man, of about fifty-five, with a long beard, handsomely dressed, and stood gently rubbing his hands, and constantly working his jaws, like an ox chewing the cud. A crowd was gathered round him, and just as we were approaching, the crowd fell back, and we saw an Arab lying on his face on the floor, with two men standing over him, one on each side, with whips like cow-skins, carrying into effect the judgment of the munching governor. The blows fell thickly and heavily, the poor fellow screamed piteously, and when the full number had been given he could not move; he was picked up by his friends and carried out of doors. It was precisely such a scene as realised the reference in the Scriptures to the manners of the East in the time of our Saviour, when a complaint was made to the judge, and the judge handed the offender over to justice; or the graphic accounts in the Arabian Nights, of summary justice administered, by the *cadi*, or other expounder of the law, without the intervention of lawyers or jury. The poor Arab was hardly removed, before another complaint

was entered ; but not feeling particularly amiable towards the governor, and having seen enough of the great Turks for that day, I left the citadel and rode to my hotel.

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The reader may remember that, on my first visit to his excellency, I saw a man whipped ; this time I saw one bastinadoed. I had heard much of this punishment existing, I believe, only in the East, but I had never seen it inflicted before, and hope I never shall see it again. As on the former occasion I found the little governor standing at one end of the large hall of entrance, munching, and trying causes. A crowd was gathered around, and before him was a poor Arab, pleading and beseeching most piteously, while the big tears were rolling down his cheeks ; near him was a man whose resolute and somewhat angry expression marked him as the accuser, seeking vengeance rather than justice. Suddenly the governor made a gentle movement with his hand ; all noise ceased ; all stretched their necks and turned their eager eyes towards him ; the accused cut short his crying, and stood with his mouth wide open, and his eyes fixed upon the governor. The latter spoke a few words in a very low voice, to me of course unintelligible, and, indeed, scarcely audible, but they seemed to fall upon the quick ears of the culprit like bolts of thunder ; the agony of suspense was over, and, without a word or look, he laid himself down on his face at the feet of the governor. A space was immediately cleared around ; a man on each side took him by the hand, and, stretching out his arms, kneeled upon and held them down, while another seated himself across his neck and shoulders. Thus nailed to the ground, the poor fellow, knowing that there was no chance of escape, threw up his feet from the knee-joint, so as to present the soles in a horizontal position. Two men came forward with a pair of long stout bars of wood, attached together by a cord, between which they placed the feet, drawing them together with a cord, so as to fix them in their horizontal position, and leave the whole flat surface exposed to the full force of the blow. In the meantime two strong Turks were standing ready, one at each side, armed with long whips resembling our common cowskin, but longer and thicker, and made of the tough hide of hippopotamus. While the occupation

of the judge was suspended by these preparations, the janizary had presented the consul's letter. My sensibilities are not particularly acute, but they yielded in this instance. I had watched all the preliminary arrangements, nerving myself for what was to come; but when I heard the scourge whizzing through the air, and, when the first blow fell upon the naked feet, saw the convulsive movements of the body, and heard the first loud piercing shriek, I could stand it no longer; I broke through the crowd, forgetting the governor and everything else, except the agonising sounds from which I was escaping; but the janizary followed close at my heels, and, laying his hand upon my arm, hauled me back to the governor. If I had consulted merely the impulse of feeling, I should have consigned him, and the governor, and the whole nation of Turks, to the lower regions; but it was all-important not to offend this summary dispenser of justice, and I never made a greater sacrifice of feeling to expediency than when I re-entered his presence. The shrieks of the unhappy criminal were ringing through the chamber; but the governor received me with as calm a smile as if he had been sitting on his own divan, listening to the strains of some pleasant music, while I stood with my teeth clenched, and felt the hot breath of the victim, and heard the whizzing of the accursed whip, as it fell again and again upon his bleeding feet. I have heard men cry out in agony when the sea was raging, and the drowning man, rising for the last time upon the mountain waves, turned his imploring arms towards us, and with his dying breath called in vain for help; but I never heard such heart-rending sounds as those from the poor bastinadoed wretch before me. I thought the governor would never make an end of reading the letter, when the scribe handed it to him for his signature, although it contained but half a dozen lines; he fumbled in his pocket for his seal, and dipped it in the ink; the impression did not suit him, and he made another; and, after a delay that seemed to me eternal, employed in folding it, handed it to me with a most gracious smile. I am sure I grinned horribly in return; and almost snatching the letter just as the last blow fell, I turned to hasten from the scene. The poor scourged wretch was silent; he had found relief in insensibility; I cast one look upon the senseless body, and saw the feet laid

open in gashes, and the blood streaming down the legs. At that moment the bars were taken away, and the mangled feet fell like lead upon the floor. I had to work my way through the crowd, and before I could escape, saw the poor fellow revive, and by the first natural impulse rise upon his feet, but fall again as if he had stepped upon red-hot irons. He crawled upon his hands and knees to the door of the hall, and here it was most grateful to see that the poor, miserable, mangled, and degraded Arab, yet had friends whose hearts yearned towards him; they took him in their arms, and carried him away.—*Incidents of Travel by J. L. Stephens.*

#### CHICKEN-HATCHING OVENS.

ONE of the sights which amused me most was a chicken-hatching oven. This useful establishment is at some distance from the walls, and gives life to some millions of chickens annually. It seems that the hens of Egypt are not given to sedentary occupations; having been hatched themselves by machinery, they do not feel called upon to hatch. They seem to consider that they have discharged every duty to society, when they have produced the egg; no domestic anxiety ruffles their bosoms; they care not whether their offspring becomes a fowl or a fritter, a game-cock or an omelette. We entered a gloomy and filthy hut, in which a woman was squatting, with a dark little naked imp at her bosom. She sat sentry over a hole in the wall, and insisted clamorously on bucksheesh (a bribe). Being satisfied in this particular, she consented "to sit over," and we introduced ourselves with considerable difficulty into a narrow passage, on either side of which were three chambers, strewn with fine mould, and covered with eggs, amongst which a naked Egyptian walks delicately as Agag, and keeps continually turning them with most hen-like anxiety. The heat was about 100°, the smell like that of Harrowgate water, and the floor was covered with eggshells and struggling chickens. The same heat is maintained day and night, and the same wretched hen-man passes his life in turning eggs. His fee is one half the receipt; he returns fifty chickens for every hundred eggs that he receives.—*The Crescent and the Cross.*

## THE MARISTAN, OR MADHOUSE, AT CAIRO.

JUDGING by my own anxiety to ascertain the real state of the poor lunatics in the Maristan, I cannot describe to you their condition too minutely. Our ears were assailed by the most discordant yells as soon as we entered the passage leading to the cells. We were first conducted into the court appropriated to the men, one of our servants attending us with the provisions. It is surrounded by small cells, in which they are separately confined, and each cell has a small grated window, through which the poor prisoner's chain is fastened to the exterior. Here seemed exhibited every description of insanity. In many cells were those who suffered from melancholy madness ; in one only I saw a cheerful maniac, and he was amusing some visitors exceedingly by his jocose remarks. Almost all stretched out their arms as far as they could reach, asking for bread, and one poor soul especially interested me by the melancholy tone of his supplication. Their outstretched arms rendered it frequently dangerous to pass their cells, for there is a railing in the midst of the court, surrounding an oblong space, which I imagine has been a tank, but which is now filled with stones ; and this railing so confines the space appropriated to visitors, that one of our party was cautioned by the superintendent when she was not aware she was in arms' length of the lunatics. .

I trust that the mildness and gentleness of manner we observed in the keepers were not assumed for the time, and I think they were not, for the lunatics did not appear to fear them. The raving maniacs were strongly chained, and wearing each a collar and hand-cuffs. One poor creature endeavoured, by constantly shaking his chain, to attract pity and attention. They look unlike human beings, and the manner of their confinement, and the barren wretchedness of their cells, contributed to render the scene more like a menagerie than anything else. It is true that this climate lessens the requirements of every grade in society, so the poor generally sleep upon the bare ground, or upon thin mats ; but it is perfectly barbarous to keep these wretched maniacs without anything but the naked floor on which to rest themselves, weary, as they must be, by constant excitement.

I turned sick at heart from these abodes of wretchedness, and was led towards the court of the women. Little did I expect that scenes infinitely more sad awaited me. No *man* being permitted to enter the part of the building appropriated to the women, the person who had hitherto attended us gave the provisions we had brought into the hand of the chief of the female keepers. The maniacs sit within the doors of open cells surrounding their court, and there is no appearance of their being confined. I shrunk as I passed the two first, expecting they would rush out ; but being assured that they were chained, I proceeded to look into the cells, one by one. The first lunatic I remarked particularly, was an old and apparently blind woman, who was an object of peculiar interest, from the expression of settled sadness in her countenance. Nothing seemed to move her. A screaming, raving maniac was confined in a cell nearly opposite to hers ; but either from habit, or the contemplation of her own real and imagined sorrows, the confusion seemed by her perfectly unheeded. The cell next to hers presented to my view a young girl, about sixteen or seventeen years of age, in a perfect state of nudity : she sat in a crouching attitude, in statue-like stillness, and in the gloom of her prison she looked like stone. The next poor creature was also young, but older than the preceding, and she merely raised her jet-black eyes and looked at us through her dishevelled hair, not wildly, but calmly and vacantly. She, too, had no article of clothing. I was ill-prepared for the sight of such misery, and I hastily passed the poor squalid, emaciated, raving maniacs, all without a covering ; and was leaving the court, when I heard a voice exclaiming, in a melancholy tone of supplication, "Stay, O my mistress ! give me five paras for tobacco before you go." I turned, and the entreaty was repeated by a nice-looking old woman, who was very grateful when I assured her she should have what she required. She was clothed, and sitting almost behind the entrance of her cell, and seemed on the look-out for presents. The woman who was the superintendent gave her the trifle for me, and I hope she was permitted to spend it as she desired. She and the first I saw were the only two who were not perfect pictures of misery. If insanity, the most severe of human woes, calls for our tenderest sympathy, the condition of



these wretched lunatics in Cairo cries aloud for our deepest commiseration. How their situation can be mended, I know not: the government alone can interfere, and the government does not.

We were informed that the establishment was endowed, with remarkable liberality. It is, and always has been, a hospital for the sick, as well as a place of confinement for the insane; and originally, for the entertainment of those patients who were troubled with restlessness, a band of musicians and a number of storytellers were in constant attendance.

The friend who conducted us related some anecdotes of the poor maniacs, to which I listened with interest. The first, I am told, has been related by some European traveller in a work descriptive of the Egyptians; but as I do not know by whom and you may not have read or heard it, I will give you that as well as some of the others.

A butcher, who had been confined some time in the Maristan, conceived an excessive hatred for a Delee (a Turkish trooper), one of his fellow-prisoners. He received his provision of food from his family, and he induced his wife one day, on the occasion of her taking him his dinner, to conceal, in the basket of food, the instruments which he had used in his trade, viz., a cleaver, a knife, and a pair of hooks. I must here observe, that those lunatics who do not appear dangerous have lighter chains than others, and the chains of the person in question were of this description. When he had taken his meal, he proceeded to liberate himself: and as the cells communicated by the back, he soon reached that of his nearest neighbour, who, delighted to see him free, exclaimed, "How is this? Who cut your chains?" "I did," replied the first, "and here are my implements." "Excellent," rejoined the other, "cut mine too." "Certainly," said he; and he proceeded to liberate not only one, but two, three, and four of his fellow-prisoners. Now follows the tragical part of the story. No keepers were present—the man who possessed the cleaver attacked the poor Delee, chained and unarmed as he was; slaughtered him; and after dividing his body, hung it on the hooks within the window of the cell, and believed himself to be—what he was—a butcher.

In a few minutes the liberated lunatics became uproarious ; and one of them growing alarmed, forced open the door by which the keepers usually entered, found one of them, and gave the alarm. The keeper instantly proceeded to the cell, and seeing the body of the murdered man, exclaimed,

“ What, you have succeeded in killing that Delee ? he was the plague of my life.” “ I have,” answered the delinquent ; “ and here he hangs for sale.” “ Most excellent,” replied the keeper, “ but do not let him hang here ; it will disgrace us ; let us bury him.” “ Where ?” asked the maniac, still holding his cleaver in his hand. “ Here in the cell,” replied the other, “ and then the fact can never be discovered.” In an instant he threw down his cleaver, and began to dig busily with his hands. In the meantime the keeper entered by the back of the cell, and throwing a collar over his neck, instantly chained him, and so finished this tragedy.

Some time since, the brother of the person who gave the following anecdote, on the occasion of his visiting the Maristan, was accosted by one of the maniacs by name, and greeted with the usual salutations, followed by a melancholy entreaty that he would deliver him from that place. On examining him particularly, he found him to be an old friend ; and he was distressed by his entreaties to procure for him his liberation, and perplexed what to do. The lunatic assured him he was not insane, and at length the visitor resolved on applying for his release. Accordingly, he addressed himself to the head-keeper on the subject, stated that he was much surprised at the conversation of the patient, and concluded by requesting his liberation. The keeper answered, that he did appear sane at that time, but that, perhaps, in an hour he might be raving.

The visitor, by no means satisfied by the reply of the keeper, and overcome by the rational arguments of the lunatic, urged his request, and at length he consented, saying, “ Well, you can try him.” This being arranged, in a short time the two friends set out together ; and, engaged in conversation, they passed along the street, when suddenly the maniac seized the other by the throat, exclaiming, “ Help, O Muslims ! here is a madman escaped from the Maristan.” He wisely suffered himself to be

dragged back in no gentle manner to the very cell whence he had released the poor lunatic ; and the latter, on entering, called loudly for a collar and chain for a maniac he had found in the street, escaped from the Maristan. The keeper immediately brought the collar and chain ; and while pretending to obey his orders, slipped it over his neck, and secured him in his former quarters, I need not say, to the satisfaction of his would-be deliverer.

Our conductor also related, that some years ago a maniac, having escaped from his cell in the Maristan, when the keepers had retired for the night, ascended the lofty mad'neh of the adjoining sepulchral mosque, the tomb of the Sultan Kala'oon. Finding there, in the gallery, a Mueddin, chanting one of the night-calls, uttering, with the utmost power of his voice, the exclamation "Ya Rabb!" (O Lord!) he seized him by the neck. The terrified Mueddin cried out, "I seek God's protection from the accursed devil! God is most great!" "I am not a devil," said the madman, "to be destroyed by the words 'God is most great!'" (Here I should tell you that these words are commonly believed to have the effect here ascribed to them, that of destroying a devil.) "Then what art thou?" said the Mueddin. "I am a madman," answered the other, "escaped from the Maristan." "O welcome!" rejoined the Mueddin: "praise be to God for thy safety! Come, sit down, and amuse me with thy conversation." So the madman thus began: "Why do you call out so loud, 'O Lord!' Do you not know that God can hear you as well if you speak low?" "True," said the other, "but I call that men also may hear." "Sing," rejoined the lunatic; "that will please me." And upon this, the other commenced a kind of chant, with the ridiculous nature of which he so astonished some servants of the Maristan, who, as usual, were sitting up in a coffee-shop below, that they suspected some strange event had happened, and hastily coming up, secured the madman.

After what I have told you of the miserable creatures at present confined in the Maristan, I am very happy to add, that their condition will, I believe, in a few weeks, be greatly ameliorated. They are, I have since heard, to be removed to an hospital, where they will be under the superintendence of a celebrated French surgeon, Clot Bey.—*Englishwoman in Egypt.*

## THE PYRAMIDS.

THE period of erection, and the intent and use of these stupendous monuments have been for ages the subject of the profound speculations, and wild conjectures of travellers and philosophers.\* Some have supposed that they were erected by the Cuthites, or Arabian shepherds who built Heliopolis, and who were the fabled Titans of the first ages. Others say that they were raised by the Egyptians as temples or altars to their god Osiris, or the Sun. Several modern writers have maintained that they were erected by the Israelites under the tyranny of the Pharaohs. A German professor has seriously told us that they are basaltic eruptions—freaks of Nature ! The most common opinion appears to be that these vast piles were the sepulchres of Egyptian monarchs.

Of the three pyramids of Geezah, named after three kings—Cheops, Cephrenes, and Mycerinus,—the first mentioned is the largest. Herodotus states that the blocks of stone with which they were constructed were obtained from quarries on the frontiers of Arabia ; but it has been discovered that they were the produce of the district in which the pyramids stand. Bryant and Bruce supposed that the pyramids were solid rocks cut into a pyramidal form, and cased with stone ; but this opinion has been confuted by Savary, Maillet, and others. It is not known at what time Cheops, or the great pyramid, was opened. That of Cephrenes was opened by Belzoni in 1818. The great pyramid is eight hundred feet high, one-third higher than the cross of St. Paul's. It has been calculated that if all the stones of all the monuments of Paris were laid together, they would not make up two-thirds of the Great Pyramid of Gizeth ; and, that if the pyramid were pulled down, it would compose a

\* Mr. St. John has written very learnedly and ingeniously upon the origin and purpose of the Pyramids. He maintains that the form in which they are constructed was selected by the Indians, Greeks, and Egyptians as the emblem of the celestial VENUS, and that temples and idols sacred to that divinity have been erected on the pyramidal model in various regions of the ancient world, and still exist in Hindostan.

wall ten feet high, and a foot and a half wide, capacious enough to enclose a country equal in extent to France.\*

#### INTERIOR OF THE GREAT PYRAMID.

WE now propose to descend into the interior chambers. The entrance, which is in the northern face of the pyramid, about forty feet above the level of the Desert, and equidistant from either side, is approached over an artificial elevation of the soil. The heat and closeness being very great within, we partly undressed, and leaving behind us our superfluous garments, each person took a lighted taper, and followed his Arab guide, who, accustomed to the place, crept down the slippery passage like a cat; but raised in his progress such clouds of dust, that I considered myself fortunate in being the foremost of the party. The passage, which dips at an angle of twenty-six degrees, is entirely cased with slabs of oriental porphyry, finely polished, and so exquisitely fitted to each other as to seem but one piece.

