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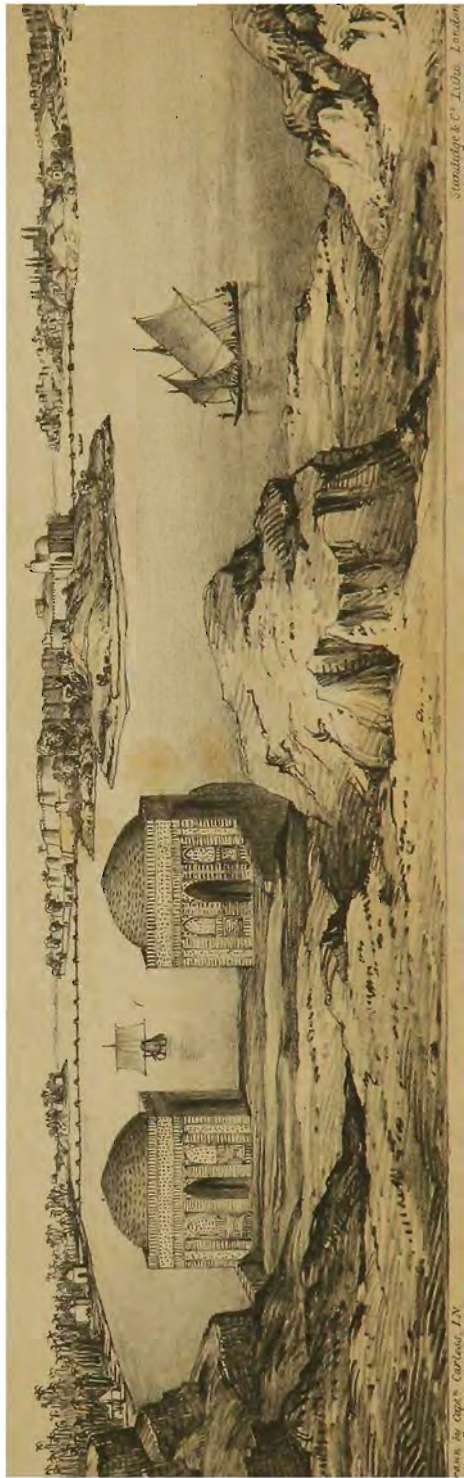
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Drawn by August's Cartographer, L.N.

SUKKUR

BUKKUR

ROREE

Published by C. Lubbock, London.

ON THE RIVER INDUS.

With the Bridge of Boats as crossed by the Army in February, 1839.

No. P. 197.

HAND BOOK

FOR

INDIA AND EGYPT,

COMPRISING

THE NARRATIVE OF A JOURNEY FROM
CALCUTTA TO ENGLAND,

BY WAY OF

THE RIVER GANGES, THE NORTH WEST OF HINDOSTAN,
THE HIMALAYAS, THE RIVERS SUTLEDGE AND
INDUS, BOMBAY AND EGYPT;

AND

HINTS FOR THE GUIDANCE OF PASSENGERS BY THAT AND
OTHER OVERLAND ROUTES TO THE

THREE PRESIDENCIES

OF

INDIA.

? ^{J.H.}
Lieut. Stocqueret

LONDON:

WM. H. ALLEN & Co., 7, LEADENHALL STREET.

1841.

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p. 119 (Jan-Apr 1857)

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P224h

Sp. Coll. R

LONDON :

E. VARTY, PRINTER, 27, CAMOMILE STREET, BISHOPSGATE.

DEDICATION.

To MRS. ———

MY DEAR FRIEND,

THE existence of this Work is owing to your suggestion that I should take notes during my journey to and from India; and to no one can I therefore more consistently dedicate it than to yourself—though, at the same time, I could wish it were worthy of the honor I thus take the liberty of conferring upon it. Whatever may be its fate, my best thanks are, at all events, due to you, inasmuch as the occupation has caused me to pass many hours agreeably, which would otherwise have hung most heavily on my hands, especially during my long and solitary voyage on the Sutledge and Indus rivers. With all regard and esteem,

Believe me very faithfully yours,

THE AUTHOR.

London, 20th June, 1841.

ADVERTISEMENT.

THE Author of this little work is at a loss for a better title for it than that of "Hand Book," since it does not claim to rank with books of travels, but is intended as a companion to those who pass along the same route, and who will have the benefit of the Author's experience. Being no votary of the *dolce-far-niente*, and disliking the change from an active mercantile life to that of an idle tourist, he adopted the sensible suggestion of a friend, and noted his observations upon the scenes he passed, and his impressions during the journey, in which, besides finding a complete resource against *ennui*, he collected some volumes of notes. From these records he has extracted the contents of the following pages, in the hope that they may be useful to future travellers. He was further impelled to make them public by recollecting that he was the first party to take the route from Calcutta to England therein described, and by considering that he has practically shown how much may be seen in little

more than four months,—that is, in less time than the dull voyage by sea frequently occupies. He has found that, in this short period, the most interesting part of India, including the three Presidencies, may be visited ; the wonders of Agra and Delhi surveyed ; a month passed among the sublime scenery of the Himalayas ; hundreds of miles of the celebrated rivers Ganges, Jumna, Sutledge, Indus, and Nile may be traversed, and a passing glance at Egypt obtained. He would likewise hope that the few hints he has appended to the details of his journey may be found serviceable to all proceeding to the far east, wherever may be their ultimate destination.

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4th Dec 1840

Aden

10 Dec 1840

9.244 Bombay - Aden Run
1,683 miles in 8 1/2 days

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CHAPTER I.

RIVER TRAVELLING IN INDIA.

So great a change has lately taken place in the mode of navigating the Bengal Rivers, that a few words on the subject will not perhaps be deemed out of place at the commencement of this work.

Until the comparatively recent introduction of Steamers, the only mode of proceeding by water from the Chief Presidency to the Upper Provinces, was by the boats of the country, the principal of which are termed Pinnaces, Budgerows and Bholeos. Unless for very short distances, the small size of the last, renders them in a great measure unavailable; and, consequently, the other two are generally alone made use of. The Pinnace is altogether of English appearance, while the Budgerow, with its lofty raised stern, is peculiarly Indian. These vessels are of all sizes, adapted to the accommodation of an individual, or a large family. It is impossible to give any correct scale of the cost of hiring them, so much depending upon the size, the number of men required, and the length of the voyage. As there is much com-

petition in Calcutta among the boat-owners, (who are principally natives) a traveller has no difficulty in hiring them on fair terms, should he even be not in a situation to avail himself of the advice of his agents or experienced friends. A Dinghey, or small boat for carrying on cooking operations, must be included in his bargain, as also a baggage-boat, in the event of that which he travels by not being sufficiently large to contain his effects. Supplies and stores, comprising liquids and provisions, must be laid in according to the length of the journey contemplated, as it is as well not to depend upon any of the places *en route* for refreshments, except such simple articles as poultry, eggs and milk, since, if obtainable at all, the further the distance from Calcutta, the greater is the expense. The new arrival need be at very little trouble on this head; a clever and honest Khidmutghar, (or table attendant) it being presumed he possesses such, will relieve him of much, if not all.

The tideway extending but a very short distance from Calcutta, the current then invariably setting downward, the only mode of progressing is by means of sails, when the wind is fair and of sufficient strength to make head against the stream; and when otherwise, by gooning or tacking, an operation performed by the greater part of the crew proceeding on shore, and with ropes attached to the mast-head, dragging the vessel bodily along; this is frequently continued from morning to night

the men sometimes having to wade through nullahs, or creeks, more than breast high. The way made per diem, and the probable length of the voyage, may thus easily be calculated, as in the Appendix will be found a table of distances from Calcutta, to the principal stations on the banks of the river: the Indian Government allow their military servants two and a half months for proceeding to Benares, three to Allahabad, five to Meerut, nine to Loodianna, and in like proportion. The advantages this mode of travelling has over that by the Steamer are, first, its much greater economy, whether for a family, or two or three individuals sharing in the same boat, as, in both cases, the parties will probably be proceeding to places which they calculate will be their homes for some years, and so be accompanied by baggage, much exceeding that which could be taken in a Steamer; and, secondly, the opportunity thereby afforded them to remain at pleasure, for curiosity or otherwise, at the various places on the route. These are strong reasons in favor of travelling by boats, always provided that expedition be not a vital object; whilst the tedium generally so much complained of, is much less, when two or three are in company, than is imagined; since early in the morning, before the sun has attained any injurious power, or towards the close of the afternoon, when it has well nigh lost it, a pleasant walk on shore is obtainable, where there will be no difficulty in finding ample exercise for the gun,

though not perhaps always what the sportsman would term, game. Before concluding this part of the subject, it would be as well to hint to the tyro, on no occasion to allow his cook-boat to remain far in the rear; being so much lighter than that of head quarters, there can exist no just cause for its being so; and few things tend more to stir up the bile, than having to wait an hour or two for breakfast or dinner, when returning from a long walk, and expecting to find them on table.

The subject of Steamers comes next under discussion. Seven years have not elapsed since the natives above Calcutta were first wonder-stricken at seeing a "fire-ship," without the aid of sails or oars, boldly breasting and making way against the (hitherto to them uncontrollable) current of their impetuous river, and to judge of their continued manifestations of surprise up to the present time, and by their flocking to the banks, and leaving their occupations, of whatever nature they may be, to gaze at the same sight, it is evident that few have yet been made to understand the principle upon which this apparent enchantment takes place. The impossibility of employing steam power on the rivers of the interior, in consequence of their shallowness, and the shifting nature of the sands, was long and confidently urged. The exposure of the fallacy of this reasoning, is due to the East India Company; and, strange to say, though so many years have elapsed since it has been shown, the boats belonging to the govern-

ment are still those alone which ply on the waters of the Ganges; not a month passes without abundant evidence in Calcutta of the demand existing for an increased supply, yet no efficient or well organised private company has yet come forward. This apathy is, indeed, extraordinary.