When we reached the mouth of the well, we quickly discovered that the precaution we had taken of bringing a good quantity of cord had not been useless. There are, indeed, some steps, or rather holes, on both sides of the shaft; but they are broken in many places, and so worn throughout, that to trust to them would most certainly be to put one's neck in danger of dislocation. To avoid so fatal a catastrophe, I tied the cord round my body. Before descending, I let down a lantern by a piece of twine. When it reached the bottom, I prepared to follow. Two servants and three Arabs held the rope which was attached to me, though with evident reluctance, for they wished me to relinquish the hazardous undertaking. They did all in their power to frighten me, expatiating on the dangers I ran, and averring "that there were spirits below, from whose clutches I should never escape." When they saw, however, that I was resolved to rush upon my ruin, and that their remonstrances only made me laugh, they consented to hold the rope, and contented themselves with deploring my sad fate, and looking upon me as if it was to be for the last time. At length, after having provided myself with paper, a compass, a measure,

\* The engraving at page 70 represents the top of the great pyramid. The explanation was omitted by an oversight.

and a candle in my hand, I began to descend, sometimes trusting to the rope, sometimes to the steps, until I reached the bottom of the first well. The opening at this place is towards the south, and leads into a passage about eight feet long, after which there is a perpendicular descent of four feet. Four feet and ten inches from this there is another well, or rather a continuation of the same. The entrance is almost blocked up by a huge stone, leaving only a small aperture, through which it is somewhat difficult to pass. I now again let down the lantern, not only that I might see my way, but also to discover whether or not the air was mephitic. On this occasion, however, the precaution was of no avail; because this well is not, like the other, an exact perpendicular, but a little crooked, so that when I had let down the light I could no longer see it. But this did not discourage me. I was determined to descend as far as I could go; there was no other way of satisfying my curiosity. I now found it necessary to have some one to hold the rope at the mouth of the second well, as well as at the first, and I accordingly called two of the Arabs who were above; but, instead of coming, they began to relate a thousand stories to excuse themselves; among others, that of a Frank, who, some years ago, coming to the place where I then was, and having let down a long cord to ascertain the depth, had it snatched from his hands by some demon. I knew very well to whom they were indebted for this story; for the Dutch Consul swears that the thing happened to himself. There is only one way of dealing with such folks—I mean the Arabs. I promised money to the first who would come; and, besides that, the treasure, if there really was one below, as they pretended, should be all for him. This last observation had its weight; all conceived some desire to brave the dangers of the well; but, no sooner had one begun to descend than superstition overcame him, and he drew back in a state of great trepidation. I was not in a mood, or in a place, highly conducive to patience. I bawled for a long time in bad Arabic without producing any effect, and was at length about to give up the attempt in despair, when the love of money overcame the superstitious fear of one of the Arabs, and he began to descend, though with manifest signs of repugnance. It was easy to see that he did not come down with all his heart. He was in such a state of agi-

tation that he did not know what he was doing. He passed his trembling hand over the wall without being able for a long time to find the holes which were to assist him. I, accordingly, judging it not safe to remain directly under him, retired towards the other well. When he reached the bottom, he seemed more like a spectre than a man. Pale and trembling, he cast furtive glances on every side. His hair, if he had had any, would have stood upright on his head.

I hastened to go down, lest I might give him time to repent of what he had done. I had the rope still tied round my waist. I soon discovered the lantern far below me, which showed that this well was deeper than the former. A little lower than the middle I perceived the entrance of a grotto, about fifteen feet deep by four or five wide, for it is not regular, and high enough to allow of my walking upright. From thence I descended to the entrance of a third well, which is not perpendicular, like the others, and whose slope is very rapid. I found it was of great depth by rolling a stone down. I called out to the Arabs to slacken the rope by degrees until I told them to pull, and, dropping the lantern before me as I went, descended as well as I could, putting my feet in the little holes which had been cut in the sides. I continued following the lantern for a long time without perceiving any sign of a termination to this horrible place. I was proceeding in a perfectly straight line, when suddenly the well became perpendicular, and shortly afterwards I reached the bottom. It is choked up with stones, sand, &c. I had here only two things to fear; first, that the bats should fly against my candle, and extinguish it; and, second, that the great stone, of which I have spoken, at the entrance of the second well, and upon which the Arab was obliged to lean his whole weight, should fall forward, and shut me down where I was for ever. It is certainly very fine to say that I ought to have considered it an honour to be buried in a pyramid, in one of the famous monuments which were destined only for kings. I candidly acknowledge that I had no ambition that way. On the contrary, I was a thousand times more glad to emerge into air and daylight, than I should have been at being buried alive in so remarkable a place. I found a rope-ladder at the bottom of the second well, which, though it had lain there many years, was as

fresh and strong as when it was first made. The rounds were of wood. It was left by a traveller who attempted to descend where I now was, but who did not go further than the grotto. It was on this occasion that the Dutch Consul averred that some one below had snatched the cord out of his hands; a relation of which the Arabs preserve every circumstance recorded in their memories. By means of my rope we succeeded in bringing up the ladder, though with some difficulty, because the second well is, as I have said, somewhat crooked, and the wooden pieces caught every now and then in the holes in the sides. When we reached the bottom of the first well, our candle fell, and was extinguished, upon which my poor Arab gave himself up for lost. He seized the rope when I attempted to ascend, and protested that he would rather I should blow his brains out than be left down alone in company with the Efreets. I accordingly allowed him to mount first, for which he seemed very grateful. Although it is much more difficult to ascend than to descend, I don't know how it was, but he got up a hundred times quicker than he came down.

When I issued from this extraordinary place I was as black as a smith, and my clothes, it will easily be believed, had not benefited by the rough usage they had met with. The first well is twenty-two feet in depth, the second twenty-nine, and the third ninety-nine; which, with the descent of five feet between the first and second wells, make a total of one hundred and fifty-five.—*Library of Travel.*

#### THE MOSQUE OF SULTAN HASSAN.

THE history of the founder of this magnificent structure presents a striking example of the instability of Oriental despots. Succeeding his brother Hajji, murdered in A. H. 748, Hassan exercised the supreme authority during three years, when he was deprived of the sceptre by his brother, Al Salah; but this prince, ignorant of the art of reigning, being, in A. A. 755, dethroned and imprisoned, Hassan was a second time invested with the purple. Seditious, however, and dissensions between the Sultan and the chief of his Memlook army arising, a civil war ensued, and the prince, defeated by his slaves, was compelled to seek for safety in flight, and an obscurity from which he never again emerged.



A recent traveller heard from the keeper of the mosque an account somewhat different from the above: "Some red stains upon the pavement," he says, "produced from us a remark, and from the old attendant Turk a yarn. Sultan Hassan going into a far country, a treacherous vizier usurped his throne, and, upon the return of his lord and master, requested him to go back from whence he came, as he intended to relieve him of the cares of government. This request the Sultan was compelled to comply with. Years rolled on, and still the sovereign power was in the hands of the rebellious vizier, when one day a rich and holy dervish appeared in the city of Delight, who, founding in his zeal a splendid mosque, prepared a sumptuous banquet within the building, to celebrate its perfection. The usurper, in all his stolen magnificence, attended. The repast was over, a costly revel was to succeed, and the most voluptuous beauties of the East to dance before the Sultan and his court. The host clapped his hands; but instead of the jingling of anklets, and the soft sounds of the cymbal and the lute, the clattering of arms was heard, the dervish threw off his sacred guise, the ungrateful vizier quailed before his dethroned lord, the Sultan Hassan, and in a moment he and his myrmidons were cut to pieces. The blood-stained marble is a monument to treacherous ambition."\*

The mosque, built in the form of a parallelogram, is exceedingly lofty, and surrounded by a projecting cornice and frieze, ornamented with arabesques; and its minarets, surpassing all others in height, are the first which the traveller beholds on approaching the city. Ascending a long flight of steps, and passing under a magnificent doorway, we entered the vestibule, and proceeded towards the sacred portion of the edifice; where, on stepping over a small railing, it was necessary to take off our babooshes, or red Turkish shoes. Here we beheld a spacious square court, paved with marble of various colours, fancifully arranged, with a beautiful octagonal marble fountain in the centre, surmounted by a cupola of airy proportions, resting on slender pillars. On each side of this area is an extremely lofty arched recess, judiciously introduced for the purpose of breaking up the uniformity of the enormous walls.

\* Borrer.

At the extremity of the court, and entirely open to it, is a large apartment, containing a marble tabernacle, surrounded by slender tapering columns, with a tasteful and finely-sculptured pulpit. Numerous Arabic sentences are written on the walls in letters of gold; and below, scratched with pen or pencil, are the names of various devotees; near which, in defiance of the prohibition of the Prophet, I observed an attempt at delineating the human figure. Massive doors of bronze, elegantly ornamented, close the entrance into the body of the edifice; into which, for motives of piety or prudence, my Turkish conductor was unwilling to introduce me. To behold this, however, having been my principal object, I addressed myself directly to the keeper of the mosque, at the risk of being discovered; and, somewhat to the surprise of the Turk, obtained instant permission to enter. Here, in the centre of the apartment, and surrounded by a neat railing, stands the tomb of Sultan Hassan: though, according to Jemaleddin, he disappeared after his defeat by Yelbog, the Memlook, and was never afterwards heard of. The cenotaph, constructed in a simple style, with a short pillar at either end, is of pure marble, without name or monumental inscription. On the plain slab was placed an antique manuscript copy of the Koran, in heavy massive binding, resembling that of our ancestors, in which oak supplied the place of mill-board. Before I was permitted to touch this sacred relic, the keeper of the mosque, whose suspicions were evidently excited, explicitly demanded of my companion what were my religion and country. Without the slightest hesitation, he replied, "He is a Turk from Stamboul;" upon which the Koran was placed in my hands. The manuscript, which was of fine parchment, and many centuries old, was written partly with ink, and partly in gold characters, and beautifully illuminated with stars of bright blue, purple, and gold. These tasteful ornaments, varying in size from that of a crown-piece to sixpence, studded the pages and the margin, but varied only in dimensions, the pattern being always the same. The title-page, slightly torn, exhibited a glittering mass of gilding, intermingled with arabesques in brilliant colours. Turning from the tomb to the apartment itself, I admired the simple beauty of the dome, springing from a square basis, adorned above, at each

angle, with an ornament consisting of a cluster of octagonal bronze pipes of different lengths. Everything throughout the building displays a severe masculine taste, suggesting the idea of a fortress, rather than a religious edifice: and it is related that, in the sedition and revolution which burst forth during the decline of the Memlook empire, this mosque, like the Temple of Jerusalem, was frequently converted into a place of defence. It would have been an endless task to visit all the places of worship in Cairo, though many of them are constructed in a beautiful style, and well-deserve to be described.—*Library of Travel.*

#### GARDENS OF SHOUBRA.

THE gardens of Shoubra are certainly among the finest I have anywhere seen. They cover, perhaps, thirty or forty acres of ground, and are laid out in squares, parallelograms, triangles, &c., divided from each other by long, straight alleys, formed, in many cases, with a hard kind of cement; in others, paved with pebbles of different colours, disposed in mosaics, like those in the grottoes of the Isola Bella, and representing various objects of nature or art, as plants, flowers, sabres, &c. In some places there are trellised arbours and marble fountains. The different compartments of the gardens are surrounded by railings, surmounting a broad stone basement, upon which are ranged, in pots, innumerable exotic flowers, of the richest fragrance and most brilliant colours. The choicest, perhaps, of these were clustered round that tasteful alcove, where the Pasha sometimes spends an hour or two in the calm summer nights. Flowering shrubs, and odoriferous plants, with lemon, orange, citron, and pomegranate trees, loaded with golden fruit, deeply impregnated the whole air with perfume, and recalled by their beauty the fabled gardens of the Hesperides, which, like these, were situated in the sands of Africa. Great taste and judgment have been exhibited in the laying out of these grounds. The vistas are exquisite. Rows of cypresses, the favourites of the Egyptian Pan, on one hand; mimosas, the growth of the Arabian wilderness, on the other. Dark evergreens extend their heavily-laden boughs, tempting the eye with the most delicate fruit.—*Egypt and Mahomet Ali.*

## THE SAMOOM AND THE ZÓBA'AH OF THE DESERT.

THE Samoom is a very violent, hot, and almost suffocating wind. Its direction is generally from the south-east, or south-south-east. It is commonly preceded by a fearful calm. As it approaches the atmosphere assumes a yellowish hue, tinged with red; the sun appears of a deep blood colour, and gradually becomes quite concealed before the hot blast is felt in its full violence. The sand and dust raised by the wind add to the gloom, and increase the painful effects of the heat and rarity of the air. Respiration becomes uneasy; perspiration seems to be entirely stopped; the tongue is dry; the skin parched; and a prickling sensation is experienced, as if caused by electric sparks. It is sometimes impossible for a person to remain erect, on account of the force of the wind; and the sand and dust oblige all who are exposed to it to keep their eyes closed. It is, however, most distressing when it overtakes travellers in the Desert. My brother (Mr. Lane) encountered at Koos, in Upper Egypt, a samoom which was said to be the most violent ever witnessed. It lasted less than half-an-hour; and a very violent samoom seldom continues longer. My brother is of opinion that, although it is extremely distressing, it can never prove fatal, unless to persons brought almost to the point of death by disease, fatigue, thirst, or some other cause. The poor camel seems to suffer from it equally with his master; and will often lie down with his back to the wind, close his eyes, stretch out his long neck upon the ground, and so remain until the storm has passed over.

Another very remarkable phenomenon is the Zóba'ah, and very common in Egypt, and in the adjacent deserts. It is a whirlwind which raises the sand or dust in the form of a pillar, generally of immense height.\* These whirling pillars of sand (of which my brother has seen more than twelve in one day, and often two or three at a time during the spring,) are carried sometimes with great rapidity across the deserts and fields of Egypt, and over the river.—*Englishwoman in Egypt.*

\* Mr. Lane measured the height of one, with a sextant, at Thebes. We found it to be 750 feet.

## THE PLAGUE.

SOME Russians have been at El-Mansoorah for the purpose of studying the disease. As a means of discovering whether it be contagious or not, they have employed persons to wear the shirts of the dead, and paid them five piastres a day for so doing. This was a considerable salary, being equal to a shilling per day! Now when the poor of this country consider half a piastre per day a sufficient allowance for each person, and maintain themselves well, in their own opinion, on this trifling sum, you can conceive how charmed they might be with the liberal offers of these Russian gentlemen, were it not for the risk they incurred. Risk, however, they did not imagine. The poor flocked to the physicians from all parts of the town, and *entreated* to be permitted to wear the plague shirts. Not one of the shirt-wearers died, although the physicians after a short time (during which they awaited the result of the experiment,) had recourse to heating the shirts to 60° Reaumur. Still the poor peasants lived, and thrived on their good fare; but one of the physicians died. How he took the disorder is, of course, a subject of controversy, but that the shirt-wearers escaped is a great triumph to the non-contagionists of Cairo; and from all we learn, the best informed are of this party. — *English-woman in Egypt.*

## THE PASHA AT SHOUBRA.

Last month Mahomet Ali was residing in his palace at Shoubra, and two Europeans resorted thither for the purpose of seeing the gardens. They wore the Frank dress, with the exception of their having adopted the tarboosh, a shawl round the waist, and red shoes. After perambulating the gardens, they entered the palace; and, meeting with no opposition, they examined one apartment after another, and at length entered the bedroom of the Pasha, where sat his highness nearly undressed! Although taken by surprise, his Turkish coolness did not forsake him; calling for his dragoman, he said, "Enquire of those gentlemen where they bought their tarbooshes." The Europeans replied, "They were purchased in Constantinople."—"And *there*," rejoined the Pasha,

"I suppose they learned their manners. Tell them so." Judging from this retort that their presence was not agreeable, the Franks saluted the Viceroi, and withdrew.—*Englishwoman in Egypt.*

#### FOUAH, AND ITS GOVERNOR.

THIS is a large town, on the right bank of the Nile. In the tenth century it was a place of great consideration; but its commerce was removed to Rosetta. It is now rising again into distinction. The canal, which nearly connects it with Alexandria, is likely to restore it to its original importance. It possesses several mosques, cupolas, and minarets. It has a large tarboosh manufactory, founded by Mahomet Ali. The following account of the governor of Fouah presents an amusing specimen of that class of free-thinking and free-living Turks, who in the indulgence of forbidden things have very little dread of the Prophet's displeasure.