The management of the steamers has now become an important government department, and under the present able superintendent, (Captain Johnston) the arrangements leave little or nothing to complain of. Though originally established for government use alone, it now never happens that the public cannot also avail themselves of the advantages they offer. On an average, one is despatched every fortnight, announcements being made a week or ten days previously of the day fixed for the departure. Parties desirous to send packages by them, are at the same time requested to register the extent of room they need, the established rate of freight being one rupee and eight annas (three shillings) per cubic foot. On the appointed day, in the event of its being found that the demand exceeds the means of supply, (and it is extremely rare when it does not so) the whole of the tonnage to be disposed of to the public is put up for sale to the highest bidders, in quantities of ten, twenty and fifty feet, and, it frequently realizes six rupees per foot, seldom less than three; parties thus paying from six to twelve times more for the conveyance of goods a few hundred miles, than the ordinary

cost in a voyage from London to Calcutta, a distance of fifteen thousand. Without reference to the quick transit of stores to the various stations between Calcutta and Allahabad, the government effect a great saving by the mere employment of these boats in the safe and speedy conveyance of treasure alone, thereby obviating the necessity of having recourse (in the Lower Provinces at least) to military escorts for that purpose, the fatiguing and harassing nature of which duty has ever been so complained of by both officers and men. Government agents are stationed at every principal place, whose office is to take charge of packages, &c., and see that they are properly transmitted to their destinations. These functionaries are but slightly remunerated, yet the situations are sought after, especially in large cantonments, as leading to other and more profitable agency business.

But one vessel has thus far been only alluded to ; in reality there is a pair : viz, the Steamer, or Tug, and the Flat, or Accommodation Boat. The former is employed for the purpose of tugging only, while the latter is devoted to passengers and cargo. In addition to the usual hawsers for connecting one with the other, there is a beam of wood, of great strength, twenty-five feet long, six inches deep, and a foot in width, traversing between two equally powerful short masts, one at the stern of the Tug, the other at the bow of the Flat, to each of which it is firmly secured by chains. This beam is as useful, as it is absolutely

necessary; useful, as serving for a medium of communication between the crews of the two vessels, without the necessity of lowering a boat; and requisite, to prevent the numerous injurious collisions which would otherwise take place. Thus, should the Steamer suddenly touch ground, in lieu of her companion behind immediately running foul of her, she sheers gently alongside, the beam keeping her generally at a moderate distance. The length and breadth of the two vessels are nearly similar, about one hundred and twenty feet, by twenty-two; and the draught of water of neither, when loaded, exceeds three feet and a quarter. The accommodation boat, when unladen, does not draw above eighteen inches.

The steamer is of iron, and is propelled by two engines of thirty-horse power each, and, as well as the flat, carries sail. Both are pretty equally manned, a commander, a mate, and some twenty Lascars of different grades, with a guard of eight or ten Sepoys. The pay of the commanders is, of the steamer, 300 rupees per month, of the flat, 250 rupees; but the latter, as will be seen presently, in his capacity of Restaurateur, derives more profit than is equivalent to this difference. The mates have 100 rupees; the latter, being entitled to cabins, by giving them up when accommodations are in demand, may perhaps clear on an average fifty or eighty more. The steamer's fires are never totally extinguished, being slightly fed throughout the night, as, at the first blush of dawn, she is

in motion, and does not anchor until dusk. She takes in coals every two or three days; the following are the depôts: Kutwa, Berhampore, Rajmahal, Colgong, Monghyr, Bar, Dinapore, Ghazee-pore, Benares, and Mirzapore; and the commander is instructed to take some at each, thereby making the consumption at all in a measure uniform, and abstracting no more from one than the other, not risking a failure of supplies at any one in time of need. The principal stations for delivering packages are the following: Berhampore, Monghyr, Patna, Dinapore, Chuprah, Buxar, Ghazee-pore, Benares, Chunar, and Mirzapore. At Buxar, Chunar, and one or two others, the vessel does not anchor, a boat being sent off to take away what there may be, and at no place is a longer delay necessary than from two to four hours. This is all the time during which passengers can inspect the passing cities, or exercise their sporting propensities; though occasionally the arrival at a particular place is so timed as to make it requisite to remain at anchor there the whole night.

The cost of each pair of vessels is about a lac and twenty thousand rupees, or £12,000; the expense of each trip to Allahabad and back, little less than £1,300, and the consumption of coal, under eight hundred-weight per hour. The Flat carries four thousand feet of cargo, carefully stowed below the decks.

When these boats were first built, they were named

after the members of council, and other eminent public characters, in India. The Court of Directors in London disapproved of this nomenclature, and directed that the designations of the various Indian rivers should be substituted, retaining of the old ones that of Lord William Bentinck alone. This procedure caused no little amusement at the time to the Calcutta lieges.

Passengers' cabins must be engaged at the Superintendent's office, and at some seasons these should be secured at least a month before-hand. There are in all sixteen, divided into classes; viz. three of the first, five of the second, and eight of the third; the usual charges for the entire journey to Allahabad being 300, 250, and 200 rupees, or for shorter distances, at the rate of six, five, and four annas per mile. (The distances will be found in the Appendix before referred to.) But if a cabin be engaged in Calcutta, however short the distance, two-thirds of the full amount will be levied. Charges for the downward passage, which is so much shorter, are only two-thirds that of the upward. The cabins are arranged on each side, and are commodious and airy, though abounding with ants, cockroaches, and mosquitoes; the size varies with the class; the first are twelve feet and a half in length, the second nine and a half, and the third five and a half, all being eight and a half in breadth. The dining room is in length the entire breadth of the vessel, and twelve and a half feet in width. It divides the

cabins of the third class from those of the first and second, the latter being abaft. The height of all between the beams is six feet and a half, and beneath them five and three quarters. The deck is flush, with a walk from stem to stern. No furniture is attached to the cabins, and whatever baggage the passenger has, must be kept therein; if sent below, it is liable to be charged as freight. Even then the limit is five hundred-weight, so that a passenger in a third class cabin, must be greatly incommoded to carry only a sufficient supply of clothing for a voyage of more than three weeks, when no washing can be resorted to. No supplies need be taken when adopting this mode of travelling. The hours of refectation are, breakfast, half-past eight; luncheon, twelve; dinner, half-past three; and tea, seven. For furnishing these, the commander receives three rupees per diem from each passenger; whatever may be required at extra hours, or beyond what is placed on the table, is charged in addition. Liquids also form extra charges. Beer at the rate of twelve rupees, sherry and claret at thirty-two rupees, and spirits at twenty rupees per dozen; these being nearly double the prices at which they are obtainable in Calcutta, the profits derivable from them, and the table-money, from twelve or fifteen passengers, at an average of twenty-five days voyage, cannot be insignificant. The commander possesses another source of revenue from the mussulmaun servants, who are fed on board at the rate of four

annas each per diem; one is allowed to each cabin free of cost for passage, but the government charge, for all beyond that number, is one anna per mile, or fifty rupees from Calcutta to Allahabad; only half that sum, however, being levied for a second servant to a first or second class cabin, when two persons occupy it, which additional tenancy is permitted. This rule, to parties who wish to take their entire establishment with them, is a virtual prohibition to the transit by steam.

Hindoo servants, whose caste forbids their cooking elsewhere than on shore, are landed every evening, when the vessel is brought to an anchor, provided the weather and the proximity to land will so permit. There is no rule against parties taking on board their own wines, but unless in the case of invalids who are particular as to the quality, the doing so is scarcely recommended; the saving is in the end of no great consequence, four annas being charged for drawing the cork of each intruding bottle, and the room any stock occupies in a cabin being considerable: it should further be borne in mind, that the small profit derived goes to the commander, to whom, if obliging, (and there are few who, with their officers, are not so) it should hardly be grudged.

One of the government regulations, with regard to steamers, certainly requires revision; it is that against returning any of the passage or table-money, (both, be it remarked, paid in advance) in the event of the boats getting aground at any part of the river; the

government holding itself liable to forward on cargo, but of the personal distress of the passenger, so unfortunately situated, entertaining no cognizance whatever. In spite of a well organized system of native pilots, whose stations are not more than twenty or twenty-five miles from each other, accidents of this kind do occur, and boats have more than once been left high and dry on a sand-bank for weeks and months, until channels could be cut for them into the stream, or the rising of the waters, at the next periodical rains, once more floated them. During the rainy season, the downward passage is made with great rapidity, seldom occupying more than five or six days, or less than one-fourth of that upward.

CHAPTER II.

CALCUTTA TO ALLAHABAD.

It is not within the province which the Author has allotted to himself, to dwell at any length upon the descriptions of the various stations and towns which the river traveller will meet with, between the two cities named at the head of this chapter. He does not feel himself justified, however, because former tourists have fully described many, in omitting all notice of them, especially as some of the smaller places have not been touched upon by the writers alluded to. He may add, that he purposes quoting the information contained in other works, wherever it may appear to him that it would be useful to his readers, and where circumstances may have afforded their authors better opportunities for observation than he possessed. He has deemed it the best plan to give the incidents arising during a voyage by steam-boat from Calcutta to Allahabad, in the form of a journal, in order that travellers by that mode, (even at other seasons) as well as by common boats, may form by comparison an idea

of their own rate of progress, by reference to the table of distances in the Appendix.

August 13th, 1840.—Left Calcutta at seven A. M. against a strong current, the rainy season being now at its height. At from five to six miles distance, pass Cossipore, and Duckinsore, each containing a few suburban retreats of denizens of the Palatial City.

Two or three miles further, the eye is attracted by the sight of a neat little church on the eve of completion, in close vicinity to a range of buildings, forming a recently established Refuge, for sixty native female orphan children, who are brought up in the christian faith under the auspices of the benevolent Mrs. Wilson, the Mrs. Fry of the East. This institution strongly demands the attention of the charitable, since it is supported almost entirely by voluntary contributions, upon the extent of which will depend its future existence. No one can doubt its beneficial tendency.

At fifteen miles is the military station of Barrackpore, the quarters generally of five or six regiments of Native Infantry. Before reaching the cantonments, the magnificent park is skirted, the scenery of which will remind the exile of his island home, more strongly than almost any other locality in India. At its extremity is the Governor General's country residence, a place but ill adapted for the purpose, the accommodations being by far too limited, notwithstanding the addition of detached bungalows, for the aides-de-camp and other members of the vice-regal court. The Marquess Wellesley, during

his tenure of the important office, commenced the erection of a superb palace, intending it to vie with that he had already built in Calcutta; but the Home Government, alarmed at the probable heavy cost, by their urgent remonstrances, induced his lordship to abandon the idea. The walks and drives in the Park are varied, and extremely beautiful, and the ornamental gardens are well attended to. It formerly boasted of an extensive menagerie, but some years have now elapsed since, from economical motives, this was parted with to a wealthy native. The road to the station is likewise very interesting, each side being lined with noble trees for almost the entire distance. Midway, or eight miles from Calcutta, at a place called Cox's Bungalow, the livery-stable keepers of the Presidency have always relays of horses in attendance, for the convenience of parties who prefer the journey by land to that by water. More than one attempt has been made to run a stage coach or omnibus between the two, but always without success.