"We proceeded a short way up the river (Nile), and finding a contrary wind against us, we were constrained to lay to for the night under the walls of Fouah. We had not been there twenty minutes, when a chaoush came down from the governor, to ask who and what we were. This was followed by an invitation to smoke and take coffee with him. We eagerly seized on this opportunity of witnessing Turkish life in Egypt. Achmet Cachef was a man about thirty-five,\* whose corpulent figure and flushed face bore evident marks of the *bon vivant*. He was surrounded by a group of Albanian soldiers, all of whom retired at a signal given by him, and we were left alone with him, his Copt secretary, a Greek, and two mamelukes. One of our party observed that after our excellent coffee nothing could be more acceptable than a glass of water. "Good," replied he, and winking to his mameluke, ordered some water. The man returned with a bottle of aqua-vitæ, or a strong spirit made from dates. "This," said he, "is the water of which you Franks are so fond." We declined taking any; but, after much solicitation, at length consented. Seeing our reluctance, he told us, that though the Prophet had forbidden raki, he would take some, to convince us that he had no intention of poisoning us. After we had tasted he replenished his own glass,

\* If still alive he must be now about fifty.

and drank it off. This he repeated no less than seventeen times in the course of the four hours we remained with him. He shortly after addressed one of us in the following terms : " Notwithstanding," said he, " that you pretend not to drink, I'll stake any money that your boat is well stored with all sorts of wines and liquors." Not seeing the drift of this observation, we acknowledged that we had some with us, and thought we could do no less than make him an offer, which we did, desiring our dragoman to inquire what kind he would have, brandy, gin, or rum ? " Oh," replied he, quickly, " I like them all three." Whereupon, of course, we gave him a bottle of each, and a hearty laugh was raised at our expense. The spirits were shortly produced, and the corks drawn ; and Achmet, having first insisted on our tasting, proceeded to help himself. Scarcely had he satisfied his curiosity, when, pleased with the success of the first trial, he made a second attempt. " As you are Englishmen," said he, " of course you are fond of shooting ;" but this time his address was parried, our reply being, that we were fond of shooting, but unfortunately had left Alexandria without providing ourselves with gunpowder. This turned the laugh against the governor, in which he good-humouredly joined, and, calling for another glass of raki, pledged, and drank it, remarking that if Mahomet should ask him why he drank, he would throw the whole blame upon us. Pleased with the acquisition of his three bottles, he invited us to remain to supper, which was served up about midnight. A large, circular tin tray was brought in, round which we seated ourselves, and having washed our hands, commenced the meal in the Turkish fashion. A spoon, but no knife or fork, was given to each guest, who helped himself to the soup, all eating out of the same tureen. This was followed by above twenty different dishes, amongst which was a saddle of mutton, which we were invited to claw to pieces with the rest of the party,—our host shewing his attention by tearing off every now and then a large piece of mutton with his fingers, and placing it before us. As soon as supper was over, ablutions were again performed, pipes, coffee, and spirits introduced, and we quitted the house of the governor about one in the morning, highly pleased with the novelty of our entertainment. — *Webster's Travels through the Crimen, Turkey, and Egypt.*

## ADEN.

THIS fortress, so important for the protection of our regular communication with India, has been too much neglected by the British Government. The regular force hitherto has not exceeded eighteen hundred or two thousand men. The Imaum of Sarmaa talks of disputing with us the possession of Aden, and driving the Christians from Arabia. The Scheriff of Mocha, also, has threatened to turn out the "Infidels," and was reported, in January last, to have placed himself at the head of thirty thousand Arabs, with a resolution to attack us. This chieftain is the man who, a few years ago, cut down the English flag, and expelled our consul. This fortress might easily be converted, by a clever engineer, and at a moderate expense, into a place of vast strength, and be made justly entitled to be called the Gibraltar of the East. It is said that the occupation of this place costs the East India Company about 90,000*l.* per annum.

The harbour of Aden is surrounded by bare rocks some of them nearly 1800 feet high. It is about a mile in breadth, and a whole fleet could conveniently anchor in it.

We are informed by a most intelligent and agreeable writer in the *Monthly Times* that there is little or no general trade at Aden: coffee, grain, dates, and such Arabian articles of produce being alone procurable.

The following description of the town of Aden is taken from the lively pages of Mrs. Major Griffiths.

We kept the road by the sea-shore, which constantly presented the boldest and wildest scenery of grotesque and barren rocks. After passing a narrow defile, between two mountains, we came suddenly upon the Pass, the only access to the camp of Aden on this side, the lofty and precipitous mountains forming an impregnable fortification. This entrance, which is cut through the solid rock, is the extreme end of the valley in which the town is situated. \* \* \* But the town! Where was the town? How shall I describe it, this ancient and jewelled key to all the treasures of Arabia Felix? The only way I can attempt to give any idea of it, is to say what struck me at the first glance.



I saw clustered together throughout the valley a number of large baskets, like those to be met with at fairs in England and France, to display crockeryware, and other fragile articles. Here and there were a few tents, and in the centre towered a lofty minaret, while farther in the back-ground rose the domes of two mosques. But where are the houses? I exclaimed. There they are; and that very large hamper in the centre is Government House, was the answer I received. The bazaar was a very amusing assemblage of objects, both animate and inanimate. Jews, with their sharp black eyes, and long beards, were hurrying to and fro, and contrasted strangely with the stately Parsees, worshippers of the Sun, and of Persian origin. Their head-dress is the most extraordinary thing I ever saw. It is a kind of helmet-cap, at least two feet high, and sloping back from the forehead. Their complexion is a light olive colour, and they are the most industrious class in Aden; they share with the Jews\* in the labours of building and shop-keeping, as the Arabs are either very idle, or do not wish to make our residence among them easy, by assisting in any way. The aspect of these children of the desert was very furious, and their jet black countenances scowled under the constraint imposed upon them by our military, parties of whom were to be seen in every direction, whose bright uniforms gave another variety to the motley and picturesque groups. Every now and then I encountered a rich coffee-merchant from Mocha, sweeping majestically along in his flowing robes and voluminous white turban. The place was thronged with people, and yet I saw very few females, and these few were mostly old and ill-looking. All classes here are very jealous of their women, but I caught sight of the most lovely young Jewish girls, who peeped out upon me as I passed, from a wicker birdcage—for I can call it nothing else—which was perched at the top of one of the hamper houses.

It was just the time when supplies were coming into the market. From eighty to one hundred camel loads were brought in fresh every morning from the main land. The gates are opened to them at a certain hour, and they are all obliged to be out of

\* There are about two thousand Jews in the town.

camp by six in the evening. Fruit, vegetables, food for the horses, in short, every necessary of life, is brought from the enemy's territory, upon which they are entirely dependent. And when these supplies are stopped, which they often have been, they are obliged to force their continuance at the point of the sword.

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### BOMBAY.

THERE are no hotels of much respectability at this Presidency, but a furnished tent, with a few servants, and every essential accommodation, can be immediately procured, at a small expense, through one of the numerous Dubashes who crowd on board a newly-arrived vessel. The cadet is relieved of all anxiety by an immediate invitation to Fort George Barracks. The natives of the island are Parsees, Mussulmans, and Hindoos.

The following account of Bombay originally appeared in the *Bombay Times*, from which it was transferred (with due acknowledgment) to Parbury's Hand-Book for India and Egypt.

We may begin with a short notice of the dry season, which extends from October to June, and may, from its uniformity, be hurried over with a few brief remarks. The sky having cleared up about the 10th or 15th October, sometimes earlier, rarely later, a month of hot, sickly, unpleasant weather ensues. The sun's rays are at this season very powerful—the thermometer ranging from 82° to 88°; the earth is saturated with moisture; and the rank and decaying vegetation causes it to steam forth with all kinds of noxious gases. A disagreeable easterly land wind, besides, blows over the greater part of the evening and morning, and the dews of night and sudden alternations of temperature, are trying in the extreme to European constitutions. By-and-by the heat moderates, and the air becomes dry, and the sky cloudless and clear.

Early in November what is called the cold season sets in. This endures to the beginning of March, the thermometer rarely rising above 83° throughout the day, and occasionally sinking as low as 65° over night. The mornings are chill and bracing in December and January, and the ordinary sleeping gear of muslin

drawers, and a cotton sheet to lie under, receive the addition of a comfortable English blanket. Gentlemen dismiss the wear of cotton jackets, put on woollen coats, and occasionally take a rapid morning walk to warm themselves. The sun sets at half-past five, and rises at half-past six o'clock; and the general dinner hour of Bombay is altered from seven or half-past seven, to half-past six. The evenings at this period are singularly beautiful, especially during the moonlight—and the feeling of the atmosphere is delightful in the extreme. With the exception, indeed, of the increased length of day, and elevation of temperature, this latter state of matters continues till towards the approach of the rains.

In March the heat gets strong again; and in April and May, the air feels extremely sultry; the thermometer during the day ranges, at the Presidency, from  $88^{\circ}$  to  $94^{\circ}$ , and over night rarely falls below  $84^{\circ}$ . A single sheet is now more than sufficient to sleep under; throughout the day the punkah is kept unceasingly in motion. This fanning machine, so to speak, consists of a frame about three feet broad from top to bottom, and varying in length according to the dimensions of the room, from ten to thirty feet; it is covered over with painted cotton cloth, surrounded by an ornamental frill or fringe, and suspended from the roofs by cords, so as to depend within seven feet of the floor. A string is attached to it near the centre, by whose means a hamaul, or house-servant, swings it to and fro, to produce a current, and to cool the air. Every house and hall, from the church to the counting-room, is furnished with punkahs. The effect of these, indeed, in a large and handsome place of public worship, seems very singular to a stranger. A continuous line of them from end to end, is hung along the nave of the church, and other two parallel lines occupy the space between the columns of the side aisles. The whole are kept in motion throughout the service by natives, who pull the ends of the ropes outside of the church.

During the dry season, water and all kinds of liquors can be kept from  $10^{\circ}$  to  $15^{\circ}$  cooler than the external air, by wrapping the vessel containing them round with a thick cotton-jacket, and exposing them wetted to a current of wind. In the wet season, evaporation is imperceptible; the damp thermometer and the dry

do not differ by more than two or three degrees ; and cooling by evaporation is impossible.

By the month of May, grass and every sort of vegetation is burnt up ; all verdure has disappeared from the earth, and the surface of the ground, where greensward abounded during the rains, and for a month afterwards, is brown and dusty, like the worn playground of an English school in summer-time, where the last remnants of the grass roots alone are discernible. The heat, now, however, is tolerable, compared to what is experienced in Seinde and Goozerat to the northward, where the mercury often continues for weeks together above  $100^{\circ}$ , reaching on many occasions the altitude of  $120^{\circ}$ . By the third week of May, the uniform brightness of the sky begins to be interrupted ; large masses of cloud through the day sail along the horizon, and towards evening ascend half way up to the zenith. By-and-by lightning makes its appearance, at first in the distance, in frequent but feeble flashes, which night after night become more near and brilliant, till the whole sky is lit up with them. The real lightning seems, for the most part, behind the clouds or under the horizon, the illumination produced by it alone being visible. The flashes are so frequent, as to seem produced by a series of vibrations ; and from six to ten may sometimes be reckoned in a second of time. When better developed and not concealed, the electric fluid is seen to pour in a long stream of successive bolts from one cloud to another, or from one portion to another of the same mass of cloud—each individual bolt being apparently the cause of a flash. One of these torrents will continue uninterrupted for a couple of seconds on end. Next comes the thunder, at first feeble and distant, but by-and-by roaring in one incessant series of peals, many of them so near as to be almost simultaneous with the flash, and to resemble in sound the bursting of a piece of ordnance, or blasting of a rock by gunpowder. The rain, however, has in general made its appearance before the thunder—first, in a gentle shower falling over night in big bright drops, which the thirsty earth drinks up as soon as they fall, and smells refreshed, though scarcely changed in appearance. These earlier showers seldom endure more than half an hour at a time ; but they cool the air, and are the sure harbingers of the south-

west monsoon. This state of matters probably lasts a few days more—thunder is heard at intervals, and the evening sky is absolutely illumined with lightning, so incessant are the flashes. The clouds are meanwhile accumulating everywhere; when, about the 6th of June, sudden blasts and squalls ensue, and the rain descends in one unbroken sheet of water. The first fall commonly begins overnight, and endures for thirty or forty hours; and not only are the contents of spouts from the house eaves rushing in absolute cataracts, but every water channel is filled with a torrent. The streets and level grounds are flooded with sheets of water. At length the thunder ceases, and nothing is heard but the continued pouring of the rain, and rushing of the rising streams. The second, and probably the third day of the monsoon, presents a gloomy spectacle; the rain still descends in torrents, and scarcely allows a view of the blackened fields: the rivers are swollen and discoloured, and sweep down with them the hedges of prickly pear, the huts, and the remains of vegetation accumulating during the dry season, in their beds; the air feels damp and chill, and the rain is driven violently through the chinks of the windows, and interstices of the lattice-work of houses and verandahs.

After a week or so the rains commonly clear off for a little; the sky becomes bright, and the sun looks out again—but on what an altered scene! The parched and burning earth has been changed as if by magic; the dusty and arid plain is covered with the brightest verdure; the air is balmy and delicious; and all nature seems to rejoice. “The effect of the change is visible on the animal creation, and can only be imagined,” says Elphinstone (*Cabool*, vol. i. p. 126) “by an European, by supposing the depth of a dreary winter to pass into the freshness and brilliancy of spring.”—“Before the storm the fields were parched up, and except in the beds of rivers, scarce a blade of vegetation to be seen. The clearness of the sky was not interrupted by a single cloud, but the atmosphere was loaded with dust; a parching wind blew like the blast of a furnace, and heated wood and iron, and every solid material, even in the shade; and immediately before the monsoon, this had been succeeded by still more sultry calms. But when the first violence of

the monsoon is over, the rivers are full and tranquil, the air pure and delicious, and the sky varied and embellished with clouds."

Such are the general effects along the shores of western India, of the setting in of the south-west monsoon; there are some circumstances attending it, connected with Bombay itself, not unworthy of special notice.

The area of the Island of Bombay is nearly nineteen square miles, and it contains a population of about 254,000 persons. The fort or garrison includes a surface of 234 acres, and contains a population of 15,000 inhabitants. On one side, betwixt the fort and the sea, at Back Bay, is a stretch of almost level ground, 387 acres in area, and about 1800 yards in extreme length along the shore. The fortification has long been proved to be perfectly useless for the purposes of defence, and as unnecessary as useless—there being no one to assail it. An antiquated and absurd regulation has, notwithstanding this, been kept in force, to the obstruction of public improvement, to the effect that no permanent building shall be erected within 800 yards of the batteries. The esplanade just described, furnishes the finest ground for dwelling-houses in the island; and is, indeed, the only place within a mile of the fort, where all public and private business is transacted, where houses can be built. But then, though the shore be in this quarter inaccessible, by reason of rocks and quicksands, to vessels above the size of fishing-boats, the 800 yards' regulation interferes; and, in consequence, a line of temporary erections, of about three-quarters of a mile in length, supplies the place of houses. These are constructed of wood with trellis-work of bamboo, and surrounded with canvas, like an overgrown tent. They are thatched over with cadjans or the leaves of the palmyra tree, and lined inside with curtains, or ornamental coloured cloth. They are chiefly occupied by the highest class of military officers and civil servants of the government. Beyond this is a large encampment for officers temporarily residing in Bombay, and occupying tents. The bungalows are surrounded by ornamental railings, covered with the passion-flower, and other rapidly growing creeping plants; and are generally furnished with flower or vegetable gardens. The compound thus formed, opens out on the sea-beach on the one

side, and on a line of road nearly parallel with the batteries on the other. The effect of the whole is highly picturesque and pleasing.

These structures are not only far too slight to withstand the winds and rains of the south-west monsoon, but the garrison regulations require that they shall be removed once a year. Up to the middle of May, then, we have a line of beautiful rustic villas, which, together with the officers' tents at its extremity, extends nearly a mile along the sea-shore. All at once, as if some panic had made its appearance, or a plague broke out, the bungalows or villas of the esplanade begin to be deserted, and instantly demolished, and the materials of which they were composed removed. So rapidly does the work of destruction proceed, that in the course of a fortnight not a vestige is to be seen of the lately populous suburbs. By the first fall of rain, the dwellings have vanished, as if by magic—roofs, walls, and framework: the very tents and their occupants are gone. The esplanade for a few days presents a very unsightly appearance; the floors and foundations of houses, torn paper-hangings, the refuse of straw used for packing, fragments of broken fences, and the remains of ruined shrubberies and flower-pots, indicate the site of the departed town. A week more, and all this is changed—the first fall of rain covers everything with grass; and the esplanade, which was on the 15th May covered by a town, and on the 1st June presented a scene of slovenly and unsightly desolation, by the 15th of June is a bright greensward, as close and continuous as that on which the deer of some ancient manor in England have browsed for centuries. The re-appearance of these temporary habitations is nearly as magical as their vanishment. The 15th of September sees the esplanade a green and verdant lawn; October witnesses the suburb formerly described.

The south-west monsoon endures for nearly four months in all; during this period, about eighty inches of rain customarily fall—or about three times the average of the year in England. There are often entire days without rain; while we have, as frequently, days without an interval of fair weather. When the rain does fall, it pours in downright torrents, as if the very windows of heaven were opened.