Opposite, is the neat quiet Danish settlement of Serampore, in which stand forth conspicuously the college presided over by Mr. Mack, and Mr. Marshman's paper-mill, the latter being the only establishment of the kind in India, in any respect competing with home-manufacture.

Five hours were occupied in reaching Barrackpore, a distance, under more favorable circumstances, constantly performed in two.

At twenty one miles is Ishapore, the site of the Gunpowder Works belonging to Government; at twenty four, the French settlement of Chandernagore; at twenty seven, Chinsurah; and in succession, about a mile from each other, Hooghly and Bandel. Chinsurah belonged formerly to the Dutch, but has latterly been ceded to the East India Company. Thus, (without reference to any locality beyond) from the sea to Allahabad, a distance of one thousand miles, there are no places, with the two exceptions just stated, not appertaining to the British Indian Government.

With Bandel, the suburbs of Calcutta may be said to terminate, for it is hardly improper so to style them, considering that they are almost thoroughly connected, for so long a distance, by native villages and hamlets.

Anchored for the night at the junction of the Matabangha with the Hooghly river. There was no lack to day of sights familiar to all travellers on Bengal rivers; Mosques, Temples, Ghauts, in abundance, and, sad to say, many of the last in an utterly ruined state. Would that some public spirited native, casting aside the prejudices in which he has been bred, in lieu of erecting some new Ghaut, or building, by which to perpetuate his name, would put into an efficient state of repair those of his forefathers; for his so doing would redound more to his own credit, and prove much more beneficial to his countrymen! The indulgence of the wish is, however, useless; buildings will again

be begun, finished, and then left to take care of themselves, going to ruin like the others, unless looked after by the Government. Sights equally familiar, but somewhat more exciting, are the bodies of the dead and the dying lining the river's banks, some undergoing cremation, and others awaiting it; while those whose friends have been too poor to do thus legitimately by them, may be seen floating down the stream, with crows and other carrion birds, accustomed to this mode of transport, luxuriously feasting thereon.

August 14th.—At seven o'clock, passed Santipore, the site of a factory and residency during the commercial life of the East India Company, and at nine Kulna; the latter a straggling place, with extensive sugar-works, giving employment to a vast quantity of boats, crowding around the Ghaut. Between it and Nuddeah, are various ruins caused by the overflow of the river. Nuddeah is a civil station; the River Jellinghee here flows into the Hooghly; the latter then loses its appellation, and is henceforth called the Bhauguretty, esteemed by the Hindoos the holiest branch of the holy Ganges. Its commencement is exceedingly tortuous. Anchored near Burgatchea, ninety miles from Calcutta.

August 15th.—A little beyond Dum-Duma, in making a short cut through a nullah, got aground and remained so for seven hours, thus cutting short our day's progress and enabling us only to reach

a short distance from Augurdeep, one hundred and eleven miles from Calcutta.

August 16th.—Beyond Augurdeep, the country presents altogether a much more pleasing appearance, and even should it be on one side wild and uncultivated, it is compensated for by the other, offering a varied and agreeable landscape, occasionally a picturesque village, or a splendid spot of cover, where the sportsman might reckon upon bagging game in large quantities.

At seven, passed Dewangunge, a considerable village, with many brick houses, and English park-like scenery at each extremity.

At eight, Kutwa, another large village and coal depôt, beyond which the small river Adjaee empties itself into the Bhauguretty.

At twelve, the Plains of Plassey, the name of which will recall to the reader's memory the memorable battle fought there in 1757, between the celebrated Clive, and the Nawaub Seraj-ood-Dowlah, when the latter was completely routed, though in command of a force twenty times greater than that of the British, and with almost as large a numerical superiority in artillery. Kutwa also, six years subsequently to the affair of Plassey, witnessed another triumph of our gallant forefathers, over Cossim Ali and his followers. Scenery, throughout the day, agreeably diversified. Anchored between Komeerpoor and Rungamuttee, one hundred and fifty two miles from Calcutta.

August 17th.—Rungamuttee was until lately the site of one of the East India Company's silk factories; nearly opposite, a high red bank extends for a mile along the river, the immediate neighbourhood of which is noted for abundance of game. At nine, came to, off Berhampore.

This station was formerly the gayest of the gay; it is now pronounced the vilest of the vile, and few who are quartered there but would willingly exchange it for any other in India. Its situation is so low that much of the land is beneath the present level of the river, scarcely a house being more than a foot or two above it; while, being surrounded by marshes, and superabundant foliage, it is one of the most unwholesome spots that can be found; yet, strange to say, recruits fresh from England are more frequently sent there than to any other place, without regarding, as it would appear, the loss to the East India Company, both pecuniary and otherwise, which is inevitably the result. Apart from these considerations, from the river it is strikingly beautiful, and there are few who would not admire its elegant esplanade, and the extensive square or parade ground formed by its barracks; at the same time sighing, perhaps, to perceive, by the numerous monuments peering from the walls of its burial ground, the mortality to which its inhabitants must have been subject. There were quartered at the station, a regiment of Native Infantry, a detachment of foot artillery, the depôts of Her Majesty's 26th

and 49th regiments, besides civilians, and medical men. Among the extra population at this moment may be counted, the wives and children of the men belonging to the Queen's Corps, just named, they being on service in China. Berhampore has always been noted for its ivory and silk manufactures, but the specimens generally brought for the inspection of parties travelling past the station, will give them no favorable impression of the excellence of the workmanship in either.

Scarcely divided from it, is Cossimbazar, but a few years back unrivalled for the extensive business carried on in silk; this is now all but at an end, as, in consequence of the extinction of the East India Company's trading charter, their factories, here and elsewhere, have been abolished or sold. The country about Cossimbazar is said to be, for the growth of silk, next in importance to China itself.

Contiguous again to it, is Moorshedabad, the capital of the district of the same name, and the metropolis of Bengal until it paled before the rising glory of Calcutta. It has always been, and still is, extremely populous, the houses extending many miles along the river's margin; few of them, however, merit notice, and even the mosques and temples are inferior to those of most other cities of equal magnitude. It is the residence of the Nawaub. The present possessor of the title, Cowar Krishnath Roy, is a young prince who bids fair not only to outshine his ancestors in every thing for which they were justly

celebrated, but to be conspicuous even among his European contemporaries; though scarcely yet of age, the refined taste he has evinced, as the result of his English education, combined with his enormous wealth, tends to make him not only an object of interest to the immense number of his countrymen who look up to him, but equally an ornament and acquisition to society at large. A splendid palace has lately been erected for him under the auspices of the Government, and the superintendence of its chief engineer, Colonel Mc. Leod. It has been pronounced by a competent judge, to be the most chaste, elegant, and magnificent building erected by the British, since their occupation of the country. Of this the English public will speedily have an opportunity of forming a judgment, as a very accurate model has been taken of it, and is now on its way home. Its immensity will perhaps be the first point that strikes the beholders. It is called the *Eina Mahal*, and is intended as a substitute for the Lall Bhaug, the old brick-built residence of the ancestors of the present prince, and which certainly but ill corresponds with the wealth and station of their successor. A fine view of the palace is obtained from the river, and those who profess a knowledge of such matters, say, that its proximity thereto makes it highly probable that, in the course of a few years, the insidious flood will wash it away altogether. In the grounds between it and the stream, is a perfect gem, in the shape of a small mosque, or Kiosk, upon which the eye will

rest with more prolonged admiration, than on its massive neighbour. The Nawaub is partial to aquatic sports, and has many boats opposite to his palace; most of them are of great length, and built on the model of those of the Burmese, being propelled by a numerous crew, with short paddles, and capable of moving with extreme velocity.

August 18th.—At eleven passed Jungypore, formerly one of the Company's principal silk factories, the extensive nature of the business at which is still evident, from the numerous existing buildings, and the great space of ground they occupy; a portion of the trade is now carried on by private speculators. This is a station for the collection of river tolls, producing to the Government a considerable revenue. In this vicinity, a glimpse is just caught of the blue outline of the Rajmahal Hills, a great relief to the eye, after the universal flat through which we have been progressing for the last six days, the scenery around being also unusually interesting, and presenting some magnificent specimens of the Popul tree. Beyond this, the country is much flooded, and the sight of the natives, traversing apparently extensive lakes, the water scarcely reaching to their knees, is not a little ludicrous. Beyond Sootee, two hundred and ten miles, the country again becomes flat, and the river is studded with verdant islets, thronged as usual with water-fowl. An hour before anchoring, we emerged from the Bhauguretty into the mighty Ganges.

No one, who has not seen an Indian river at both seasons, can form a conception of the difference they exhibit during the freshes (or the flow of melted snow from the hills, combined with the periodical rains), and at other periods. That which is now a broad noble stream, rushing with a rapidity unknown in many other countries, becomes, when the inundations have ceased, hardly worthy of a more lofty title than that of rivulet, and incapable of affording free passage to vessels of a greater draught than a few inches. Opinions are divided as to the most agreeable time of the year for making a voyage on the river; but, apart from the consideration of time, it must strike most people that it is this.

In order to avoid the strength of the current, generally most powerful in the centre, we, whenever it is possible, go in shore; and, as it has been our fortune, when there has been an agreeable side, to have the option of taking it, instead of the other, we have been thus tolerably close to all that was worth seeing. In descending the river at this season, though the passage is extremely rapid, the middle of the stream is usually kept, and the view of the country on either side is very indistinct. In the dry season, the mouth of the Bhauguretty is altogether closed, and the steamers go by the Sunderbunds, losing the sight of Barrackpore, Berhampore, Moorshedabad, and indeed every other place on the route until the Ganges is entered; this loss is ill compensated for, by the dense masses of jungle,

which almost alone form the scenery by way of the Sunderbunds, besides which it is nearly one hundred and eighty miles further than by the direct river, and so saving but little, if any, time. Again, when the Ganges is attained, the bed is so low, that on each side the eye is greeted by nothing but high banks of sand and mud, shutting out almost every view of the country, whereas, should there be any wind, the voyager is enveloped in clouds of dust, and upon descending to his cabin for protection, finds the thermometer probably ranging between 95° and 110°.

August 19th.—The current so strong, that for two hours we made no way whatever, the steamer breaking her tiller into the bargain; anchored three hours while it was repaired. Obligated to go in shore and obtain the assistance of at least fifty natives, who attached themselves to ropes, and pulled us round a point, against which the stream set with great force. Our aids, on this occasion, were the Dhangars or Hill Coolies, about whom so much discussion has lately taken place in India and England. They were attachés of a neighbouring Indigo factory, and certainly a most savage-looking race; they are powerfully made, black as negroes, and their hair not very dissimilar to that of the Sons of Africa. Country, to day, marshy and uninteresting.

August 20th.—At this time probably the river is at its height, and though a distressing, it cannot be called an uninteresting, scene, to behold one vast lake all

around, and pass village after village, with huts, corn-ricks, trees, cultivated fields, cattle, and even human beings, apparently growing or rising therefrom. The last are an extraordinary race; for, although year after year their property thus suffers, they continue located in the same spot, and should their huts be even washed entirely away, they will invariably rebuild them. The cost of so doing, it is true, is, for the best of them, but eight or ten rupees; else, by a recurrence of two or three such misfortunes, they would be utterly ruined. Such is the fixedness of their principle to hope against hope, that they will not desert their habitations until the last moment, and many will be found sitting on their roofs, with the water still rising all around them, and their determination to perish with their homes has frequently appeared so evident, as to compel the magistrate to despatch a police force in boats, to convey them out of danger. The women are more remarkable than the men for this extraordinary love of home. While a spot remains uncovered of these inundated villages, it is the resort of snakes and rats in vast numbers, and in a space of fifty yards, they will be so congregated as to render the advance of a step almost impossible without coming in contact with them. Each village has its granaries, the floorings of which are raised considerably above the ground; the first care, upon the water's rising, is to remove these stores into boats, yet the rapidity of the flood is frequently

so great, that even this cannot be done, and all is washed away: thus adding to the distress of the inhabitants. Occurrences like these will not, however, cause secessions from the much-loved spot; if they are argued with, the answer will be, their fathers lived there and so must they, though probably their long experience of the fertility of the land, after the floods have subsided, may account for this obstinacy as much as their adherence to ancient customs.

The changes caused on the face of the country by the inundations, are incessant, and indigo planters and others, whose property lies upon the banks of the river, are frequently great sufferers; the case not being very uncommon of an individual when going over his lands at sunrise, finding what he had at sunset left valuable cultivated fields, nought but one sheet of water. Another party again may, in the course of a few weeks, find a considerable addition to his estate, by the throwing up of a chur, or sand-bank, the material of which may have been carried from the grounds of some less fortunate neighbour; or by the sudden retiring of the river from a large space which had for some time previously been its bed. The constant, though gradual, washing away of high banks, is almost too common to be noticed, though many lives have fallen sacrifices to the suddenness of its occurrence.

It seems almost absurd to call by the humble name of Nullah, the broad expanses of water over which we

constantly make our way, and yet that is in reality almost too important an appellation, since in six or seven weeks from this time, many, now considerably more than a mile in breadth, will have become so petty that a boy will easily jump across them, while the beds of others will be perfectly dry. The fall, when it once commences, is so rapid, that boats anchored at night in ten or more feet water, will occasionally in the morning be high and dry, and so have to remain, until the freshes of the next season relieve them.

At three, anchored off Rajmahal, and having to take in coal, remained for the night; the passengers availed themselves of this stoppage to go ashore, some to shoot, and others to examine the ruins of the Palace, though the space for sport was somewhat circumscribed by the waters being out in every direction a quarter of a mile from the village.

The ruins in question would seem to indicate the existence in past times of an immense structure, extending little less than a mile along the river, and according to tradition, much more. The palace was built in the year 1630, by a brother of the Mogul Emperor Aurungzebe, named Sultan Soojah. The part in best preservation, is a vaulted chamber, immediately overhanging the river, and opening to it by three arches, supported by pillars, all of black slate-like marble, corresponding with three similar arches of the same material on the land side. On each side of the hall, is another smaller apartment,

likewise opening to the river, and approached by single arches. The inspection of the other ruins of mosques, gateways, terraces, and court-yards, would employ every moment of the traveller's time, while on the Calcutta side, are the remains of a most extensive caravanserai, a conspicuous and exceedingly picturesque object from the river. A great portion of the black marble, once so plentiful, has been carried away to adorn other buildings; the hall of Government House in Calcutta is paved with it, and the Nawaub's Palace at Moorshedabad, is equally indebted thereto.

There are no European residents at Rajmahal; the native population is very numerous, but neither their bazaars nor habitations are worthy of commendation. It was once the capital of Bengal, at a time when any place was dignified with the title of metropolis, at the caprice of the *de facto* ruler of the country, and even so recently as our own time, it was deemed an important military station.

Tigers, hogs, wild deer and other game, abound in the vicinity, while the ruins are overrun with snakes.

The scenery of to-day was varied and agreeable; the tamest Indian landscape cannot well be otherwise indeed, when backed by such hills as those of Rajmahal, covered with verdure, as they are, to their very summits, although that verdure may be but a jungle.

August 21st.—At one, by the aid of a strong favora-

ble breeze, rounded, without the usual difficulties, the bluff point of Sickreegullee (the dangerous pass), eighteen miles from Rajmahal; on the eminence above which, according to Bishop Heber, are the remains of a Mahomedan saint, one of the conquerors of Bengal. The stream makes round this point with considerable velocity; it is the termination of a spur from the Rajmahal hills. Very heavy gusts of wind are occasionally experienced in the neighbourhood, steamers even at times being obliged to remain two or three days at anchor. The breadth of the river at this spot is at least five miles. In the height of the rains it is no easy matter to define the actual width of the bed of the Ganges, since the country is so entirely flooded, that it has the appearance of an extensive lake rather than of a river, and the eye constantly embraces an expanse of water of from eight to twelve miles from side to side. Before reaching Sickreegullee, the Mootee Jurna waterfall appears; it is, comparatively speaking, now but insignificant, though it must, from its bed, have been formerly very fine.

Properly speaking, the Rajmahal hills terminate at this point, and a new range, called the Teryagullee, commences; but the division is not perceptible, and they are both more generally known by the former appellation; in height they do not exceed five or six hundred feet. The tiger and wild hog abound in them, while the rhinoceros is occasionally met with, and of feathered game there is a great

variety. The domestic buffalo is every where common. The partiality of these animals for water is very great, and they will remain for hours together at the edge of the river, the upper part of their heads alone exposed above the surface. They are used by Indigo Planters and others for beasts of draught, but the cow is most prized, as the natives derive a large revenue from the milk, whence their ghee is produced: their average value is twenty rupees. Drovers of them are constantly met with crossing the river, seldom with more than a single driver to a dozen, who attaches himself to the last of his detachment, supported by the tail, or sometimes perched on the back, and by voice and gesture urging them over.

At Peerpointee, where we anchored for the night, are some picturesque ruins, but, as usual in India, almost hidden by the luxuriance of the foliage. This place takes its name, (says Bishop Heber,) from a Mussulmaun Saint, there buried. Country, to-day, for the most part, flooded and uncultivated, with very high jungle.

August 22nd.—Beyond Peerpointee, the Koossee River empties itself into the Ganges. At nine, reached Puttur Ghatta, a particularly pleasing hillock. On its face, in the midst of abundant vegetation, is a small temple dedicated to the goddess Siva, with two or three humble residences for her priests. Below them is the entrance to some caves, which are said to extend a couple of miles, and this is the least

fabulous of the wonders attributed to them. Between this and Colgong, a distance of six miles, the scenery, comprising hill and dale in every variety, may really be called beautiful, and it is no misapplication of the term thus to use it. The Rhine cannot, along its whole course, boast of more picturesque objects than the three verdant rocks rising from the bed of the river at Colgong; they have, however, been too often described, and have been too favorite subjects of the artist's pencil, to need any but this allusion to them. Among the trees and shrubs, some Hindoo devotees have built their huts, and the interstices of the stone are the habitual resort of pigeon and water fowl. In this neighbourhood are hidden rocks, and the river is dangerous in other respects, requiring much caution from navigators. Few travellers will fail to notice the carelessness which many Indigo planters, and other Mofussulites, evince as to the exterior appearance of their mansions; the want of a coat of paint, or whitewash, giving them a ruined appearance. A house thus circumstanced, was all that destroyed the *tout ensemble* of beauty which the scene, a short distance from the Colgong rocks, presented to the view. Anchored a few miles from Bhaugulpore.

August 23rd.—Reached Bhaugulpore at ten, and remained some hours. An idea of the extent of the Ganges may be formed by simply stating, that here, though six hundred miles from the sea, it is, during the rains, scarcely less than eight miles in breadth.

Bhaugulpore is a civil station, and noted like Ber-

hampore for its silk manufactures ; also for Baftah, and Tusser ; the former a coarse linen, used for linings, the latter, a light brown silk of a common description, which has of late years all but superseded plaister and whitewash for the larger kind of punkahs. Colonel Franklin ingeniously supposed the ancient Palibothra to be in this neighbourhood. There is a monument here to Mr. Cleveland, a philanthropic servant of the East India Company, who died in 1784, which is well worth visiting ; not on account of any architectural beauties of which it can boast, but from respect to his memory, and in acknowledgment of the eminent services he rendered to his adopted country. He did much to introduce civilization among the wild residents of the Rajmahal hills, and to abate the feuds which existed between them and the lowlanders. His memory is still revered, and his tomb honoured, by the descendants of both parties. Mr. Cleveland was the founder of the present corps of Hill Rangers. There is more than one curiously peaked hill here ; Mandar, for instance, which is a place of Hindoo pilgrimage. The opium gholah is a conspicuous object from a distance.

August 24th.—At nine, passed the lofty point of Jungheera ; on the summit is a remarkable Mussulmaun tomb, beneath which, according to the popular impression, there is a large treasure buried. The local authorities have, it is said, on more than one occasion, signified their intention to test the truth of this report ; the natives having however protested against

such sacrilege, and their representations to government having been successful, the disturbance has been hitherto forbidden, and the matter remains a mystery. But who can doubt that superstition will ultimately succumb to curiosity and avarice? Close to the point in question, but detached from the mainland, is the Faqueer's rock, somewhat larger than those of Colgong, but in other respects similar to them. On this rock is a temple, the materials of which are glaringly white; it is surmounted by a small spire. Below resides the presiding divinity of the stream, in the person of a Faqueer, an unusually disgusting specimen of his universally disgusting class. This man levies a toll upon every native going up or down the river, few of this superstitious race being able to divest themselves of their fears of wreck or other calamities, with which they are threatened in case his demands are not complied with. His riches are calculated at above a million sterling, and besides much land, he possesses, it is said, at least one hundred thousand buffaloes. What truth there is in these reports it is quite impossible to say.