Parallel with the western shores of the Peninsula of India, and within from ten to fifty miles of the sea, runs a range of hills, or ghauts, as they are called, ranging from 5000 to 8000 feet in height. Betwixt these and the sea-shore lies a band of level and fertile ground, called the Concan; within these again, at an elevation of about 2000 feet, is the great table-land of the Deccan, to which the mountains form, as it were, a range of abutments. In the Concan, and along the Malabar coast, the fall of rain, and phenomena attendant on the monsoon, are similar to those described in connection with Bombay. Within the mountain-range on the Deccan again, at an elevation from 1500 to 2000 feet, matters are widely different; there we have a fall of twenty-three inches only, which comes down in moderate quantities like English summer rain: the wet season, besides, is modified by the monsoons on the two opposite sides of India—the one of which sets in as the other closes. This gives a much more protracted period over which rain may be expected.

The months of May and June are hot and very dry; those of December and January cold and chill in the mornings and evenings. The most extraordinary meteorological phenomena are experienced in the ghauts or mountain range, which, as already described, divides the sea-coast on the west from the elevated table-land in the centre of India. Here the fall of rain ought to be reckoned in feet rather than inches.

From June to September the hills are shrouded with thick black and impenetrable clouds, out of which the rain pours forth without any intermission for three months together. The sky is rarely seen, the mountain tops are invisible, and the view is limited to a few hundred yards along the surface of the ground. Europeans find the hills at this time uninhabitable. The tiger, the bear, the wild boar, and the leopard, which had during the dry season found concealment in the jungle, now prowl abroad, and commit devastation near the habitations of men. Snakes and noxious reptiles of every size and hue; unclean beasts and unsightly creeping things come into view; and the ill-starred European, who may by chance remain on the hills, shudders at the thought of the monsters of the forest, with which he has, unknown to himself, till now been surrounded. Every rivulet is



swollen into a torrent, and pours down into the country below a series of matchless cataracts, over cliffs thousands of feet high, and garnished with every variety of tropical vegetation, which the crevices of the rocks supply with subsistence, or a place whereon the roots can find anchorage. During this period the rain averages 240 inches, or 20 feet, being nine times the fall which takes place in the north of Europe. The amount of rain which fell at the Mahabuleshwar Sanatory station, 4500 feet above the level of the sea, and 130 miles from Bombay, was this season 281 inches—this was fifty above the average; no less than 123 inches fell in July alone. The temperature here is nearly 15° lower than that at Bombay.

Mahabuleshwar is resorted to as a sanatorium for invalids, and a place of fashionable retreat for the wealthier families generally for the hot season. Nothing can surpass the beauty of the landscape around it during the months of October and November, just after the close of the rains: the vegetation is magnificent; the mountain scenery not surpassed by any in the world; and the transparency of the atmosphere almost magical. The southwest monsoon becomes much less violent as it approaches its close; intervals of several days often occurring when not a shower falls. It commonly concludes with squalls of wind, thunder, lightning, and rain, for a few days, much more violent than any from the time of its commencement. This last burst is known over India as the Elephanta storm. Having thus made a last expiring struggle, it goes off at once, leaving the dry season such as has already been described. It is difficult for one accustomed to the roads, bridges, and thoroughfares of all sorts, together with the moderate weather which prevails in Europe, to conceive the interruption which the rains occasion to general intercourse throughout India for three months in the year.

If it be kept in view that the vast rivers which water our plains are chiefly fed from mountain ranges, on which twelve feet of water is sometimes discharged in the course of thirty days, the marvel will speedily cease. The streams which flow through our level lands will often rise and fall from ten to fifteen feet perpendicularly, in the course of twenty-four hours;

and twenty-five feet is no unusual range betwixt the fair and wet weather elevation.

There is betwixt Bombay and Poonah a bridge 1000 feet long, which is often entirely filled in July and August by a body of water which rises twenty-two feet on its piers, and yet for nine months in the year, the stream which it spans is not seventy feet wide, and may be waded across without inconvenience. The effect which the south-west monsoon produces at sea is quite as striking as that which we have described on shore. Corals, molluscous animals, sea-snakes, and fish of the strangest forms, together with the Portuguese man-of-war, with its transparent air-float and bright blue gauzey drapery, and flower-like animals, found throughout the year far out at sea, are dashed upon the beach.

Frightful shipwrecks occur even on the safest parts of the coast. In 1840 two fine vessels were lost at the mouth of Bombay harbour, when 150 human beings perished in the course of a couple of days and nights.

The number of coasting vessels which arrive at and depart from the port of Bombay, amounts annually to about 9000. During the eight fair weather months, the average arrivals and departures amount to about seventy native vessels each way daily; during the monsoon, this is reduced to about ten; and in July the average of these venturing to sea does not exceed five or six a-day.

The Red Sea steamers cannot, at this time, face the storm; and instead of making a straight run for Aden, and accomplishing this part of their voyage in eight or nine days, they stretch south twelve degrees towards the line, and start ten or twelve days sooner, to enable their dispatches, which take thus much longer on the way, to reach England in time.

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When Bombay was taken possession of, the population consisted of about fifteen thousand of the native outcasts of India, a lawless and impoverished community,—they were the first of the Eastern race who rendered allegiance to Great Britain. Four years after its having been occupied, and seven after its having been ceded to England, Bombay was transferred to the

East India Company by letters patent, on payment to the Crown of the annual rent of 10*l.* sterling. The East India Company saw the natural advantages of the place as an entrepot for the barter of produce and goods; the former from the gulfs of Persia, Arabia, and Cambay, also from Bengal and China; the latter chiefly from Great Britain. After Bombay was transferred to the Company its rise was rapid: and on the small sterile island, which could not yield one week's consumption of corn to the inhabitants, there are now upwards of sixteen thousand houses, valued at about 3,500,000*l.*, with a population exceeding two hundred and thirty thousand souls. Its prosperity may, in a great degree, be attributed to the early settlement on the island of the forefathers of the numerous Parsee families; who, born under the British flag, are the most industrious and intelligent of her children in the East. The European merchant of British India realizes an independence or a fortune, and he retires to Europe to enjoy it among his friends, and thus his capital is withdrawn from the place where it was accumulated: not so with the Parsee merchant; the place where he carries on his business is his home, and the accumulations of his talents and industry are invested on the spot; hence, to some extent, the prosperity of Bombay. Without timber, or any material for ship building, vessels of from four hundred and fifty to twelve hundred tons are constructed by Parsee artificers, for strength superior to any vessels in the world, and sailed and found in a manner seldom to be surpassed. At this present date, Bombay has a mercantile fleet of forty-five ships or upwards, averaging four hundred and fifty tons each, or an aggregate burden of twenty thousand tons. Her export and import trade with Great Britain is about 2,000,000*l.* annually. To China, her exports of cotton, for the six months ending with the 31st of last June, was 500,000*l.*; and the annual export of Malwa opium, chiefly to China, is not less than 1,800,000*l.* Such is Bombay one hundred and eighty years after having been taken possession of by Great Britain. We would wish particularly to direct attention to the fact, that Bombay within herself has nothing to export—nothing to pay for imports. Her advantages are a good harbour and a central position, to which she can draw the products of other

countries for sale, exchange, or shipment,—to use a familiar expression, she is the broker for Arabia, Muscat, Surat, Cutch, Malwa, &c.—*Indian News.*

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## MADRAS.

THE hotels here are not of the best description, but they will answer the stranger's requirements for a day or two, until he has time to look about him. The best are Grant's, and the Clarendon; the latter is the cheapest. Grant's is close to the sea-beach; Clarendon's is behind the Supreme Court.

If the stranger has had the foresight to forward letters of introduction some time before he started from England, or Bengal, he will probably find himself greeted on his landing by some hospitable personage, who will save him from the necessity of taking up his residence in an inn.

Young cadets have free quarters provided for them at the fort, and a non-commissioned officer is sent to the ship to conduct them on shore.

The Madras Club is an excellent institution, and offers good society and accommodations to all civilians and officers (naval and military) of the Queen's or Company's service, members of the bar, and gentlemen received in general society at either of the Presidencies of India. The entrance donation is one hundred rupees. Any member who has been a subscriber for one year may propose a candidate. He is elected by ballot. One black ball in ten excludes. The subscription of resident members is two rupees per annum,—of absent members, half that sum. The scale of charges is extremely moderate, considering that every thing provided is of the best description procurable. For breakfast the charge is one rupee four annas; a hot tiffin (or lunch), one rupee eight annas; grand house dinner, three rupees; and a plain dinner, one rupee eight annas.

The stranger, if his position entitle him to a general reception in society, should, as soon as possible, leave his card at Government House, or write his name in the visitor's book under charge of the aide-de-camp in waiting.

The natives of Madras speak either Malabar, Tamil, or Telinga ; but the personal servants of the Europeans more generally understand English than those of the same class in Bengal. The Englishman at Madras lives far less luxuriously than his countrymen in Calcutta, and is contented with fewer servants. The rules of caste are less strict in Madras, and a single servant there will undertake as many different duties as are divided amongst half-a-dozen Bengallees.

The surf at Madras is sometimes so high and dangerous that the master-attendant hoists a flag at the Custom House, to intimate that no one should attempt to cross it. He is empowered to issue an imperative order upon the subject, and is sometimes obliged to forbid all communication between the shipping and the shore for several days together. A company has just been formed at Madras, to construct a pier across the surf in shares of five hundred rupees. The capital of the undertaking is three lacs (a lac of rupees is a hundred thousand).

The hire of a palanquin here, with four bearers, by the day, is two rupees. If a hard day's work is required, it is better to have six bearers instead of four, when the extra charge is only four annas or a quarter of a rupee. A horse and bandy (or buggy) may be had for five rupees the day.

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## CALCUTTA.

THE hotels of Calcutta are really admirably-conducted establishments, and relieve the stranger from the necessity of making any call upon the hospitality of parties on whom he has no other claim than an ordinary letter of introduction. The three best are Spence's, Benton's, and David Wilson's, called "The Auckland." The first is the most fashionable. It is a vast establishment, occupying several large houses. Highly respectable families sometimes take up their residence in this hotel, to avoid the trouble of housekeeping. A single individual may be provided here with bed and board for one hundred rupees per mensem. David Wilson's establishment comprises, with his hotel arrangements, the most splendid pastry-shop that has been opened in the City of

Palaces. He is one of the most enterprising tradesmen in the East, and some time ago established a hotel amongst the hills of Dorjeeling, a new sanatorium some hundred miles from Calcutta.

The following are the rates at which palanquins and bearers may be hired, according to the regulations laid down by the magistrates of Calcutta.

## PALANKEENS.

|                                                                                                | Rs. | As. | P. |
|------------------------------------------------------------------------------------------------|-----|-----|----|
| For a whole day, to be considered as consisting of fourteen hours . . . . .                    | 0   | 4   | 0  |
| For half a day, half a day to be considered any time exceeding one hour and not exceeding five | 0   | 2   | 0  |

## BEARERS.

|                                                                                                                                |   |   |   |
|--------------------------------------------------------------------------------------------------------------------------------|---|---|---|
| For a whole day, to be considered as consisting of fourteen hours, allowing reasonable time for rest and refreshment . . . . . | 0 | 4 | 0 |
| For half a day, to be considered any time exceeding an hour, and not exceeding five . . . . .                                  | 0 | 2 | 0 |

Palankeen or bearers employed for a less period than one hour, to be paid for at the rate of one anna per bearer, and one anna per palankeen.

A good horse and buggy, from the most respectable of the many European livery-stable keepers, may be hired by the day for from five to eight rupees. A carriage with a pair of horses would cost from twelve to sixteen rupees a day. A small palanquin carriage, with one horse, and a driver, may be had of the natives in the Chitpore Road, for about four or five rupees a day; but it is usually a dirty and rickety vehicle, and the horse is sometimes little to be trusted, often wheeling the carriage round and round in a narrow road, or standing bolt upright on his hind-legs.

When the stranger first lands, he will be surrounded with palanquins, and will be almost forced into one or other of them by the clamorous and importunate bearers. Let him get hastily into the one that is nearest to him; and, if he does not speak the language, let him content himself with these words — “*Spence sahib ka Ponch Ghar,*” (Mr. Spence’s Hotel), and the bearers will at once understand his wish, and in a very few minutes he will find

himself at the door of an elegant establishment, where he will meet with every possible attention, and receive all the advice and assistance which a stranger immediately requires.

A number of sircars, or native writers and brokers, board the vessel as soon as she arrives, and these all speak English, and are of great service to a stranger for the first day or two, but they are commonly sad rogues, and are not to be trusted in large purchases. If articles of dress, or furniture, at a cheap rate, are required, it is better to go at once to the old or new China bazaars, which are highly interesting when seen for the first time. The shopmen, chiefly Hindoos, all speak English. They will usually take exactly half the price asked for. Their furniture is cheap, and even showy; but it has no solidity, and is apt to warp and fly to pieces in particularly hot weather. The European cabinet-makers and upholsterers charge about twice as much, but their goods are cheaper in the end. Their workmanship is both tasteful and substantial. Furniture made by a European is always to be distinguished from a bit of bazaar manufacture; and even a second-hand table, or chest of drawers, originally from the shop of a British tradesman, will sell for more than a new article of the same description by a native.

Cadets are quickly housed in the cadet-barracks in Fort William. A commissioned officer is appointed to the charge of these youths, while they remain at the presidency.

The Bengal club-house is on a grand scale. It is more exclusive than the Madras club, and the subscriptions are higher, but the charge for board and lodging is much the same.

#### THE SEASONS OF BENGAL.

*From Smith's\* Bengal Almanac.*

##### JANUARY.

THIS is one of the most pleasant months in the year; its temperature is cool and refreshing, and extremely congenial to all but

\* Mr. Samuel Smith has been the most extensive publisher in India. He is the proprietor of numerous periodical publications, of which the daily paper called the *Bengal Hurkaru* is the most important.

the victims of gout and rheumatism. The air at mid-day is generally clear and wholesome, but the mornings and evenings are sometimes damp and foggy.

The thermometer ranges, in the shade, from 52° in the morning to 65° in the afternoon.

A northerly wind prevails during this month, but seldom blows with much strength. When it does, and is accompanied with rain, the cold is very disagreeable.

Vegetables of all kinds are now in the highest state of perfection : the markets abound with green peas, cauliflowers, cabbages, turnips, potatoes, asparagus, yams, carrots, spinnage, greens, cucumbers, radishes, celery, lettuces, young onions, nol-cole, kutchoo, French-beans, seem, brinjails, red and white beet, &c. &c.

The fish-market is well supplied at this season with beckty or cockup (the salmon of the East), moonjee, rowe, eutlah, quoye, sowle, selliah, bholah, eels, soles, and many others of inferior descriptions.

Fruit trees in general begin to show their buds and blossoms this month ; mangoe, peach, pumplenose (shaddock), rose-apples, &c.

The fruits in season are Sylhet and China oranges, loquats, plantains, pine-apples, long and round plums, large guavas, pumplenose, tipparah, and a few others.

The following fruits and vegetables are procurable not only in this month, but throughout the whole year, viz.—plantains, sugar-canes, cocoanuts, guavas, pine-apples, papiahs, custard-apples, jack, country almonds, tamarinds, omrah, barbutty, mint, sage, civis parsley, onions, &c.

#### FEBRUARY.

This month is generally cool and comfortable, particularly if the northerly wind prevails : the weather afterwards becomes disagreeable, till a change of season takes place about the end of the month.

When the weather is variable, the wind blows principally from the N.W. veering round occasionally to the N.E., attended with clouds and drizzling rain ; this continues till about the 20th, when the southerly wind sets in. The weather now becomes mild and genial ; the days, however, sometimes rather hot, and the nights cold, with heavy dews.



The thermometer in the shade ranges, on a medium, from 58° in the morning, to 75° in the evening.

Warm clothing becomes rather unpleasant to new comers, but not so to old Indians, whose blood is not so easily heated. Sometimes this month is rather showery, which protracts the cold season till the middle of the following month.

The fish-market has the addition of the small hilsah (the Indian mackerels).

Meat and vegetables continue good, and abundant.

The additional vegetables are pumpkin and young cucumbers : and the fruits, custard-apples, mulberries, and small water-melons.

The weather during the greater portion of this month is just pleasantly warm, at least to old Indians ; towards the latter part of it, however, the heat becomes occasionally rather oppressive even to them.

#### MARCH.

The thermometer ranges in the shade from 68° in the morning to 82° in the afternoon.

Fish to be had in abundance, and the market has the addition of the *gooteah*, a small, but well-flavoured fish.

Green peas and turnips disappear at the end of this month ; salad, cabbages, carrots, and celery, are on the decline, but asparagus and potatoes continue excellent : green mangoes and unripe musk-mellons are to be had ; also omrah, greens, and water-cresses.

Fruit is also plentiful ; large water-melons appear about the middle of the month, and continue in perfection till the middle of June.

The north-westers, with thunder and lightning, and rain, generally appear towards the end of this month.

#### APRIL.

The beginning of this month is sometimes pleasant, particularly if the north-westers are frequent ; but the middle and latter parts are disagreeable in the extreme ; it is one of the worst months in the year.

The thermometer ranges, in the shade, from 80° in the morning to 92° in the afternoon ; but, when exposed to the sun it rises to 110°.

The wind blows from the south, and is very strong throughout the month ; and when the wind is hot from the absence of rain, it becomes oppressive. This state of the weather is very unfavourable to vegetation.

The north-westers are at times attended with dreadful storms of thunder and lightning, during which rain and hail fall in torrents : these storms sometimes occasion much damage. The north-westers continue at intervals till the beginning, and sometimes till the middle of May.

The fish-market has the addition of the mangoe fish, so called from its annual visit to all the Bengal rivers at this (the mangoe) season, to spawn : it appears as soon as the mangoe is formed on the tree, and disappears at the close of the season, that is, about the middle of July. This fish has, perhaps, the most agreeable flavour of any in the world, and is so much sought after (by natives as well as Europeans), that, although not so large as a middle-sized whiting, they are sold at the beginning of the month, at from two to four rupees per score. Before the end of May, as they become plentiful, they are sold at one rupee per score ; and in June two or three score may be had for a rupee. The fish-market has also the addition of the carp and mhagoor.

Potatoes, asparagus, onions, cucumbers, and a few cabbage-sprouts, are the only vegetables to be procured.

Water-melons and musk-melons are in great perfection ; but there is not much fruit now to be had in the market. Green mangoes for pickling, and corinda for tarts, are in great abundance.

#### MAY.

This is a very bad month, the weather being parching hot, with no rain.

The thermometer ranges in the shade, on a medium, from 85° in the morning to 98° in the afternoon : if exposed to the full influence of the sunbeams, it will rise to 140°, and sometimes higher.

The wind continues southerly. Of all months in the year the present is the most trying, particularly to those whose avocations compel them to be much out of doors. To be exposed to the sun without a covering is extremely dangerous at any hour ; from 10

to 5 o'clock it would be ruin to any constitution, except to that of a native inured to the climate by birth and practice ; and even natives sometimes fall a sacrifice to the powerful influence of the sun. The heat in the first half of the month is sometimes relieved by north-westers, accompanied by refreshing showers ; vivid lightning, and loud thunder at times attend the north-westers.

Fish continues good and abundant, the beekty excepted, which from the difficulty of its reaching the market in a firm state, becomes scarce. Mangoe fish is in great perfection this month.

Asparagus, potatoes, and cabbage-sprouts, with indifferent turnips, sweet potatoes, cucumbers, and onions, are nearly all the vegetables now in the market. Pumpkins, and several roots are, however, procurable.

#### JUNE.

The periodical rains set in about the middle of this month. Refreshing showers fall occasionally, which cool the air and encourage vegetation.

The thermometer during the first half of this month frequently rises to 99°, in the shade, at noon ; but in general the rains, which commence about the 15th, keep the temperature much below this.

The weather throughout the whole of this month, is oppressive, in proportion to the quantity of rain which falls : if the weather be dry the heat is scarcely bearable ; it is generally very close ; not a breath of air from any quarter.

Mangoes and mangoe-fish are in great abundance and perfection. Grapes, peaches, lichees, &c., disappear towards the end of this month. Custard-apples, pine-apples, and guavas are in great perfection.

Asparagus, potatoes, and onions, are the principal vegetables that remain.

#### JULY.

This month is attended with much rain ; the winds are light and variable : the weather frequently gloomy, and sometimes stormy, with heavy falls of rain ; whilst at intervals it is fair and mild.

The thermometer ranges in the shade from 80° in the morning to 89° in the afternoon.

The fish market continues good. The moonjee, the rowe, the cutlah, the quoye, the sowle, the magoor, the chingree, the tangrah, and the choonah, are procurable in this month, and indeed all the year round. The hilsa (or sable) fish now makes its appearance. This fish is delicious, either boiled, baked, or fried: but it is generally considered very unwholesome. The natives devour it in such quantities as to occasion great mortality among them. The fish, on being cured with tamarinds, forms a good substitute for herrings. It is then known by the appellation of the tamarind-fish.

Mangoes and mangoe fish disappear this month.

Pine-apples, custard-apples, and guavas continue in season.

The vegetable market is very indifferent—asparagus is in perfection, but potatoes become poor and watery. Young lettuces, cucumbers, and sweet potatoes are now procurable; also the cum-runga and corinda.

#### AUGUST.

In the present month also there is abundance of rain;—the weather continues much the same as in the last. Thus and the preceding month are remarkable for heavy falls of rain, being the wettest in the whole year.

The thermometer ranges in the shade from 80° in the morning to 90° in the afternoon.

Light and variable winds and cloudy weather, with smart and light rain, prevail at the beginning of the month; the middle is sometimes fair, and tolerably cool: the remainder variable, attended, at times, with strong winds and heavy rain.

From the combined heat and moisture, in this month and the preceding, vegetation springs up and spreads with astonishing rapidity.

Pumpkinose (shaddock) appear this month; pine-apples, custard-apples, and guavas continue in perfection.

The vegetables procurable are salad, asparagus, cucumber, bun-jalls, kidney-beans, radishes, turnips, cabbage sprouts, and indifferent potatoes. Indian corn, cucumbers, and spinnage, are to be had now and all the year round; but they are tasteless, except at this season, when they become firm, good, and very palatable. The avigato-pear is sometimes procurable at this period.

## SEPTEMBER.

The rains subside considerably during this month.

The wind continues light and variable, attended with occasional cloudy weather. The days are sometimes fair, mild, and bright, and the temperature agreeable.

The thermometer ranges from 78° in the morning to 85° in the afternoon.

The fish market experiences but slight improvement; for although there is abundance of fish, yet it is not always firm and good, except the beekty, which becomes larger and better flavoured. The following are also in the market:—the bholah, dessy tangrah, konteh, bhengirs, gungtorah, kowell, toontee, pyrah chondah, and crawfish.

Vegetables and potatoes are very indifferent: yams come in season about this time.

In the fruit market, small oranges make their appearance, but they are very acid. Custard-apples, pine-apples, guavas, and pumpleose continue in season.

## OCTOBER.

The first half of this month generally yields a good supply of rain, and introduces the powerful influence of a second spring season upon all vegetating bodies.

The rainy season breaks up generally between the 10th and 20th of this month; sometimes, however, it continues a little longer, but this is seldom the case; the concluding showers are frequently heavy, continuing from six to twenty-four hours incessantly; after which the weather becomes fair, calm, and settled.

The thermometer ranges in the shade from 75° in the morning to 80° in the afternoon.

The winds are in general light and variable during this month, veering from south to north-west, thence to north and north-east.

The monsoon changes about the 21st of this month, after which light breezes set in from the north and north-east.

The beekty becomes firm, and the other fish proportionably good: snipes make their appearance

Vegetables and fruit continue much the same as last month.

Young potatoes sometimes make their appearance this month, but they have very little flavour;—they are small and watery. Pomegranates are procurable, also sour wood-apples.

## NOVEMBER.

The weather is clear and settled. Sometimes the days are warm at noon, but the mornings and evenings are cool and agreeable.

If the rains cease early in October, and the cold weather follow shortly after, November becomes a beautiful and delightful month.

Light northerly winds prevail. The thermometer ranges from 70° in the morning to 75° in the afternoon.

Abundance of fish, such as beekty, banspatah, gungtorah, mirgal, carp, and mangoc-fish without roes.

The vegetable market begins afresh this month by the introduction of green peas, new potatoes, lettuces, greens of different kinds, spinnage, radishes, and turnips.

In the fruit market may be had oranges, limes, lemons, pumple-nose, pine-apples, custard-apples, papiah, plantains, cocoa-nuts, country almonds, pomegranates, sour wood-apples, &c.

## DECEMBER.

The weather continues fair, cool, and, on the whole, extremely fine, throughout the month, with a light northerly wind.

The thermometer ranges from 58° in the morning to 65° in the afternoon.

The meat and fish markets are in great perfection, both as to quantity and quality; game of all kinds in abundance.

The vegetable market is excellent, yielding green peas, young potatoes, lettuces, young onions, radishes, small sallad, sweet potatoes, French beans, seem, brinjalls, yam, carrots, turnips, greens, young cabbages and cauliflowers.

The fruit market continues much the same as last month—Brazil currants (tipparahs) make their appearance this month, together with wood-apples and other fruits.

## INDIAN SERVANTS.

IN Bombay and Madras very few servants are necessary; but in Bengal, the more rigid system of caste, which so imperatively fixes the occupations of the natives, necessitates a curious and costly subdivision of labour even in the humblest European's domestic establishment. Many Englishmen at home, accustomed to see so much household work done by one pair of hands, listen with incredulous wonder to the accounts that are given to them of the number and variety of Indian servants; while others do not hesitate to express an opinion that habits of idleness and pomp and luxury must have introduced and encouraged the entertainment of a needless retinue of attendants. But an Englishman on visiting India soon discovers that, however disposed to adopt a system of English independence and economy, he cannot overthrow a system founded on religion and immemorial custom. It is impossible to obtain a respectable Jack-of-all-trades in the East. The native servant who would undertake to do everything that an English servant of all work would engage to do, must be a man of no caste—in other words, a vagabond, utterly regardless of the rules of his religion, and of the good opinion of his countrymen. Such a reckless and independent sort of personage could not inspire much confidence or respect in any one at all acquainted with the native character. There are, too, certain offices to be performed by some of the meaner servants in an Indian domestic establishment, that make it difficult even for a European imagination to associate the cooking and presentation of the delicacies of the table by the same hands that have been employed in certain unmentionable duties required by the customs of the country.

On his arrival in Calcutta, a stranger, if he has no friend to advise him, is soon pounced upon by some plausible Sircar, who professes his readiness to furnish him with servants, to assist him in the purchase of furniture, and superintend his household. As Calcutta Sircars commonly speak and write English, and possess much acuteness and information, they contrive to render themselves extremely useful in the capacity of interpreters, secretaries, or general agents. In fact, until the stranger acquires some

little knowledge of Hindostance, and is in some degree familiar with his new scene of life, the attendance of a Sircar is a necessary evil. In the course of a day or two, this personage will procure a decent set of servants, and put a house in tolerable order. Generally speaking, if not permanently employed, he makes no demand for any regular salary or remuneration, but he receives a bonus from every servant whom he introduces to a situation, and takes a *dustoorie*, or brokerage, (of two pice in each rupee) from all native tradespeople for every article supplied to his master, even when he has had nothing to do with its purchase. He will openly demand this perquisite, even in his master's presence. When he makes purchases in the bazaar on his master's account, he takes care to add something in his bill to the actual cost, besides pocketing the *dustoorie*. When there is no Sircar employed, either the head bearer or the head table attendant receives the *dustoorie*. If the articles are for the cook-room, or for table use, the Khansamah or Kidmutgar demands the perquisite; but on most other occasions the bearer has the prior claim.

The following is a list of the domestic servants that are absolutely indispensable in the house of a bachelor. It should be observed that the wages of the servants include every necessary expense on their account; for Indian domestics feed and clothe themselves. Some masters present them with a sort of livery; but this is never demanded, and not usually expected.

|                                                                                                                         | Rupees per mensem. |
|-------------------------------------------------------------------------------------------------------------------------|--------------------|
| A Kidmutgar,* or table attendant . . . . .                                                                              | 6 to 8             |
| A Masaulchee, to clean plates and knives and<br>forks, or to run with a lamp before a pa-<br>lanquin at night . . . . . | 4 to 6             |
| A Babachee, or cook . . . . .                                                                                           | 6 to 20            |
| A house Durzee, or tailor . . . . .                                                                                     | 6 to 15 or 20      |
| A Dhobee, or washerman . . . . .                                                                                        | 6 to 8             |
| A Sirdar, or chief bearer or valet . . . . .                                                                            | 6 to 10            |
| A Syce, or groom . . . . .                                                                                              | 5 to 7             |

\* Gentlemen who wish to cut any sort of figure as dinner givers, must keep, besides a kidmutgar, a khansamah or butler, whose wages vary from ten to forty rupees. The khansamah is in general an excellent pastrycook.



|                                                                                                                                                                                | Rupees per mensem.   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| A Ghauscut, or grass-cutter . . . . .                                                                                                                                          | 3 to 3 8 <i>ans.</i> |
| A Bheēstie, or water-carrier . . . . .                                                                                                                                         | 5                    |
| A Mihtur, or sweeper, who is a servant of the<br>lowest grade, who cleans or clears away<br>those articles which no other servant can<br>touch without loss of caste . . . . . | 3 to 5               |

Married people, and all who desire to live in style and comfort, will require a much greater number of servants than are included in the above list. Aurdurs, or water-coolers, hookah Burdars, or hookah-keepers, Chuprassacs, or letter-carriers, Durwans to guard the front door, and give notice of the arrival of visitors; the coachwan or coachman; sets of bearers for the palanquin or the punkah, and many others, are found in the houses of the aristocracy in Calcutta.

The servants at Bombay and Madras have much the same wages as those at Calcutta, but their duties are somewhat more onerous. At both the former presidencies, instead of a Kidmutgar, there is a servant called a *Boy*, let him be ever so grey-bearded, and this boy will do almost any thing he is bid to do.

Most of the servants in India are Hindoos; the rest are Musulmauns. The latter are prevented more by pride than religion from performing the lowest offices; the caste of the former is inherited from generation to generation. The Hindoo servants cannot be induced by any earthly consideration to interfere with each other's duties or to change their own. A bearer, who will assist his master while he is washing and dressing, would as soon cut his own throat as hand in his master's dinner. By a contact, however slight or accidental, with the food of a Christian, or even of another Hindoo of a different caste, he would forfeit all the advantages of his religion, and be expelled from the society of his friends, until, at a heavy cost, and after a thousand ceremonies, his priests should restore him to his former position. This is one of the circumstances which may help to explain the mystery of our power in the East. We are a civilized and united people, against a divided and superstitious multitude. The system of caste in India is an effectual bar to ambition and im-

provement; and renders the people, divided amongst themselves, an easy prey to every invader.

#### HOUSE RENT IN INDIA.

THE rent of a respectable house at either of the presidencies varies from 60 to 600 rupees. House rent is extremely low in the Mofussil, or upper provinces. There are no taxes to be added to the rent.

#### HORSES AND CARRIAGES.

EVERY European gentleman in India, indeed every European trader, keeps a horse or a conveyance of some sort or another. Some of the aristocracy keep a complete stud, and every variety of carriages. The cheapest conveyance is a one-horse palanquin carriage—or a palanquin on wheels, sometimes with a sort of box in the centre for the feet. A complete set-out of this sort, including horse and harness, may be had from 150 to 800 or 1000 rupees. A buggy or gig from a European builder may be had for 800 or 1000. A buggy horse will cost from 250 to 600. A carriage and a good pair of horses, from 1500 to 3000. The price of a palanquin varies from 60 to 300 rupees. The cost of a vehicle built by a native is about half the price of one built by an European; but it will not last half as long, nor will it look half as well. A capital bargain may be sometimes picked up at the horse and carriage auctions; but it is only by great caution and experience, or great good-luck, that an auction purchaser escapes a serious disappointment.

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#### MISCELLANEOUS.

##### APPLICATIONS FOR FURLOUGH.

ALL officers applying for leave to go to sea, or to proceed to Europe, or to resign the service, are required to send to the Adjutant-General, with their applications, a certificate, G. O. 18th July, 1807, signed by the presidency paymaster, and countersigned by the accountant in the military department, (and, in case of medical officers, a certificate from the Apothecary-general, G. G. O. 9th March, 1827, in addition,) "that there are no demands against them in the books of those offices." When

they may have any unsettled accounts, they will furnish, in lieu of this certificate, an engagement from an established house of agency to be responsible for any claims against them on the part of Government.

Officers applying for leave to go to Europe or to sea, for the benefit of their health, are to send, with their applications, the prescribed medical certificate, recommending their making a sea voyage (or proceeding to Europe), signed by a presidency surgeon, and countersigned by the Medical Board.

G. G. O. 21st January, 1825.—Officers who are not entitled to furlough from the period of their service, to transmit, with their application to return to Europe, a succinct detail, on honour, of the circumstances which induce them to make such application.

#### PILOT'S CERTIFICATES.

ALL officers of the Bengal army, obtaining leave to go beyond the limits of this presidency, who neglect, if proceeding by sea, to transmit to the Secretary to Government, in the military department, and also to the Adjutant-general of the army, a certificate, signed by the pilot, of the date of dispatch of the vessel on which they may proceed, will have their leave calculated from the date of the Government General order granting the indulgence.

G. O. G. G. January 5, 1825.—Officers applying for leave to proceed beyond the limits of this presidency by sea, are required to include in their applications the name of the ship on which they purpose to embark.

#### RIVER DISTANCES FROM CALCUTTA TO THE UNDERMENTIONED PLACES.

|                                                     | Miles. |
|-----------------------------------------------------|--------|
| To the Old Powder Mills, or Akrah Farm . . . . .    | 13     |
| Budge Budge . . . . .                               | 23     |
| Fultah . . . . .                                    | 43     |
| Diamond Harbour . . . . .                           | 63     |
| Kedgerree . . . . .                                 | 90     |
| Saugor Point . . . . .                              | 110    |
| The Floating Light, where the pilot leaves the ship | 146    |

N.B.—The above distances are calculated for ships; for boats the distance is about one-third less.