There were signs to-day of a fall of the river, many churs and sand-banks making their appearance; should this continue, we must cease availing ourselves of the short cuts through nullahs, which we now do whenever practicable.

At Sooltange, a mile from Jungheera, is an Indigo factory. The house is situated on the face of the hill; extending in front, are English park-

like grounds, the works being all but hidden in the valley beneath. Beyond, the Kurruckpore hills appear; they are perhaps three hundred feet higher than those of Rajmahal and Teryagullee; but, like them, are shoots from the Beerbhoom range to the westward.

Reached Monghyr at three. It is a beautifully situated town. At the entrance is a crowded burial-ground, many of the monuments in which are tall and elegant. The remains of the once important fort border the river; many portions are still in good condition. About the neighbourhood, are scattered various fine-looking houses, each in its own grounds; and there is one on an eminence, belonging to the chief civilian of the place, which for size, regularity of architecture, and picturesque situation, can scarcely be matched in Bengal. Monghyr is a station for invalids, and its salubrity is highly estimated. The East India Company formerly allotted a certain portion of land in the neighbourhood as a bonus to each invalid soldier. In course of time, these grants amounted in the aggregate to a large territory, and being principally at the base of the Kurruckpore hills, comprised some of the finest land in the Province. The revenue suffering considerably, the injudiciousness of the measure became obvious, and it was abandoned; the soldiers being pensioned instead. The town is famous for tailors and gardeners; its manufactures, indeed, are altogether of a very miscellaneous character; including furniture of all kinds, particularly ladies' writing-tables, rough

but cheap; pistols, guns, and rifles; the latter varying from twenty to thirty rupees each, more suited, perhaps, for show than use; fans, table-mats, straw hats, and bonnets; necklaces and bracelets made of a black wood, exactly similar to jet, &c., &c. Crowds of vendors of all these articles thronged the steamer during the two hours of her stay. The new mode of navigation has done no little injury to Monghyr and other towns, by allowing the numerous passengers taken up and down the river, so little time to stop and make purchases. In the good old budge-row and pinnace times, no person ever spent less than an entire day at Monghyr, and many other places on the route upwards; and a considerable expenditure of rupees was generally the consequence. The promontory, on which Monghyr stands, forms a species of harbour, and a refuge for boats against the violence of the current outside.

Distant five or six miles from Monghyr are the celebrated springs of Seetacoond; there are three in close proximity, but with these remarkable variations, that one is hot, another cold, and the third chalybeate. The temperature of the hot spring ranges between 90° and 136° at different times and seasons. The water is much prized for its purity, especially for sea-voyages, and large quantities are sent to Calcutta for passengers homeward-bound, as well as for some residents, who will drink no other.

Left at five, anchoring near Russulpore, three hundred and seventy-nine miles from Calcutta.

August 25th.—At eleven, passed Soorajgurra, a large native village, with several *muths* or temples. Interesting scenery before and subsequently. For many miles, a strip of land, on which is the post road from Monghyr to Patna, separates the main river from a very extensive nullah, running parallel therewith; beyond that are two ranges of the Kurruckpore hills, of different elevations; the country highly cultivated, and soil particularly rich. The villages in this neighbourhood do not seem to have suffered much from inundation; they appear populous, and the inhabitants happy.

Anchored eighteen miles beyond, at Deriapore, another large village. Between it and Soorajgurra, a few years ago, a heavy squall of wind overtook a fleet of the East India Company's opium boats, when twenty were entirely lost, the value of the cargo in each being estimated at ten thousand pounds.

This part of the country is noted for the great quantity of grain it produces; the fields are now covered with the tall and graceful maize, each having its sentinels perched on their bamboo watch-towers, who, with the free use of slings and stones, accompanied by unceasing vociferations, effectually frighten away the birds. The castor, teel, and other oil seeds, are also freely cultivated; the castor seed, growing indeed no where else but here and at Bhaugulpore. The Ghauts are crowded with boats, amply testifying the thriving trade carried on.

August 26th.—Several small villages succeed Deriapore, well raised from the river; but the huts and their inhabitants are exceedingly dirty. Some unusually large trees, including the wide-spreading banyan, grow on the river's bank, much of their lower stems being immersed in the flood. In this vicinity scarcely a hamlet does not possess its native school, the noisy mode of teaching adopted in them being not a little remarkable.

At noon, reached Bar, passing, at its outskirts, the ruins of a large caravanserai, a portion of the brick walls alone standing.

Bar presents no very prepossessing appearance from the river; no Europeans reside there; a brisk trade is carried on among the natives, and both houses and inhabitants seem very numerous. While the steamer was taking in fuel, a host of tumblers, jugglers, singers, and other itinerant mendicants performed a variety of fantastic tricks for our amusement and their own profit. Bar, and indeed the Province of Behar generally, is especially celebrated for beggars, who form a distinct class of inhabitants, and are found to be of much greater annoyance to land travellers, than they are to those by water. The current was so extremely violent round the bluff point on which Bar is situated, as not to be stemmed even by the powers of steam, and recourse was once more had to additional assistance from one hundred natives, not, however, until the vessel had bumped ashore beneath the verandah of the village Zemin-

dar, disturbing him from his afternoon's siesta, and not a little terrifying the ladies of his Zenana.

August 27th.—Between Phoolbarrea and Futwa, the latter of which was passed shortly after noon, are the remains of an extensive saltpetre manufactory; upon its becoming an unsuccessful speculation, the proprietor terminated at the same time his earthly and commercial career, and no one has since embarked in it. The table linen procurable at Futwa, is remarkable for its cheapness and good quality. Immediately beyond Futwa the River Pompon flows into the Ganges, being crossed a quarter of a mile before the confluence, by what was originally a very substantial stone bridge, though now somewhat out of repair.

In less than a couple of hours, the outskirts of Patna commence, and, with the city itself, extend along the river a distance little less than eight miles. Mosques and temples of every size and description seem to abound; there is, indeed, scarcely a point jutting into the river, between it and Bar, that does not possess a small open pagoda, with light and elegant columns supporting a cupola. Great pains are taken, by driving piles of wood, and by other means, to protect them from the incursions of the river; the efforts must, notwithstanding, ultimately prove futile. However much the appearance of the suburbs may impress the river traveller with an idea of the magnitude of the city and the extent of its population, its importance in point of wealth will not be equally apparent; for nearly two miles, the huts, though

closely packed together, are scarcely superior to those of the inundated villages lately passed. In that large space, a brick-built building, as some change to so sad a monotony, is very rare, some extensive gardens, and the ruins of a palace, being the only relief to the eye. To these succeed a few houses, generally enclosed within high walls, belonging to rich natives, and the opium granary and catcherry; after which, this want of variety, and the former symptoms of inferiority, can no longer be complained of. At Patna, a most conspicuous object is a building in the form of a bee-hive, above a hundred feet in height, and with walls twenty feet in thickness at the base; a staircase is carried outside to the summit, which the present Earl of Munster on one occasion ascended on horseback. It was erected about fifty years ago, and was intended as one of a succession of immense corn granaries, to provide against famine or scarcity. Many causes co-operated to make this first attempt the last; one of them was the fact, that, large as the building was, it would not contain a week's consumption of grain for so immense a province as that in which it is situated; another, the liability of the contents to ferment and blow it up, notwithstanding its massiveness; and, finally, the door from which the grain was to issue, being made to open inside instead of out: the place has since been used for various other purposes.

The custom, existing among the poorer class of natives, of throwing their dead relations into the

river, has already been incidentally alluded to ; and the subject cannot but be again noticed, while writing of a city, at which it has not been unusual, in times of deadly sickness, so to dispose of as many as four hundred in a single day. No Hindoo, who can afford to pay for sufficient wood to burn his relative, will omit doing so ; the poverty of the great bulk of the inhabitants may consequently be conceived from the foregoing fact ; indeed, it is not unusual to meet half-burnt bodies floating down the stream, arising from an original miscalculation as to the quantity of fuel which the funds possessed would procure, and which were consequently expended before the obsequies were completed. No one can be on the Bengal rivers a single hour without meeting these nauseous objects, of every variety of colour, and in all stages of decomposition.

Patna is the principal opium station in the country, and is a grand emporium for rice, table linen, wax candles, and—singing girls.

Succeeding, and indeed not separated from it, is Bankipore, where the large body of civil servants, whose duties render a residence here necessary, have their bungalows. These are for the most part pleasantly placed a few hundred feet inland, with neatly laid out grounds, reaching to the river's edge.

Facing Patna are many marshy islands and shifting sand-banks, while on the opposite side is Hadjeepore, famous for its fairs and races ; the present Course has only been laid out within these two or three years, its

predecessor having been washed away by the River Gunduck, which here flows into the Ganges, but leaving the bungalow, occupied as the stand, untouched. This has since been made over to some members of the Moravian mission, who superintend the manufactory of shoes in it, on a large scale. The current is generally too strong at Patna to allow of the steamer remaining to deliver her freight, which is consequently carried on to, and despatched from, the neighbouring military station of Dinapore. Between the two, we came to anchor for the night.

August 28th.—Two or three miles from Dinapore is Deegah, the locality of most of the bungalows belonging to Europeans, not by duty compelled to reside in cantonments; this, in conjunction with Bankipore, almost connects Patna and Dinapore, though the extremities of the two stations cannot be far from twenty miles apart.

There are few who have been in India to whom the name of Deegah is not familiar, as the site of what was once perhaps the most splendid farming establishment in the world. Ten years ago, under the late proprietor, Mr. Havell, the extent of its business was enormous; it was one of the lions of the country, and every thing that came from it was renowned. It now exhibits but a melancholy skeleton of its former importance, though still sufficiently considerable to be worthy of a visit.

As at Patna there are no military, so at Dinapore there are no civilians. The latter is an important

station, being seldom without a Queen's corps, and three or four Regiments of Native Infantry, besides artillery. The cantonments are therefore necessarily large, and generally esteemed good, the area of the square formed by the barracks and lines of the royal troops is very extensive and handsome; while the Native lines are equally respectable. Like Monghyr, Dinapore possesses a small harbour, formed by a creek of the main river, and exhibits great life and animation. It is as celebrated as Patna for table linen, and noted beyond all other places in India for its capital leather, of which a vast quantity is used. A pair of Wellington boots, little inferior in appearance to those made in London at ten times the cost, can be here purchased for two rupees; and shoes and slippers in the same proportion. It must be confessed, however, that they are only fit for the country, where walking is not a usual exercise; were they so applied, especially in wet weather, they would hardly last a week.