## A POLYMETRICAL TABLE,

showing the Itinerian Distances, in British Miles, between some of the most remarkable Places of Hindostan.

| EXPLANATION.                           |  |     |      |      |      |      |      |      |      |      |      | Agra       |      |      |      |     |      |      |      |     |     |     |
|----------------------------------------|--|-----|------|------|------|------|------|------|------|------|------|------------|------|------|------|-----|------|------|------|-----|-----|-----|
|                                        |  |     |      |      |      |      |      |      |      |      |      | Benares    | 380  |      |      |     |      |      |      |     |     |     |
| From Agra to Trichinopoly. . . . .     |  |     |      |      |      |      |      |      |      |      |      | Bidjeeghur | 56   | 436  |      |     |      |      |      |     |     |     |
| From Calcutta to Seringapatam. . . . . |  |     |      |      |      |      |      |      |      |      |      | Bombay     | 950  | 984  | 850  |     |      |      |      |     |     |     |
|                                        |  |     |      |      |      |      |      |      |      |      |      | Calcutta   | 1800 | 621  | 565  | 950 |      |      |      |     |     |     |
|                                        |  |     |      |      |      |      |      |      |      |      |      | Delhi      | 1060 | 965  | 556  | 500 | 116  |      |      |     |     |     |
|                                        |  |     |      |      |      |      |      |      |      |      |      | Hydrabad   | 900  | 1020 | 480  | 664 | 745  | 880  |      |     |     |     |
|                                        |  |     |      |      |      |      |      |      |      |      |      | Madras     | 865  | 1350 | 1030 | 770 | 1029 | 1110 | 1190 |     |     |     |
|                                        |  |     |      |      |      |      |      |      |      |      |      | Lucknow    | 1170 | 810  | 860  | 695 | 1085 | 186  | 130  | 280 |     |     |
|                                        |  |     |      |      |      |      |      |      |      |      |      | Patna      | 235  | 1267 | 900  | 660 | 400  | 1140 | 196  | 165 | 545 |     |
|                                        |  |     |      |      |      |      |      |      |      |      |      | Poonah     | 1067 | 950  | 670  | 897 | 915  | 1200 | 98   | 898 | 980 | 796 |
| Seringapatam                           |  | 525 | 1215 | 1230 | 290  | 815  | 1330 | 1220 | 620  | 1213 | 1170 | 1215       |      |      |      |     |      |      |      |     |     |     |
| Surat                                  |  | 702 | 245  | 1020 | 880  | 930  | 565  | 756  | 1310 | 177  | 837  | 905        | 680  |      |      |     |      |      |      |     |     |     |
| Trichinopoly                           |  | 927 | 225  | 750  | 1481 | 1275 | 208  | 540  | 1473 | 1240 | 845  | 1230       | 1286 | 1406 |      |     |      |      |      |     |     |     |

TIME OF TRAVELLING BY DAWK, FROM CALCUTTA TO  
LOODIANA, DURING THE DRY SEASON.

|                                        |  | h. | m. |                                   |  | h. | m. |
|----------------------------------------|--|----|----|-----------------------------------|--|----|----|
| From Calcutta to Bancoorah . . . . .   |  | 28 | 30 | Cawnpore to Futtyghur . . . . .   |  | 22 | 5  |
| Bancoorah to Ruggoonauthpore . . . . . |  | 10 | 30 | Futtyghur to Sirpoora . . . . .   |  | 14 | 40 |
| Ruggoonauthpore to Chass . . . . .     |  | 10 | 0  | Sirpoora to Khassgunge . . . . .  |  | 5  | 15 |
| Chass to Hazarybaugh . . . . .         |  | 10 | 0  | Khassgunge to Allyghur . . . . .  |  | 10 | 40 |
| Hazarybaugh to Kutrumsandy . . . . .   |  | 4  | 0  | Allyghur to Boolundshir . . . . . |  | 9  | 45 |
| Kutrumsandy to Shergotty . . . . .     |  | 13 | 0  | Boolundshir to Meerut . . . . .   |  | 12 | 15 |
| Shergotty to the Soane River . . . . . |  | 14 | 0  | Meerut to Sirdannah . . . . .     |  | 4  | 0  |
| From the Soane to Benares . . . . .    |  | 22 | 0  | Sirdannah to Kurnaul . . . . .    |  | 16 | 30 |
| Benares to Sydadab Bungalow . . . . .  |  | 14 | 30 | Kurnaul to Ambala . . . . .       |  | 14 | 45 |
| Sydadab to Allahabad . . . . .         |  | 4  | 0  | Ambala to Sirhind . . . . .       |  | 8  | 0  |
| Allahabad to Futtypore . . . . .       |  | 21 | 0  | Sirhind to Loodiana . . . . .     |  | 12 | 15 |
| Futtypore to Cawnpore . . . . .        |  | 12 | 30 |                                   |  |    |    |

## ORDER OF PRECEDENCE IN INDIA.

- The Governor-General of India.
- The Vice-President, or Deputy-Governor.
- The Governor of Madras.
- The Governor of Bombay.
- The Governor of Agra.
- The Governor of Prince of Wales's Island.
- The Chief Justices of Bengal, Madras, and Bombay.
- The Bishop of Calcutta.

The Members of Council, according to their situations in the Council of their respective Presidencies.

The Puisne Judges of the Supreme Courts of Judicature.

The Recorder of Prince of Wales's Island.

The Commander-in-Chief of Her Majesty's Naval Forces, and the Commander-in-Chief of the Army at the several Presidencies, according to relative rank in their respective services.

General and Flag Officers, according to ranks and dates of Commission.

Lieutenant-Generals and Vice-Admirals.

Major-Generals and Rear-Admirals.

Captain of the Fleet, as Junior Rear-Admirals.

Brigadier-Generals, Commodores with Broad Pendants, and 1st Captain to the Naval Commander-in-Chief.

Colonels, Post-Captains of three years, and Commodores of H.C. Marine.

Advocates-General of Bengal, Madras, and Bombay.

Senior Merchants, The Archdeacons of Bengal, Madras, and Bombay, Lieutenant-Colonels, Post-Captains under three years, Members of the Medical Board, and Senior Captains H.C. Marine.

Junior Merchants, Majors, Chaplains, Masters and Commanders, Commanders of Regular Indiamen, and Junior Captains H.C. Marine, Commanders H.C. Marine.

Factors, Captains in the Army, Lieutenants in the Navy, Surgeons, Lieutenants H.C. Marine, and Commanders of extra Indiamen and Packets.

Writers, Lieutenants in the Army, 2nd Lieutenants H.C. Marine, Assistant-Surgeons, and Veterinary-Surgeons.

Second-Lieutenants in the Army.

Cornets and Ensigns.

Midshipmen of the Navy, Cadets, and Volunteers H.C. Marine.

#### TABLE OF PRECEDENCE OF LADIES IN INDIA.

*According to the orders of the Honourable Court of Directors, explanatory of the Warrant of Precedence published in 1815.*

Lady of the Governor-General of India.

Lady of the Vice-President in Council.

Ladies of the Governors of Madras, Bombay, and Agra.  
 Lady of the Chief Justice of Bengal.  
 Ladies of the Chief Justices of Madras and Bombay.  
 Lady of the Bishop of Calcutta.  
 Ladies of Members of the Supreme Council.  
 Ladies of Members of Council at Madras and Bombay.  
 Daughters of Peers and Ladies of Peers' Sons down to the  
 Ladies of the eldest Sons of Barons, inclusive.\*  
 Ladies of Puisne Judges of Bengal, Madras, and Bombay.  
 Lady of Recorder of Prince of Wales's Island.  
 Lady of the Commander-in-Chief.  
 Ladies of Viscounts' younger Sons.  
 Ladies of Barons' younger Sons.  
 Ladies of Baronets.  
 Ladies of Knights of the Bath.  
 Ladies of the eldest Sons of the younger Sons of Peers.  
 Ladies of the eldest Sons of Baronets.  
 Daughters of Baronets.  
 All other Ladies according to the general usage.

## RELATIVE RANK.

G. O. G. G. Fort William, 8th Oct. 1830. — The Governor-General in Council is pleased to direct, that the following Extract, (Paragraphs 2 and 3,) from a Letter (No. 90 of 1830,) from the Honourable the Court of Directors, in the Military Department under date the 9th of June, be published in General Orders:—

“ Para. 2. We very willingly accede to the proposition which you have made to us, in behalf of our Military Servants, and we accordingly direct, that Lieutenant-Colonels shall rank with Senior Merchants, Majors with Junior Merchants, Captains with Factors, and Subalterns with Writers, according to the dates of their respective Appointments and Commissions.

“ Para. 3. Brevet Commissions will be valid in fixing the comparative rank of Military with Civil Servants.”

\* For relative rank of the Daughters of Earls, and the Ladies of the elder and younger sons of Earls, Viscounts, and Barons, vide Peerage.

## CIVIL AND MILITARY SERVANTS.

|                              |                  |                      |
|------------------------------|------------------|----------------------|
| Members of Council . . . . . | take rank of all | Military Officers.   |
| Senior Merchants . . . . .   | with . . . . .   | Lieutenant-Colonels. |
| Junior Merchants . . . . .   | . . . . .        | Majors.              |
| Factors . . . . .            | . . . . .        | Captains.            |
| Writers . . . . .            | . . . . .        | Subalterns.          |

## NATIVE AND MILITARY OFFICERS.

|                                                                |                |                      |
|----------------------------------------------------------------|----------------|----------------------|
| Admirals . . . . .                                             | with . . . . . | Generals.            |
| Vice-Admirals . . . . .                                        | . . . . .      | Lieutenant-Generals. |
| Rear-Admirals . . . . .                                        | . . . . .      | Major-Generals.      |
| Commodore and 1st Captain to<br>Commander-in-Chief } . . . . . |                | Brigadier-Generals.  |
| Captains of 3 years' post . . . . .                            | . . . . .      | Colonels.            |
| Other Post-Captains . . . . .                                  | . . . . .      | Lieutenant-Colonels. |
| Commanders . . . . .                                           | . . . . .      | Majors.              |
| Lieutenants . . . . .                                          | . . . . .      | Captains.            |

## MEDICAL AND MILITARY OFFICERS.

|                                        |                |                      |
|----------------------------------------|----------------|----------------------|
| Members of the Medical Board . . . . . | with . . . . . | Lieutenant-Colonels. |
| Superintending-Surgeons . . . . .      | . . . . .      | Majors.              |
| Surgeons . . . . .                     | . . . . .      | Captains.            |
| Assistant-Surgeons . . . . .           | . . . . .      | Lieutenants.         |

## INDIAN MONETARY SYSTEM.

|                                 | Rupec. | Annas. | Pice. | Pic. |
|---------------------------------|--------|--------|-------|------|
| One Calcutta gold mohur.        | 16     | 256    | 1024  | 8072 |
| One Madras or Bombay gold mohur | 15     | 240    | 960   | 2880 |
|                                 | 1      | 16     | 64    | 192  |
|                                 |        | 1      | 4     | 12   |
|                                 |        |        | 1     | 3    |

## POPULATION OF CALCUTTA.

|                                       |         |
|---------------------------------------|---------|
| English . . . . .                     | 3138    |
| Eurasians (or East Indians) . . . . . | 4746    |
| Portuguese . . . . .                  | 381     |
| French . . . . .                      | 160     |
| Chinese . . . . .                     | 362     |
| Armenians . . . . .                   | 636     |
| Jews . . . . .                        | 307     |
| Western Mahomedans . . . . .          | 13,677  |
| Bengal Mahomedans . . . . .           | 45,067  |
| Western Hindoos . . . . .             | 17,333  |
| Bengal Hindoos . . . . .              | 120,318 |
| Moguls . . . . .                      | 527     |
| Parsees . . . . .                     | 40      |
| Arabs . . . . .                       | 351     |
| Mugs . . . . .                        | 683     |
| Madrasses . . . . .                   | 55      |
| Native Christians . . . . .           | 49      |
| Low Castes . . . . .                  | 19,084  |
|                                       | <hr/>   |
| Total . . . . .                       | 229,714 |
|                                       | <hr/>   |

## COINAGE OF EGYPT.

|                                      | <i>s.</i> | <i>d.</i> |
|--------------------------------------|-----------|-----------|
| The Maboub sequin . . . . . equal to | 9         | 0         |
| The half ditto . . . . .             | 4         | 6         |
| The quarter ditto . . . . .          | 2         | 3         |
| The piastre . . . . .                | 0         | 3         |
| The 20-para piece . . . . .          | 0         | 1½        |
| The 10-para piece . . . . .          | 0         | 0¾        |
| The 5-para piece . . . . .           | 0         | 0¼        |



## INDIA AND CHINA, VIA EGYPT.

## THE OVERLAND ROUTE (OUTWARD).

## FIRST LINE.

ADEN, BOMBAY, CEYLON, MADRAS, AND CALCUTTA, PENANG,  
SINGAPORE, AND HONG KONG,

With Her Majesty's Mails and Despatches, 20th of every  
Month, at 1.30 P.M.

N.B.—*When the 20th falls on a Sunday, the hour of departure  
is 9 A.M.*

The Steam Ships, RIPON, INDUS, and HINDOSTAN, now run between Southampton and Alexandria; the BENTINCK, PRECURSOR, HADDINGTON, and ORIENTAL, between Suez, Aden, Ceylon, Madras, and Calcutta; and the MALTA, ACHILLES, PEKIN, LADY MARY WOOD, and BRAGANZA, between Ceylon and Penang, Singapore and Hong Kong.

An experienced Surgeon on board each Vessel.

## THE RATES OF PASSAGE MONEY.

Passengers for Aden, Ceylon, Madras, Calcutta, Penang, Singapore, and Hong Kong, are booked through at the Company's Offices, *including the expense of transit through Egypt, which is received by the Company for account of the Egyptian Government.*

Passengers for Bombay are booked only as far as they are conveyed by the Company's Steamers, but an *estimate* of the cost of the passage throughout will be found in the table below.

The rates of passage-money have been lately considerably reduced, and are, including the expense of transit through Egypt, as follow:—

| From England to                                                                          | Aden. | Ceylon. | Madras. | Calcutta; |
|------------------------------------------------------------------------------------------|-------|---------|---------|-----------|
| <i>For a Gentleman</i> , occupying a Berth in one of the General Gentlemen's Cabins..... | £ 77  | £ 113   | £ 118   | £ 127     |
| „ <i>a Lady</i> , occupying a Berth in one of the General Ladies' Cabins                 | 82    | 122     | 127     | 136       |
| „ <i>a Gentleman and his Wife</i> . A whole Cabin throughout....                         | 214   | 290     | 299     | 317       |
| Occupying one of the best reserved Cabins throughout                                     | 259   | 335     | 344     | 362       |
| „ <i>Children with their Parents</i> —                                                   |       |         |         |           |
| 5 years and under 10 .....                                                               | 50    | 65      | 70      | 80        |
| 2        „        5 .....                                                                | 35    | 45      | 50      | 60        |
| Not exceeding 2 years .....                                                              | Free. | Free.   | Free.   | Free.     |
| „ <i>Servants</i> —European Female ....                                                  | 37    | 46      | 52      | 62        |
| „        Male .....                                                                      | 35    | 44      | 50      | 60        |
| Native.... Female ....                                                                   | 30    | 32      | 38      | 44        |
| „        Male .....                                                                      | 26    | 28      | 34      | 40        |

| From England to                                                                           | Bombay | Penang. | Singapore. | Hong Kong. |
|-------------------------------------------------------------------------------------------|--------|---------|------------|------------|
| <i>For a Gentleman</i> , occupying a Berth in one of the General Gentlemen's Cabins. .... | £ 107  | £ 134   | £ 142      | £ 165      |
| „ <i>a Lady</i> , occupying a Berth in one of the General Ladies' Cabins                  | 112    | 143     | 152        | 175        |
| „ <i>a Gentleman and his Wife</i> . A whole Cabin throughout ....                         |        | 332     | 350        | 396        |
| Occupying one of the best reserved Cabins throughout                                      |        | 377     | 395        | 441        |
| „ <i>Children with their Parents</i> —                                                    |        |         |            |            |
| 5 years and under 10... ..                                                                |        | 70      | 75         | 85         |
| 2        „        5.....                                                                  |        | 50      | 55         | 65         |
| Not exceeding 2 years .....                                                               |        | Free.   | Free.      | Free.      |
| „ <i>Servants</i> —European Female....                                                    |        | 52      | 57         | 67         |
| „        Male .....                                                                       |        | 50      | 55         | 65         |
| Native.... Female....                                                                     |        | 39      | 44         | 49         |
| „        Male .....                                                                       |        | 35      | 40         | 45         |

## CADETS, WRITERS, ETC.

Rates of Passage Money to India, including expense of Transit through Egypt, for Cadets, Writers, and other junior officers in the Hon. East India Company's services, on their first appointment, are as follows:—

|                                            | To Madras. | To Calcutta. |
|--------------------------------------------|------------|--------------|
| In the Months of May, June, and July ..... | £90        | £95          |
| In the remaining months of the year .....  | 100        | 105          |

The Company's Steamers (vessels of about 1500 tons and 450 horse-power) start from Southampton on the 20th of every month, at 1.30 P.M. (when the 20th falls on a Sunday, the hour of departure is 9 A.M.), and after calling at Gibraltar and Malta, and receiving at the latter place the mail of the 24th from England, brought from Marseilles to Malta by Her Majesty's steamers, arrive at Alexandria, under ordinary circumstances, in about sixteen days from Southampton.