Beyond Dinapore are other bungalows similar to those of Deegah. Eleven miles further, the important river Sone flows into the Ganges. At their junction is Moneah, famous for the splendid mausoleum of Merkdoon Shah Dowlah, a fine specimen of Mogul architecture; in the vicinity also are some very interesting Hindoo ruins; but none of these can be recognised from the river, and an especial stoppage must be made if they are to be inspected.

At night, anchored off Chuprah, the approach to

which is highly picturesque ; houses, huts, and abundant foliage, being for some miles indiscriminately mingled, and the banks being altogether higher than any yet met with. The situation of Chuprah is in every respect agreeable. It is the capital of the district of Sarun, and the first place of any note situated on the left bank of the river. During the dry season, boats do not approach it by some miles.

August 29th.—The bluff point of Revelgunge, is between four and five miles from Chuprah, near which the waters of the Ganges are increased by their union with those of the Dewah or Gograh river. At this spot, the former puts on the appearance of a perfect sea.

Revelgunge now has no European residents, the Invalid Pensioners formerly dwelling there having left. Of several mosques and temples, two or three are apparently worthy of inspection. It is a famous boat-building place, second perhaps to few in India ; the shore being covered for two miles with the materials for their construction.

The native or country boats are well deserving of a passing remark. Their heads and sterns rise almost invariably far out of the water, and the rudders of the large ones are of an immense size, and always of a triangular form ; they are well adapted for the particular navigation to which they are devoted, and people, learned in these matters, say that European builders might occasionally take a hint from these seemingly clumsy and unsightly craft. They bear

a great variety of names, as often from the places at which they are built, as any other cause, the principle of their formation scarcely varying. They are further designated according to the number of maunds they carry, and generally range between one hundred and twenty-four hundred. A nautical maund is equal to about seventy-five English pounds, and thirty maunds go to the ton; thus a hundred maund boat is equal to three tons and a third, and so on. The complement of men is three to every two hundred maunds. With a fair wind, they sail well, easily beating the steamer, and when it fails, they are tracked along shore by the crew, against the current, or drop down with it. Each carries three sails on its single mast, the general tattered condition of which excites no little wonder in all who for the first time see them, combined with astonishment how it is possible they hold the wind, or get along at all. The principal sail is of extraordinary size, and its being so mere a web is perhaps well ordained, as otherwise a breeze of more than ordinary strength would carry the vessel under water. It is evident that the budgerow form of boats, of which the foregoing is a description, is more adapted for river purposes than the pinnace; the latter being now rarely built, and fast falling into total disuse. Their hire may be calculated at three rupees per hundred maunds per mensem, and that of the men from five to six each in addition. Putting value and size out of the question, the lordly Thames bears not on its bosom a greater number of craft than does the Ganges.

Alligators (especially the Guryal) are very plentiful, but the sand-banks on which they delight to bask being now covered, they are rarely seen. The river is however thronged with monsters of a yet more terrific species,—the river Thug; differing in no way from his brother of the land, but in the scene of his operations. Through the energetic and laudable efforts of government, the bloody deeds of this race of men become each succeeding year more rare; yet they are very far even now from being at an end, and no one who moves about in India can fail to hear repeated instances of crimes that make the blood run cold. The books published on this subject do not contain a hundredth part of the dreadful cases that have been within these few years brought to light.

The river abounds with turtle of a large size. That useful bird, the Adjutant, has not yet disappeared, and several varieties of the Stork species are at all times to be seen. Scarcely a native of these parts, arrived at man's estate, but walks with a thick bamboo pole a foot longer than himself, as his protecting companion; the extremity being covered with brass or some other metal, and generally heavily loaded, makes it a most formidable weapon in the hands of a strong man. Anchored near the village of Boujpore.

August 30th.—At nine, passed the village of Bhulea beyond which the Surgoo river flows into the Ganges; and at two, off Buxar. The stream is here particularly confined, more so indeed than at

any other place between it and the sea, yet the current was of less than average strength.

Buxar is the site of "a celebrated victory gained in October, 1764, by the British forces under Major (afterwards Sir Hector) Munro, over the united armies of Shuja ood Dowlah and Cossim Khan." Considering that it is one of the Government Stud stations, where all the horses used by the cavalry and artillery are bred and reared, it is a dull and lifeless place. The stables, as well here as at Kurruntadee on the opposite shore, are extensive; but the bungalows are by no means spacious or handsome. The banks of the river are high, and the scenery interesting. Buxar is a station for invalids, besides whom there are no European inhabitants, except those appertaining to the Stud. The former garrison the fortress, the Commandant of which also belongs to the invalid establishment. In it are various mosques, some adorned with numerous minarets.

Beyond Buxar are two or three ruined forts, and then the village of Chounsah, and the junction of the little Kurumnasa with the main river. Anchored for the night at Beerpore.

The Babul is certainly one of the most beautiful trees in India; the uniform sinuosities of its trunk, the fairy elegance of its branches, its black stem, in contrast with the intense green of its foliage, fully justify this title. It is in great abundance; next to it in beauty is perhaps the Tamarind, their leaves at a distance being not dissimilar.

The banks of the river present hardly any other cultivation than maize, varied occasionally by patches of sugar cane.

August 31st.—After passing Mahmoodabad and Ghospore, at each of which are extensive Indigo factories, Ghazepore is attained,—the Gulistan or rose-garden of India. The bungalows of the European residents, and huts of the natives, are here much more intermingled than at any other place which has been passed. At the commencement are several temples, some of them actually owned by Faqueers, and beneath them, in the open verandahs, numbers of these hideous fanatics may be seen, squatting, or sleeping, in all their naked deformity. But the most conspicuous object, on approaching Ghazepore, is Cossim Ali Khan's palace. "It is," says Bishop Heber, "the most airy and best contrived, so far as can be perceived from its outward appearance, of any of the Eastern buildings which I have seen. Its verandahs are really magnificent, but its desolation is so recent that it is very far from being a pleasing object, on approaching near enough to perceive its decay. It might still at no great expense be made one of the handsomest and best situated houses in India." The picture here given of its desolation is somewhat overcharged, if one may judge from its present appearance. Massive stone walls, abruptly rise from the river to support the structure, and above a spacious terrace, defended by jutting bastions, is an open octangular magnificent hall of audience, each

angle, adorned with light and elegant columns, supporting arches beneath the roof.

Ghazepore is by no means so populous in proportion as Patna, though presuming upon what is seen of it from the river, it must be at least half the size of the other city. It is a military as well as civil station, and a Queen's corps is usually quartered there. It also contains a branch of the stud department. The native houses here begin to assume a very respectable appearance, being mostly built of a species of Portland stone, of a red tinge, which, from the contiguity of Ghazepore to Chunar, where it is found and by which name it is known, can be obtained at comparatively little cost. Ghazepore is celebrated for its rose-water. It is difficult to quote prices for this article, so much depending upon quality, and the purchaser being liable to deception in many ways. The dealers, who bring it on board the vessel, vary in their demands for it, from three to twenty rupees per carboy; when at the latter price, probably it would be no better than at the former. The Chevalier de l'Etang, a highly respectable resident for nearly half a century, lately deceased, prepared what is generally allowed to be the best, at a cost of twenty rupees per twelve quart bottles; the carboy, on an average, contains only nine. A transaction with him therefore might always be considered safe. As an opium station, Ghazepore is also of some note, and the circumstance of an extensive range of

Godowns having just been built for storing that article, is sufficient evidence, if any were wanting, that the government have no idea of giving up the immense revenue derived from the manufacture and sale of the drug in question.

Beyond the cantonments are deposited the remains of the great and good Marquess Cornwallis, the monument raised to whose memory, scarcely a writer on the subject does not but condemn. Bishop Heber is particularly severe. "It has been," he says, "evidently a very costly building; its materials are excellent, being some of the finest freestone I ever saw, and it is an imitation of the celebrated Sybil's temple, of large proportions, solid masonry, and raised above the ground on a lofty and striking basement. But its pillars, instead of beautiful Corinthian, well-fluted, are of the meanest Doric. They are built too slender for their height, and for the heavy entablature and cornice which rest on them. The dome, instead of springing from nearly the same level with the roof of the surrounding portico, is raised ten feet higher on a most ugly and unmeaning attic story, and the windows (which are quite useless) are the most extraordinary embrasures (for they resemble nothing else) that ever I saw out of a fortress." The good Bishop further expresses his vexation that so unmeaning a building should have been erected, when, at a very little more cost, a very handsome church might have been built, and a fine marble monument to Lord Cornwallis placed in its interior.

At two, passed Zimaneah, and anchored between Sanowlee and Chochuckpore, six hundred and twenty-five miles from Calcutta, the former place being noted for an immense banyan tree, the latter for a temple generally crowded with monkeys, and as that animal is held sacred by the Hindoos, it may be as well to caution the novice not to let the neighbouring inhabitants see him shoot them, should his sporting inclinations tend that way.

During an afternoon walk on the banks of the river, occasionally obtainable even by steam travellers, the pedestrian frequently comes upon objects not to be seen from the vessel's deck; among these, deep massive wells, erected by the liberal and beneficent of former times, are not uncommon. Scarcely less so are the melancholy spectacles of monuments over the last resting-places of unfortunate Europeans, who, far from the reach of medical assistance, have been attacked and carried off by cholera, the country's scourge. Many have thus met their deaths with none but natives near them, and have been indebted to the lowest of the low among these, for the excavation of a few inches to serve as a grave, scarcely preserving from the jackal's nightly prowlings, perhaps, the deeply cherished wife, or the tenderly devoted husband; one day the survivor seeing the loved object in health and happiness, and the next, compelled, with his or her own hands, to dig the hole which shall for ever cover all that remains of one so dear. There is no exaggeration in this picture, as

every reader acquainted with the customs of India, and the prejudices of its inhabitants, will readily admit.

September 1st.—At eight, passed Deochunpore, which possesses a quaint well preserved Hindoo Temple, and a flourishing Indigo factory; the latter having the somewhat unusual appendage of a handsome flight of stone steps leading from it to the water.