Passengers are conveyed through Egypt by the Transit Administration of his Highness the Pacha of Egypt.

The mode of Transit is as follows:—1st, Alexandria to Atfeh, a distance of 48 miles, by the Mahmoudieh Canal, in large track boats, towed by a steam tug or by horses.

2nd. From Atfeh, at the junction of the Canal with the Nile to Boulac (the port of Cairo), a distance of 120 miles, by the river Nile, in Steamers.

3rd. Cairo to Suez, a distance of about 70 miles, across the desert; this part of the journey is performed in carriages.

The entire journey from Alexandria to Suez is performed with ease in about sixty hours, including a night's rest at Cairo, and a sufficient time for refreshment and repose at the central station between Cairo and Suez.

The following are extracts from the Tariff of the Transit Administration.

“Passengers are furnished with three meals per diem, during the time they are *en route*, free of charge, but their expenses at hotels must be defrayed by themselves, as also Wines, Beer, &c., during their entire transit.

“The Portmanteaux, Trunks, Carpet Bags, &c., of the Passengers,

must bear the name and destination of the owners, such inscription to be legible and well secured.

"On the arrival of each Steamer the Officer of the Administration will attend to receive the luggage of the Passengers.

"The Administration will not be responsible for any loss or damage of Luggage, nor for unavoidable detention.

"The Administration will at all times endeavour to employ the easiest means of conveyance, such as Donkey Chairs, &c., for invalids and sick persons."

The expenses of Transit through Egypt included in the above rates of passage-money are as under:—

| FRANSIT ADMINISTRATION TARIFF.                      | From Alexandria to Suez,<br>and <i>vice versa</i> . |
|-----------------------------------------------------|-----------------------------------------------------|
| A Lady .....                                        | £12                                                 |
| A Gentleman .....                                   | 12                                                  |
| A Child above Ten Years .....                       | 12                                                  |
| " of Five years and under Ten                       | 8                                                   |
| " of Two " " Five                                   | 6                                                   |
| " under Two Years .....                             | free                                                |
| A European Female Servant .....                     | 10                                                  |
| A European Man Servant or Mechanic                  | 8                                                   |
| A Native Female Servant .....                       | 8                                                   |
| A Native Man Servant on a Dromedary or Donkey ..... | 4                                                   |

At Suez passengers embark on board one of the Company's Steamers for Aden, Ceylon, Madras, and Calcutta (vessels of about 1800 tons and 500 horse-power), which start from Suez about the 10th of every month, arriving in about seven days at Aden, where they coal, and transfer passengers and mails for Bombay to the Honorable East India Company's steamers; the steamer then proceeds to Ceylon, arriving there in about twenty days, at Madras in about twenty-five days, and at Calcutta in about twenty-eight days from Suez.

Passengers for Penang, Singapore, and Hong Kong, leave the main line at Ceylon, and there embark in one of the Company's Branch Steamers (vessels of about 1000 tons and 400 horse-power), and which arrive at Penang in about six days; at Singapore, in about nine days; and at Hong Kong, in about sixteen days from Ceylon.

## ADEN AND BOMBAY, VIA EGYPT.

THE OVERLAND ROUTE (OUTWARD).

## SECOND LINE,

(Formerly 3rd of every month, now) 29th of every Month,  
at 1.30 P.M.

N.B.—*When the 29th falls on a Sunday, the Steamer starts on the following day (30th) at 9 A.M.*

SOUTHAMPTON TO MALTA..BY THIS COMPANY'S STEAMERS.  
MALTA TO ALEXANDRIA ..BY HER MAJESTY'S STEAMERS,  
SUZ TO BOMBAY .....BY THE HON. EAST INDIA COMPANY'S  
STEAMERS,

The Company's Steamers for Malta and Constantinople start from Southampton on the 29th of every month, at 1.30 P.M. (when the 29th falls on a Sunday the Steamer leaves at 9 o'clock on the morning of the 30th), arriving at Malta about the 10th of the month.

Passengers for Alexandria and Bombay are conveyed from Malta to Alexandria by one of Her Majesty's Steamers, leaving Malta on the arrival there, from Marseilles, of the London Mail of the 7th of the month.

Passengers are conveyed through Egypt by the Transit Administration of His Highness the Pacha of Egypt, and on arriving at Suez they embark on board the Honourable East India Company's Steamers for Bombay.

## PASSENGERS FOR BOMBAY.

The Company do not book the whole way to Bombay. If, therefore, passengers proceed by the 1st Line (20th of the month), they have to pay, on board the Honourable East India Company's Steamers at Aden, for their passage from Aden to Bombay. If they proceed by the 2nd Line (29th of every month), they will have to pay, on board Her Majesty's Steamer at Malta, for their passage from Malta to Alexandria. They will have to pay the Transit Administration, at Alexandria, according to the above

Rates (see page 184), for their conveyance thence to Suez, and on reaching Suez they will have to pay, on board the Honourable East India Company's Steamers, for their passage from Suez to Bombay.

The Rates of Passage Money charged by Her Majesty's Steamers between Malta and Alexandria, and by the Honourable East India Company's Steamers, between Suez and Bombay, and Aden and Bombay, upon which the above Passage Moneys between Southampton and Bombay are calculated, are as follows, viz.—

TO OR FROM MALTA AND ALEXANDRIA.

*Her Majesty's Steamers.*

For a Lady, or a Gentleman ..... £12 10

TO OR FROM SUEZ AND BOMBAY.

*The Honourable East India Company's Steamers.*

For a Gentleman..... £35 0  
 „ Lady. .... 60 0

TO OR FROM ADEN AND BOMBAY.

*The Honourable East India Company's Steamers.*

For a Lady or Gentleman..... £30 0

ESTIMATE OF THE EXPENSE OF A PASSAGE  
 FROM SOUTHAMPTON TO BOMBAY.

FIRST LINE.

20TH OF EVERY MONTH.

|                                                                                                                       | FOR A       |             |
|-----------------------------------------------------------------------------------------------------------------------|-------------|-------------|
|                                                                                                                       | GENTLEMAN.  | LADY.       |
| Southampton to Aden,—per Peninsular and Oriental Steam Navigation Company's Steamers, including transit through Egypt | £77         | £82         |
| Aden to Bombay,—per Hon. East India Company's Steamers .....                                                          | 30          | 30          |
|                                                                                                                       | <u>£107</u> | <u>£112</u> |

## SECOND LINE.

29TH OF EVERY MONTH.

|                                                                                            | FOR A         |               |
|--------------------------------------------------------------------------------------------|---------------|---------------|
|                                                                                            | GENTLEMAN.    | LADY.         |
| Southampton to Malta,—per Peninsular and Oriental Steam Navigation Company's Steamers..... | £27 10s.      | £27 10s.      |
| Malta to Alexandria,—per Her Majesty's Steamers.....                                       | 12 10         | 12 10         |
| Transit through Egypt.....                                                                 | 12 0          | 12 0          |
| Suez to Bombay,—per Hon. East India Company's Steamers .....                               | 55 0          | 60 0          |
|                                                                                            | <u>£107 0</u> | <u>£112 0</u> |

It will be seen that the expense of Passage Money to Bombay is the same, whether a passenger leaves Southampton on the 20th or 29th of the Month.

## THE HOMEWARD ROUTE.

## FIRST LINE.

CALCUTTA, MADRAS, CEYLON, HONG KONG, SINGAPORE, PENANG,  
AND ADEN TO ENGLAND.

From Calcutta . . . . . on the 10th of the Month.  
Bombay (Hon. E. I. Co.'s Steamers) 15th     ,,  
Hong Kong . . . . . 28th     ,,

The Company's Steamers start from Calcutta (Sandheads) on the 10th of every month, except in May, June, and July, when they start on the 5th. From Calcutta they call at Madras, Ceylon, and Aden, at which last place they receive the passengers and mails (brought so far by

the Hon. East India Company's Steamers) from Bombay. From Aden they proceed to Suez.

On landing at Suez, generally about the 7th of the month, passengers are conveyed through Egypt in the same way as described in the Outward Route, and on arriving at Alexandria, embark on board the Company's Steamers for England, which convey them to Southampton, calling at Malta and Gibraltar. There is now no quarantine upon this line of Steamers, and passengers are allowed to land at once at Southampton.

## S E C O N D   L I N E.   •

### BOMBAY AND ADEN TO ENGLAND.

The Honourable East India Company's steamers leave Bombay on the 1st of every month, except in the months of May, June, and July, when they leave about ten days earlier, viz., on the 20th of the month. On arrival at Suez, about the 17th of the month, the passengers are conveyed through Egypt by the Transit Administration of his Highness the Pacha of Egypt, and on arriving at Alexandria they embark on board one of Her Majesty's Steamers, which conveys them to Malta, and from thence to Southampton in the steamers of the Peninsular and Oriental Steam Navigation Company.

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### MALTA,

*(Also Ionian Islands, in conjunction with Her Majesty's Steamers)*

20th and 29th of EVERY MONTH, at 1.30 P.M.

The Company's steam ships for Malta are the RIFON, INDUS, or HINDOSTAN, leaving Southampton on the 20th of



every month, with her Majesty's mails and despatches; and the SULTAN or EUXINE, on the 29th of every month, for Malta.

The Company's vessels leave Malta, homewards, about the 14th and 26th of every month.

An experienced Surgeon on board each vessel.

RATES OF PASSAGE BETWEEN SOUTHAMPTON AND MALTA.

| First Class. | Children, 3 years and under 10 | Second Class. | Passengers' Servants. |
|--------------|--------------------------------|---------------|-----------------------|
| £27 10 •     | £13 15                         | £18 18        | £15 15                |

Children under three years of age, if with the parent, free.

N.B.—For further regulations on board the steamers, and conditions as to baggage, &c., see pages 196 and 197.

For rates of freight, and directions for shipping, see page 194.

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ALEXANDRIA.

20th and 29th of EVERY MONTH, at 1.30 P.M.

N.B.—*When the 20th falls on a Sunday, the hour of departure is 9 A.M. on that day; and when the 29th falls on a Sunday, the steamer leaves on the following day (30th) at 9 A.M.*

The Company's steam ships leaving Southampton on the 20th of every month, for Alexandria, are the RIPON, INDUS, or HINDOSTAN, with her Majesty's mails and despatches; and the vessels leaving Southampton on the 29th of every month are the SULTAN or EUXINE. The passengers by the latter line are taken on from Malta to Alexandria, in one of Her Majesty's steamers.

The dates of departure from Alexandria, homewards, are about the 10th and 20th of every month.

An experienced Surgeon on board each vessel.

RATES OF PASSAGE BETWEEN SOUTHAMPTON AND ALEXANDRIA.

| First Class. | Children 3 years and under 10. | Second Class. | Passengers' Servants. |
|--------------|--------------------------------|---------------|-----------------------|
| £40.         | £20.                           | £26.          | £21.                  |

Children under three years of age, if with the Parent, free.

N.B.—For further regulations on board the steamers, and conditions as to baggage, &c., see pages 196 and 197.

For rates of freight, and Directions for shipping, see page 194

The vessels touch only at Gibraltar. The length of the passage from England to Malta is about 11 days, and to Alexandria about 16 days.

By the vessels of the 29th of the month, passengers are booked only as far as Malta, whence passengers for Alexandria can proceed in one of Her Majesty's steamers.

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### CONSTANTINOPLE.

(Also SINOPE, SAMSOUN, and TREBIZOND, by one of the Company's steamers trading between Constantinople and those ports),

29th of EVERY MONTH, at 1.30 P. M.

N.B.—When the 29th falls on a Sunday, the steamer leaves on the following day (30th) at 9 A. M.

The Company's steam ships now running to Constantinople, &c., are the SULTAN and EUXINE, on the 29th of every month:

An experienced Surgeon on board each vessel.

## RATES OF PASSAGE BETWEEN SOUTHAMPTON AND CONSTANTINOPLE.

| First Class. | Children 3 years and under 10. | Second Class. | Passengers' Servants. |
|--------------|--------------------------------|---------------|-----------------------|
| £41.         | £20. 10s.                      | £27. 10.      | £22.                  |

Children under three years of age, if with the parent, free.

N.B.—For further regulations on board the steamers and conditions as to baggage, &c., see pages 196 and 197.

For rates of Freight and Directions for shipping, see page 194.

The Company's steamers, on this line, touch at Gibraltar, on or about the sixth day after their departure from England. At Gibraltar they stay for about six hours, and then proceed to Malta, where they arrive on or about the eleventh day, remaining there from twelve to twenty-four hours. They then continue their voyage to Constantinople, arriving there in about sixteen days, including the stoppages at Gibraltar and Malta. The Company's steamers do not touch at Smyrna outwards.

These vessels leave Constantinople, homewards, about the 19th of every month, touching at Smyrna, Malta, and Gibraltar.

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 PENINSULAR LINE.

To VIGO, off OPORTO, (weather permitting, and the Oporto mails not having been landed at Vigo), LISBON, CADIZ, and GIBRALTAR, under mail contract with her Majesty's Government.

7th, 17th, and 27th of EVERY MONTH, at 1.30 P.M.

N.B.—*When the above dates fall on Sundays, the vessels start on the Monday.*

The steam ships now running to the above ports are the MONTROSE, IBERIA, PACHA, MADRID, and JUPITER, with her Majesty's mails and despatches.

## RATES OF PASSAGE.

|                         | 1st Class. | Children 3 years<br>and under 10. | 2nd Class | Passengers'<br>Servants. |
|-------------------------|------------|-----------------------------------|-----------|--------------------------|
| Southampton to Vigo.... | £11 10     | £5 15                             | £8 0      | £7 15                    |
| „ off Oporto.           | 12 10      | 6 5                               | 8 10      | 8 5                      |
| „ Lisbon ...            | 14 0       | 7 0                               | 9 15      | 9 10                     |
| „ Cadiz ....            | 16 0       | 8 0                               | 10 15     | 10 10                    |
| „ Gibraltar .           | 17 0       | 8 10                              | 11 5      | 11 0                     |

Children under three years of age, if with the parent, free.

First class passengers are allowed 2 cwt. of personal baggage, free of freight; children, second class passengers, and servants, 1 cwt. each.

The charge for the conveyance of extra baggage is 4s. per cwt. between Southampton and the Peninsular Ports.

Passports for Portugal may be obtained at the Portuguese Consul-general's Office, 5, Jeffrey's Square, St. Mary Axe; and for Spain, at the Foreign Office.

N.B.—For further regulations on board the steamers, and conditions as to baggage, &c., see pages 196 and 197.

For rates of freight, and directions for shipping, see page 194.

These steamers touch first at Vigo, where they arrive in about three days; they remain there about three hours, and then proceed to Lisbon, calling on their way off Oporto (weather permitting), arriving at Lisbon in about six days. At this port they remain from twelve to eighteen hours, according to circumstances. They then start for Cadiz, arriving there in about seven days. From Cadiz they proceed to Gibraltar, reaching there in about eight days from Southampton, including all stoppages.

These vessels leave Gibraltar homewards, generally, about the 5th, 15th, and 25th of every month; Cadiz about the 6th, 16th, and 26th; Lisbon on the 9th, 19th and 29th, calling off Oporto on the 10th, 20th, and 30th; Vigo about the 11th, 21st, and 1st, arriving at Southampton about the 4th, 14th, and 24th of every month. The periods of stay at the ports homewards are about the same as on the outward passage.