In an hour and a half, passed Saidpore, which has two very lofty and handsome temples, with numerous gilt-topped pinnacles, and shortly afterwards, a small hamlet, called Patna; all the huts in this latter place belong to a native Mussulmaun, producing, for him, a princely revenue of one or two hundred rupees per mensem; yet, such is the benefit derived, in the opinion of this class of men, from being in the service of influential Europeans, that he still serves one as Chuprassie, or messenger, his attendance being requisite throughout the day and night; and his wages being only four rupees per mensem.

Immediately beyond this, the Goomtee joins the Ganges, a river of some importance, as it flows past Lucknow, the capital of the Kingdom of Oude, and is navigable indeed beyond that city. Hence to Benares, there is little worth remarking; the temples which are sprinkled about, and other Hindoo sacred structures, being the natural features of such close vicinity to the holy city. Many temples and part of the city are distinguished before reaching it; but, conspicuous beyond all, are

the two lofty elegant minarets, of the celebrated Mahommedan Mosque, built, to the great annoyance of the Brahmins, when the place was conquered by the Emperor Aurungzebe; one of their finest temples being destroyed to make room for its unhallowed intrusion. It is erected on the most elevated and commanding spot in the city, and the view from the summit of either minaret is said to be very fine. Its appearance must be a constant eye-sore to the Hindoo population, and exceeding as it does the Mahommedan in the ratio of nearly fifteen to one, it seems strange that some *emeute* has not long ere this taken place, and that the former should, at a comparatively recent period, have quietly and without remonstrance seen the Government restore it to its original state, when one of the minarets had fallen, and it was otherwise sinking into decay.

The Brahmins, in addition to their legitimate gains from the inhabitants of the place, must make vast additional profit from the many wealthy natives from all parts of India, who deem it their duty, to make frequent pilgrimages to the shrines at which these priests preside. The last notable instance was that of the Rajah of Nagpore, who spent, during a short stay, no less than sixty thousand pounds. To the European community he gave a grand aquatic entertainment, causing both sides of the river to be closely and brilliantly illuminated for miles, "the whole terminating with a grand display of fire-works."

Half an hour after passing the Burna Nullah, the

steamer anchored in face of the road leading to the cantonments, at the commencement of the city itself, with high banks, on which were perched houses, frowning above, ere long, one would think, to find their level in the waters beneath.

Snake-Charmers are generally among the foremost attendants at the stranger's levee, and should he have had no previous opportunity of seeing them and witnessing their exploits, his astonishment will be excited by the approach of men, clothed as it were with deadly reptiles; some winding round their necks, depending therefrom like ladies' boas, some round their waists like sashes, while from the folds of their turbans, or from their bare bosoms, they will draw the venomous scorpion, the death-dealing Cobra, and numerous others. The exercise of half an hour's patience will, on an occasion like this, enable him also to test the truth of the oft-doubted statement that a small Boa Constrictor, not ten feet in length, whose mouth is not so large as the head of the fowl presented to him, will, in less than that time, devour it; for no longer period certainly elapses between the first sudden spring and fatal embrace, until no more of the prey is seen; the unnatural enlargement of the jaws, the contraction and expansion of the muscles, and the gradual disappearance of the bird, in fact the entire process, can be easily witnessed.

Children's toys of all descriptions are obtainable at Benares, exceedingly good and cheap; they possess, too, one great advantage over most others, since,

though painted in every gaudy color, so pleasing to the infant eye, no moisture will eradicate or cause it to run. Beautiful pebbles, cut for seals or other ornaments; native paintings of celebrated buildings, individuals, costumes, ceremonies, &c. &c., both on ivory and on talc, are here procurable in abundance. The stranger must bargain for what he wants, as the native dealers always ask two or three times more than they are content to take. The population of Benares was estimated in 1828, at six hundred thousand, exceeding in that respect every other place in Hindoostan. Hamilton calculates it to contain twelve thousand houses of brick and stone, and sixteen thousand of mud, nearly a fourth being occupied by Brahmins. It abounds with mendicants. The commerce is considerable. Like most native cities, its streets are so narrow as to be impassable for wheeled carriages of any description; besides which, they are so exceedingly rough and dirty, and so crowded with beggars and sacred bulls, as to be difficult for pedestrians to traverse. The remains of an observatory of the celebrated Jey Singh still exist. Other details of the holy city may well be excused, as there is scarcely a book published on India which does not contain them.

The Cantonments of Secrole are nearly four miles distant from the River; the road from thence, though in the rainy season bad, is far from uninteresting, passing by many wells, temples, and ruined tombs. The Bungalows are spacious and

well separated, but there seems some lack of trees. The church is hardly inferior to any in Calcutta, and there is a very large theatre, and a good racket-ground. In addition to several civilians, four regiments of Native Infantry, and a company of Artillery are generally stationed here. There is therefore abundance of society, and the station is gay and much liked. From Benares the low range of Bindee Hills, near Mirzapore, is visible.

September 2nd.—Started at ten. The view of Benares from the river is unique. In front of it, the Ganges forms a bay, the city being of a semicircular form;—the immense mass of houses rising from the immediate bank, as well as inland at successive elevations, every few yards, with overtopping pinnacles of temples, and some few noble trees intermixing among them;—the numerous ghauts, with their apparently never-ending flights of steps, and the life and bustle among the hundreds bathing in the water at their base, with the high and graceful minarets of the mosques, all combined, form a very striking scene. Although Benares stands on the face of an eminence sloping towards the water, and many of the buildings being consequently seen which would be concealed were the ground level, still the gazer from the river, bearing in mind the immense length of Patna, and beholding, comparatively speaking, the small river frontage that Benares presents, would not without reason say, that Patna must be the more thickly populated; but such is not the fact. There

is one Ghaut being built, which for magnificence will be unparalleled; the river face alone is more than six times as extensive as any other, and its superiority in all respects will be proportionate. A few feet above the foundation are at present only completed, and yet the expenditure has been several lacs of rupees. It is to be hoped that nothing will prevent the liberal native, who has commenced the undertaking, from carrying it through to completion. Beyond the thickly populated portion of the city, are a few scattered houses, mostly built of Chunar stone and surrounded by tastily laid out gardens and grounds. The traveller has scarcely gazed sufficiently on them, and the fast-fading city, on the one hand, before his attention is called, on the other, to the palace of the Rajah of Benares, at Ramnugur, beneath which he passes. It is a large, straggling, castelated building, with terraces, temples, pinnacles, and a partly detached seraglio: a portion rising abruptly from the water's edge. An ancestor of the present possessor once determined to build a city at Ramnugur, in exact imitation of an English one; but was dissuaded by his neighbours opposite, the Brahmins, on the plea that the East India Company would speedily dispossess him of it. The curious in such matters may still see the plan of the streets, running at right angles with each other, as intended to have been built. His Highness has another residence, opposite Mirzapore, but by no means equal in any respect to that at Ramnugur. He is fond

also of aquatic sports, and his taste in that way is strongly exhibited in the beautiful three-masted pinnacle, and the long elegant snake-boats, in front of the latter palace.

At two, passed Sultanpore, the station for a regiment of cavalry; the bungalows of the officers are prettily situated, with very few native huts intermixed with them.

Four miles beyond, is Chunar, certainly the most delightful spot in the entire river. The European station is first approached, looking like a collection of villas imported from England, each with its twenty acres of ground and stone wall surrounding it, and with green painted gates; no mud or sand banks offend the sight, but a beautiful grassy lawn extends to the water's edge, while all around is amply but not superfluously wooded; the low Bindee Hills in the rear are covered with heath and brushwood, and the pinnacled tower of a neat church peeps from among the richest foliage. The houses are built of stone, and are principally of two stories, one only has three; while the view of an occasional bungalow is hardly sufficient to destroy the English aspect of the entire scene. Next comes the native portion, the tenements in which are more than usually neat and substantial; while towards the river is a fine sandy beach. The extensive fort is then attained. "It is," (says Hamilton) "situated on a free-stone rock, several hundred feet high, that rises abruptly from the plain, and advances some distance into

the river. The principal defences consist of a single stone parapet, with towers built along the margin of the precipitous ridge." It is of native origin, and was the scene of many a severe struggle long before the British had a footing in the country. Since falling into their possession, in 1763, they have in a measure remodelled and improved it. It is now occupied by state prisoners, the latest arrival of that class being the noted Hadjee Khan Kakur, whose duplicity alone prevented the gallant Major Outram from effecting the capture of Dost Mahomed immediately after the fall of Ghuznee and Cabul.

Beyond this strong and important fortress, and on the side of the hill on which it is built, is a picturesque and sweetly situated burial-ground; it is full of monuments, many of which are over the remains of those British officers, who fell at the first unsuccessful attack of the place before its final surrender. Chunar is garrisoned by a few companies of Artillery, native Invalids, and a detachment from a native corps. The neighbouring scenery is interesting, the banks are high and fringed with verdure, while an occasional ravine affords glimpses of a highly cultivated country between the river and the hills. The tobacco manufactured at Chunar is well known and greatly esteemed. Anchored at Budowlee.

September 3rd.—The Mussulmauns forming the Lascar crew shame many a Christian by the regularity and frequency of their devotional exercises; choosing

a vacant spot, whether secluded or otherwise, where they can turn their faces towards Mecca, and sometimes standing for a quarter of an hour repeating sentences from the Koran in the original Arabic, a language rarely understood by them, with a chant little less harmonious than that used in our cathedrals. Can it be consistently contended, that prayers such as these, accompanied by the beating of breasts, the stroking of beards, and the bending of foreheads to the earth, will be ineffectual, though addressed with much more sincerity by these poor uneducated beings to their false prophet, than those of too many Christians, in offering up their supplications ?

At eleven, reached Mirzapore, remaining three hours. Mirzapore dates almost its origin, and certainly its flourishing state, to British influence. Its population cannot be less than one hundred thousand. "It is at present," (says Hamilton,) "one of the greatest inland trading towns, and the native inhabitants are more remarkable for their active industry, than in any part of the Company's dominions out of the three capitals." The country around is very beautiful, and the station delightfully situated, comprising about an equal quantity of bungalows and stone erections; more than one of the latter, almost coming under the designation of superb edifices. The native town is, like Benares, situated in a reach, and about half the extent of that city, abounding like it in temples and ghauts, (some of the latter, indeed, are superior to those of Benares,

always excepting the one now erecting.) It has also its mosques and minarets, miniature representations of the other. The banks being high, and the current beneath them very violent, all boats are stationed at the opposite side of the river, which is hence becoming a populous place. The number and size of these boats fill one with astonishment. Both here and at Benares, the sterns of many are so large, as to require two rudders, by the motion of which, alone, they are propelled along. Mirzapore is noted for its manufacture of superior carpets, which fetch high prices all over the world. It is also the principal mart for cotton, most of that grown in the Upper Provinces being despatched hither. It is a civil and military station, a regiment of Native Infantry being generally quartered there.