## GOODS AND PARCELS. — RATES OF FREIGHT.

| Port.                    | Date of Departure.            | Measurement goods per ton of 40 cubic feet. | Specie            | Plate, Jewellery, Watches &c. | Carriages, each. | Horses each, exclusive of fodder attendance, &c. | Dogs each |
|--------------------------|-------------------------------|---------------------------------------------|-------------------|-------------------------------|------------------|--------------------------------------------------|-----------|
| Lisbon . . . . .         | 7, 17, & 27th of every month. | 50/ & 5 <sup>0</sup> / <sub>0</sub>         | $\frac{1}{2}$ 0/0 | 1 0/0                         | 12 12            | 10 10                                            | 15/       |
| Gibraltar . . . . .      |                               | 60/ 10 0 <sup>0</sup> / <sub>0</sub>        | $\frac{3}{4}$ 0/0 | 1 0/0                         | 13 13            | 11 11                                            | 20/       |
| Malta . . . . .          | 20th of every month.          | 80/ 10 0 <sup>0</sup> / <sub>0</sub>        | $\frac{3}{4}$ 0/0 | 2 0/0                         | 15 15            | 15 15                                            | £5        |
| Alexandria . . . . .     |                               | 80/ 10 0 <sup>0</sup> / <sub>0</sub>        | $\frac{3}{4}$ 0/0 | 2 0/0                         | 15 15            | 15 15                                            | £5        |
| Constantinople . . . . . | 29th of every month.          | 90/ 10 0 <sup>0</sup> / <sub>0</sub>        | 1 0/0             | 2 0/0                         | 18 18            | 18 18                                            | £5        |
| Genoa . . . . .          |                               | 70/ 10 0 <sup>0</sup> / <sub>0</sub>        | $\frac{3}{4}$ 0/0 | 2 0/0                         | 18 18            | 15 15                                            | £5        |
| Leghorn . . . . .        |                               | 70/ 10 0 <sup>0</sup> / <sub>0</sub>        | $\frac{3}{4}$ 0/0 | 2 0/0                         | 18 18            | 15 15                                            | £5        |
| Civita Vecchia . . . . . |                               | 80/ 10 0 <sup>0</sup> / <sub>0</sub>        | $\frac{3}{4}$ 0/0 | 2 0/0                         | 18 18            | 15 15                                            | £5        |

## DIRECTIONS FOR SHIPPING.

To facilitate the stowage, and prevent delay in the delivery of goods, no packages can be received on board unless marked with the initial letter of the port of delivery, which letter must be kept perfectly distinct from the Merchant's mark. The rates of freight include carriage from the Railway Station at Vauxhall to the terminus at Southampton, of measurement goods only, but not of dead weight, specie, carriages, or animals. Shippers should apply at the Peninsular and Oriental Company's Offices for a Railway order for their measurement goods, which should be deposited at the station not later than three days before sailing, if for Lisbon or Gibraltar; and not later than four days before the day of sailing, if for Malta, Alexandria, or Constantinople. Merchants should in due time send to their Agents at Southampton, full particulars for entry, consignee's name, bill of lading, &c. The signed bills of lading and freight notes may be obtained on the second morning after the goods are shipped. No goods taken on board after 4 P.M. of the day before sailing. The company do not hold themselves responsible for any goods until placed on board or in the ship's tackle.

*The company decline to take on board their vessels—gunpowder, vitriol, aquafortis, or any other article of a dangerous or damaging nature.*

## INDIA AND CHINA LINE.

## PARCEL TARIFF.

Parcels under one quarter of a cubic foot measurement will be taken at five shillings, six and sixpence, seven and sixpence, and nine shillings each; at and above that measurement at the following graduated scale, including all charges to the port of delivery, except transit duty.

| Measurement.             | Aden, Calcutta, Madras,<br>Ceylon,<br>Straits, and China. |    |    | Bombay |    |    |
|--------------------------|-----------------------------------------------------------|----|----|--------|----|----|
|                          | £                                                         | s. | d. | £      | s. | d. |
| $\frac{1}{4}$ foot ..... | "                                                         | 10 | "  | "      | 15 | "  |
| Do. and 1 inch .....     | "                                                         | 11 | 6  | "      | 17 | 6  |
| Do. and 2 inches .....   | "                                                         | 13 | "  | "      | 19 | 6  |
| $\frac{1}{2}$ foot ..... | "                                                         | 14 | "  | 1      | 1  | "  |
| Do. and 1 inch .....     | "                                                         | 15 | "  | 1      | 2  | 6  |
| Do. and 2 inches .....   | "                                                         | 16 | "  | 1      | 4  | "  |
| $\frac{3}{4}$ foot ..... | "                                                         | 17 | "  | 1      | 5  | 6  |
| Do. and 1 inch .....     | "                                                         | 18 | "  | 1      | 7  | "  |
| Do. and 2 inches .....   | "                                                         | 19 | "  | 1      | 8  | 6  |
| 1 foot .....             | 1                                                         | "  | "  | 1      | 10 | "  |

And for every additional inch measurement one shilling and eightpence will be charged to ADEN, CEYLON, MADRAS, CALCUTTA, PENANG, MALACCA, SINGAPORE, and CHINA, and two shillings and sixpence to BOMBAY.

If the package weighs more than 20 lbs. to the cubic foot, an additional one shilling per lb. will be charged for the additional weight.

Merchandise taken by special agreement before the 16th of the month.

No package will be received if it exceeds 70 lbs. in weight.

For the above rate of freight the company undertake to receive packages at their offices in London or Southampton, and to ship and forward them by each steamer to the ports of destination, free of any other charge, subject to the following conditions:—

Parcels for Aden, Ceylon, Madras, Calcutta, Singapore, China and Bombay, should be delivered not later than noon, on the 17th of each month; and if forwarded on the 18th, will be subject to an extra charge.

When the 18th falls on a Sunday, no package will be received after the 17th.

CONDITIONS, REGULATIONS, AND GENERAL  
INFORMATION.

## PASSENGERS.

The rates of passage-money will be proportionately increased according to the class of accommodation required.

For large families an allowance will be made in the rates.

The rates of passage-money include Stewards' fees, table, wines, etc., for first-class passengers. Bedding, linen, and all requisite cabin furniture are provided in the steamers at the Company's expense, together with the attendance of experienced male and female servants.

The expense of transit through Egypt is also included in the rates of passage-money to India and China, with the exception of hotel expenses, and also of extra baggage, wines, spirits, beer, and soda water, all of which the Egyptian Transit Administration charge for separately.

Servants soliciting gratuities will be dismissed from the Company's service.

Passengers for places beyond Gibraltar desirous of visiting the ports of Spain and Portugal, on their way, can do so without any additional expense for passage-money, by leaving Southampton in the same Company's steamers on the 7th, 17th, and 27th of every month, touching at Vigo, off Oporto, at Lisbon, Cadiz, and Gibraltar; and joining, at the last named port, the steamer for Malta and Alexandria, touching at Gibraltar. Any, or all of the Peninsular ports may therefore be visited, by staying ten days or more at each, and proceeding by successive steamers, previous to joining the main line at Gibraltar. An opportunity is thus afforded to passengers of visiting these interesting localities, without any additional expense on account of passage-money.

Half the amount of passage-money, when the passage exceeds £20, is required to be paid on securing passage, and the balance a fortnight before embarkation.

Passengers not embarking after engaging passage, to forfeit the deposit of half the amount of passage-money.

In case, however, of a passenger being unavoidably prevented from availing himself of a passage at the period for which it is taken,

a transfer of the passage can be effected to a subsequent steamer, on due notice being given, without forfeiture of any portion of the deposit paid, and accommodation will be allotted as similar as circumstances will permit.

In remitting a sum of money to the Company on account of passage, if by cheque, it is recommended, for the sake of security, to write across the cheque the name of the Company's bankers, "*Messrs. Williams, Deacon, and Co.*;" if by order, letter of credit, or otherwise, it should be in favour of the "*Peninsular and Oriental Steam Navigation Company.*"

The Company's steamers start from and return to Southampton.

Railway Trains from the Waterloo Bridge Station, to Southampton, in the morning, at 7.30 o'clock, 10.30 o'clock, and 11.30 (express). Afternoon, 1, 3.45, 5 o'clock (express). Evening, 30 minutes past 8 o'clock. Sunday Trains, morning, at 10 o'clock. Afternoon, 5 o'clock. Evening, 30 minutes past 8 o'clock. Passengers should be at the station at least a quarter of an hour before the Trains start.

Passengers should embark at Southampton not later than 12.30 P.M.

Passengers will be expected to comply with the regulations established on board the steamers for the general comfort.

No berth or cabin is to be occupied by a passenger without application to the agent on shore, or to the purser on board. It is to be understood that a passenger occupying a cabin of two or more berths, on the departure of the vessel (unless he shall have paid an additional sum for its exclusive occupation), is not to object to the vacant berth or berths being filled up at the intermediate ports, if required.

#### BAGGAGE.

First-class passengers are allowed, *in the Company's steamers only*, on either side of the Isthmus, 3 cwt. of personal baggage free of freight, and children and servants 1½ cwt. each.

A passenger taking a whole cabin will be entitled to take in the steamers, free of freight, one-half more baggage than the regulated allowance.

The charge for conveyance of extra baggage, should there be room in the vessel, will be £2 per cwt. between Suez and India, and £1 per cwt. between England and Malta, or Alexandria.



Passengers for India and China will have to pay the Egyptian Transit Administration in Egypt 16s. per cwt. for conveyance of baggage through, should it exceed, for first-class passengers, 2 cwt. each, and children and servants 1 cwt. each.

No package of baggage should exceed 80 lbs. weight. The best dimensions for a trunk or portmanteau are, length 2 ft. 3 in.—breadth, 1 ft. 2 in.—depth, 1 ft. 2 in.\*

The Company cannot engage to take any excess of baggage over the regulated allowance, unless shipped at Southampton three days before starting, and freight paid thereon.

All baggage must be shipped on the day previous to sailing, except carpet-bags or hat-boxes. All other baggage received on board on the day of sailing will be considered as extra baggage, and charged freight as such.

As the room for cargo is limited, no baggage can be conveyed on freight, unless accompanied by the passenger to whom it belongs.

Passengers taking parcels or articles of merchandise in their baggage, will incur the risk of seizure by the Customs' Authorities, and of detention for freight by the Company's Agents.

Every package of baggage should have the owner's name and place of destination distinctly painted upon it in white letters.

Baggage can be got up from the baggage-room during the passage by application to the captain.

No trunks, boxes, or portmanteaux allowed in the Saloon or Cabins †.

*All parties concerned are requested to take notice, that the Company will not hold themselves liable for any damage or loss of luggage, baggage, or passengers' goods or parcels, nor for detention or delay in the delivery thereof, arising from accident or from extraordinary or unavoidable circumstances; or from circumstances arising out of or connected with the employment of the vessels in Her Majesty's Mail Service.*

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\* The REGULATION TRUNKS manufactured by direction of the Egyptian Transit Company to these measures, are supplied by Thresher and Glenny, East India Outfitters, 152, Strand, London.

† THRESHER'S REGISTERED TRAVELLING BAGS are manufactured by authority of the Company, expressly for the cabins of their steamships. Sold at 152, Strand.

Periodicals for each Presidency will be charged 1s. each.

Parcels for Aden, Ceylon, Madras, Calcutta, and China, not to exceed 80 lbs. weight, or five cubic feet measurement.

Parcels for Bombay not to exceed 40 lbs. weight, and if in excess of two cubic feet measurement, a further extra charge will be made.

Packages exceeding one cubic foot must be in a wood case, iron hooped at each end, or an additional charge will be made for the same.

Specie, jewellery, watches, and other valuable articles charged at three per cent. on their value, the Company reserving to themselves the right to charge by value, weight or measurement.

*Transit Duty.*—Ten shillings per cent. (payable to the Egyptian Government) will be added to the above rates.

*\*,\* Contents and Value—must be declared at the time of booking or the package cannot be received. A wrong declaration of value or contents subjects the consignee to a charge of double freight, and the package to seizure at the Custom House abroad.*

*Receipt.*—Receipts will be given on delivery and payment of freight of each parcel. Particulars of risk and all charges will be specified in the receipt.

Parcels must be applied for to the Company's Agents at the port of delivery.

For plans of the vessels, full particulars of the rates of passage and freight, and information generally, apply, either personally or by letter to the Company's Agents; and to secure passage and forward Cargo apply at the *Peninsular and Oriental Steam Navigation Company's Offices*, 122. *Leadenhall Street, London; and 57, High Street, Southampton.*

MARCH 31, 1849.

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## TRAVELLERS, AND RESIDENTS IN THE INDIES,

Exposed to the scorching rays of the sun, will find **Rowlands' Kalydor** a most refreshing preparation for the Complexion, dispelling the cloud of languor and relaxation, allaying all heat and irritability, and immediately affording the pleasing sensation attending restored elasticity and a healthy state of the Skin. Balm, odoriferous, creamy, and perfectly free from all mineral admixture, it is distinguished for its extremely bland and purifying effects upon the skin; while by its action on the pores and minute secretory vessels, it effectually dissipates all redness, tan, pimples, spots, freckles, discolorations, and other cutaneous visitations. The radiant bloom it imparts to the cheek, and the softness and delicacy which it induces of the hands and arms, render it indispensable to every Toilet.

To LADIES, during the period of nursing, and as a wash for infants, it cannot be too strongly recommended.

GENTLEMEN, after shaving, will find it allay all irritation and tenderness of the skin, and render it soft, smooth, and pleasant.

In cases of SUN-BURN, STINGS OF INSECTS, or incidental inflammation, its virtues have long and extensively been acknowledged.

Its purifying and refreshing properties have obtained its exclusive selection by the QUEEN, the COURT, the ROYAL FAMILY of Great Britain, and the several Sovereigns and Courts of Europe; together with the *Elite* of the Aristocracy, from the sultry climes of India to the frozen realms of the Czar.

\*.\* The high reputation it bears, induces unprincipled individuals to offer their spurious "KALYDORS" for sale, containing mineral astringents, utterly ruinous to the Complexion, and by their repellant action endangering health. The *only Genuine* has the words "ROWLANDS' KALYDOR" on the Wrapper, and the words "A. ROWLAND & SON, 29, HATTON GARDEN," are also engraved (by desire of the Hon. Commissioners) on the Government Stamp affixed on each bottle. Price 4s. 6d. and 8s. 6d. per bottle.

**Rowlands' Macassar Oil.**—This mild yet powerful renovator insinuates its balsamic properties into the pores of the head, nourishes the Hair in its embry state, accelerates its growth, cleanses it from Scurf and Dandriff, sustains it in maturity, and continues its possession of healthy vigour, silky softness, and luxurious redundancy, to the latest period of human life. For Children it is especially recommended, as forming the basis of a beautiful head of hair, and rendering the use of the fine-comb unnecessary. Its invaluable properties have obtained the especial patronage of Her Majesty the Queen, the Court, and the whole of the Royal Family of Great Britain, and of every Court of the civilised world.

Price 3s. 6d. and 7s.; or Family Bottles (equal to four small) at 10s. 6d.; and double that size, 21s.

On the wrapper of each bottle of the *genuine* Article are } **Rowland's**  
those words, in two lines } **Macassar Oil.**

**Rowlands' Hair Wash.**—A Preparation from the choicest ORIENTAL HERBS, of peculiarly mild and detergent properties. It pleasingly and effectually cleanses the HAIR and SKIN of the HEAD from Scurf and every species of impurity, and imparts a delicate fragrance. It is particularly recommended to be used after BATHING, as it will prevent the probability of catching cold in the head, and will render the hair dry in a few minutes. Price 3s. 6d. per bottle.

**Rowlands' Odonto, or Pearl Dentifrice.**—A WHITE POWDER, composed of the choicest and most *recherché* ingredients of the *Oriental Herbal*. It eradicates tartar from the teeth, removes spots of incipient decay, polishes and preserves the enamel, imparting the most pure and pearl-like whiteness, and renders the breath sweet and pure. Scurry is, by its means, eradicated from the GUMS, and a healthy action and redness are induced, so that the Teeth (if loose) are thus rendered firm in their sockets. Its invaluable properties have obtained its selection by Her Majesty the Queen, the Court, and Royal Family of Great Britain, and the Sovereigns and Nobility throughout Europe.—Price 2s. 9d. per box.

**Caution.**—To protect the Public from fraud, the Government Stamp, as on the "KALYDOR," is affixed on each box.

**Rowlands' Amana Extract.**—For relieving the Tooth-ache, Gumbolls, and Swelled Face, and which, by constantly using, prevents those maladies. In the anguish of excruciating pain, it affords instantaneous relief. It is perfectly innocent in its nature. Price 2s. 9d., 4s. 6d., and 10s. 6d. per bottle. The Government Stamp, as on the "ODONTO," is affixed on each bottle.

**Important Caution.**—UNPRINCIPLED SHOPKEEPERS, for the sake of gaining a trifle more profit, vend the most SPURIOUS COMPOUNDS under the same names, some under the *implied* sanction of Royalty, and the Government Departments, with similar attempts at deception. It is, therefore, highly necessary to see that the word "ROWLANDS'" is on the Wrapper or Label of each Article. Sold by the Proprietors—

**A. ROWLAND & SONS, 29, Hatton Garden, London,**  
and by all respectable Chemists and Perfumers.



TO THE ARMY AND MUSICAL PROFESSION.

**T**HOMAS KEY'S COMPENSATION VALVE PISTON HORN TRUMPETS, &c., registered April 25th, 1849, are Valve Instruments made upon a new principle; the wind, until the valves are brought into play, having a free and direct passage to the bell, which no other Valve Instruments yet possess, and gives a greater freedom to the tone.

Manufacturer and inventor of the new improved Sax Piston with four valves, the three valve Sax French Horn, registered 15th and 16th April, 1846; the new improved Clarionette, registered October, 1847, and the new improved Kettle Drums.

Mr. T. KEY begs to announce to the musical profession that he is now enabled to remove the only objection hitherto urged against the use of that construction of Wind Instruments wherein the straight or direct passage of the "large or Sax Tube Valve" is adopted. By the introduction of the "Compensation Valve" to his improved Brass Instruments, T. Key has combined the advantages of the "direct passage" for the wind, with the ready means of fingering, which instruments having the old or small tube possess.

By this means the stops of the first and third valves are brought nearer to the stop of the middle valve; and thus as the performer has not to stretch his fingers to reach the stops, he will have a more perfect command over the instrument than heretofore.

"Key's Compensation Valve" being equally applicable to all Valve Instruments is strongly recommended not only to Cornet & Fife players, but also to the performers on Valve Trumpets, Horns, &c., as supplying a desideratum which has been long felt.

Music arranged for Reed and Brass Bands.

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