Shortly after leaving Mirzapore, the Bindee Hills are lost sight of; the country continues varied and agreeable; one side of the river is seldom without a bank thirty or forty feet in height, and an undated village is no where to be seen. Vast as is the quantity of maize apparently cultivated, it seems to the passer by to be even more so from the want of all contrast with any other crops, except occasionally a field of sugar cane, other grains being for the most part sown in October, and reaped in March. Between Mirzapore and Allahabad, the river is more winding than at any part of the Ganges hitherto passed.

Anchored near the village of Gopalpore.

September 4th.—The activity of the Lascars would surprise even the smartest English sailor. To the mast of neither the steamer, nor her companion, are there any ratlins, yet any of these men will be on the top gallant yard as soon as if there were. They climb by a single rope, using both hands and naked feet. To them, night and day are the same, and an accident is rarely heard of. Successively passed Dega at twelve, Lutcheeaghurree at three, Sirsah at six, and anchored at Dum Duma.

Sirsah is a large native village, prettily situated at the bend of the river, on the slope of a hill. Several temples peep from among the houses, bearing a strong resemblance to the steeples of country churches in England. Excepting Sirsah, there is no place worthy of notice between Mirzapore and Allahabad.

September 5th.—At eleven, anchored in the Jumna just beyond the fort, passing by that portion of it on which last year the river made sad inroads. The fort is a conspicuous object for some time before it is reached, and not less so the junctions of those two important rivers the Ganges and the Jumna, at the commanding point of which it is situated, the Ganges flowing from the right hand, the Jumna from the left. It is with some difficulty the eye can detect any difference in the magnitude of the two streams; should it do so, the former will perhaps generally be esteemed the most important. In all seasons but the height of the rains, the difference in colour is, however, very perceptible, the, comparatively speak-

ing, clear blue of the Jumna, not mingling effectually with the muddy yellow of the Ganges, until some time after their union. It is equally difficult to decide which is most beneficial to the community before the confluence, for while the Jumna flows by Agra and Delhi, the Ganges washes Cawnpore and Futtyghur, without reference to the vast districts fertilized by both throughout their courses.

Concluding that the friends of the traveller have been duly advised of his approach, and have sent a conveyance for him, since there are none to be hired, this chapter may be here closed, Allahabad itself forming the subject of a succeeding one.

CHAPTER III.

DAWK TRAVELLING IN INDIA.

HAVING brought the reader to Allahabad, where steam voyages at present terminate, though it is contemplated ere long to extend them to Agra, it may perhaps be allowable to say a few words upon land travelling, which in India is of two kinds, viz. marching, and by dawk, or post; to the latter, this chapter will be devoted, that particular mode being the best adapted for all but military men, by whom almost exclusively indeed is marching used, and then rarely unless in the company of experienced companions, or with their regiments. To such it would be as impertinent, as it is unnecessary, to offer advice upon details with which, from their earliest days of military experience, they will become acquainted.

It will surprise any one who has never been in India to hear,—and especially so in times like these, when such extraordinary celerity is attained in England,—that the rate of travelling by dawk, though the most expeditious mode practised, does not, except

upon very unusual occasions, exceed four miles in the hour; in the rainy season indeed, more than three cannot be accomplished. Yet even this creeping pace is rapid compared with the military march, which averages twelve miles, and is performed very early in the morning so as to terminate before the sun is high in the heavens, the remainder of the twenty-four hours being devoted to rest. During this time, if the dawk traveller does not object to moving by day, and it is only during the very hot season that any risk is incurred by so doing, he can accomplish between seven and eight times that distance.

Like steam travelling, that by dawk is under government controul, being part and parcel of the post-office department. Application must be made to the post-master of the district in which the intending traveller may be residing, who will require three or more days' notice, according to the distance, to give directions for bearers being placed upon the road. In such application it should be stated whether one or two Mussauljees (torch-bearers) and banghy-burdars (luggage-porters) are required; if this is omitted, the full set of two of each of these men, besides the eight bearers, will be supplied, and if not required, prove an unnecessary, and, for any distance, a considerable expense. The application must also state the time of starting, and whence, as well as the durations and localities of the halts desired to be made on the road. The cost is invariably paid before-hand; and throughout Bengal and the N. W.

Provinces, is at the rate of eight annas per mile ; for a full set of twelve men, a deduction of one-twelfth being made for every man less than that number. A further sum of one-half that amount is also levied, under the head of demurrage, which is returned to the traveller or his order, upon its being ascertained that no delays attributable to him have taken place on the road : to one who has no intention of returning to the station, or possesses no agent there, this rule may be exceedingly inconvenient, yet cannot be infringed ; a satisfactory arrangement may, however, be made by some resident friend being willing to stand security, and pay for him, should he, by accident or otherwise, render himself liable for any demurrage charges. Such is the perfection to which the post office authorities have brought the system of dawk travelling, that it is not presuming too much to rely upon the certainty of a party meeting no annoyance, by having to wait for his bearers, on the entire route between Calcutta and Loodianna, a distance exceeding 1100 miles.

The stages for bearers vary according to circumstances, some being much longer than others, but, as a fair average, they may be taken at ten miles each, and the time occupied about three hours. At the end of each stage, it is customary to make a *douceur* of a four or eight-anna piece to the men about leaving, according to the discretion of the traveller and the manner in which he has been borne along ; distinct requisitions will occasionally be made by

individuals of the party, but they should, in every instance, be discountenanced. Many rivers and streams will have to be crossed in the rainy season, which are at other times fordable. Ferry boats are stationed for this purpose, and although the expense of these is included in the mileage the traveller pays, a small gratuity of four or eight annas is generally looked for by the boatmen. More than one torch-bearer is not only a useless expense, but an annoyance of no inconsiderable kind; nothing can induce these men to run elsewhere than at the side of the palankeen; the odour of the oil made use of is none of the most agreeable, though, while only one is entertained, he can always be kept to leeward, whereas, with one on each side, the glare and the fragrance combined tend effectually to banish sleep. The torch used on these occasions is a short stick, bound round with linen rag, upon the extremity of which, oil, from a separate flask, is constantly dropped. No one who has ever witnessed the process, but must be reminded of the Scripture parable of the five foolish virgins, "who took their lamps, and took no oil with them." Upon this text, some commentators (Dr. Collyer among them) have argued that the lamps, and the receptacles for oil, were connected, or one and the same, and that an inadequate provision of the latter was the cause of the lamps being extinguished, upon the arrival of the bridegroom being somewhat delayed. The correctness of this reading admits of doubt. Every

circumstance leads to the belief that the present mode of using the torch existed in the most ancient times; and as it is very unlikely the lamps would have been lighted much before they were required, it seems more natural to conclude that the flasks were brought away nearly empty, or perhaps forgotten altogether.

The novice in dawk travelling will at first find it somewhat difficult to reconcile with his ideas of humanity thus employing his fellow-creatures; the inconvenience and fatigue to which he finds himself subjected, during the first twelve hours, will probably be secondary considerations, compared with the sufferings which, from their groans and exclamations, his bearers are apparently undergoing. He will speedily be accustomed to all. With regard to the bearers, he has only to reflect that they are not slaves, but voluntary agents; that, did they choose, they might obtain a living in many other ways; but that it is an employment to which they have been brought up from their boyhood, and that their lamentable cries are simply the effects of custom, not the result of pain.

The traveller will soon recognize a difference between different sets of bearers; by some he will be borne along so smoothly that he might fancy himself on his couch; by others, he will be most unceasingly and unmercifully jolted; some will go along four or five minutes without stopping to change, others again will do so in less than one.

There is one particular and intricate step peculiar to these men, which, if well known and practised by all, will obviate all cause of complaint; they should, in fact, before being considered competent for the satisfactory discharge of their duty, be nearly as much drilled as raw recruits.

It is impossible for a traveller to be too particular in the selection of his palankeen. Should he be so unfortunate as to get an unsound one, and his journey be of any length, he must bid adieu to comfort during its continuance. The first accident will convince him of its condition, and when that is remedied, should no second occur, (which is very unlikely) he will be kept in a constant state of apprehension of it. Nothing can well exceed, for instance, the annoyance of a pole breaking; the chances are many that, if this take place, it will be at some part of the road or jungle at a distance of miles from any place where the repairs can be effected, which must be traversed on foot through a broiling sun, or in the middle of the night, and some hours of subsequent delay will be incurred. One spare pole at least should always be carried, ready to be fitted into either end; a hammer, nails, and some thick rope would also be found useful.

Nothing but what is indispensable should be carried in the vehicle, since the less the weight, the less likelihood there is of accident. Among indispensables should also be included the bedding belonging to the palankeen, a sufficiency of pillows, and

a boat-cloak for the night. In the event of the journey being for twenty-four hours, or more, a change of clothes and toilet apparatus should be at hand, with such provision as may be deemed requisite; at all seasons and times, a bottle of water, a tumbler, a small case-bottle of brandy, a sandwich-box, and a few biscuits, will be found valuable.

Trifling as these details may seem, attention to them will be found most conducive to comfort, and no excuse is made, therefore, for mentioning them. Should the journey be of greater length, some stoppages must necessarily be made, and it is concluded the traveller will have friends on the route, or be provided with letters of introduction to strangers. If the former, it would be advisable to acquaint them of his intended movements; and if the latter, the letters of introduction should be sent on in advance, and the expected time of arrival notified. This course is recommended for several reasons; two only need be named, viz. the possibility of finding no one at home when coming unannounced; and the unwillingness, generally entertained by most people, to being taken by surprise. No gentleman need distrust the reception that letters of introduction to residents in the Mofussil, may meet with; whatever may have become of the once splendid hospitality of Calcutta, so boasted of all over the world, few cannot readily testify that it still exists to the full extent in the Upper Provinces: as one instance of this, it may be stated

that Mr. Clerk, the Governor-General's agent in the protected Sikh States, during frequent and long absences from home on political missions, invariably leaves an efficient establishment at his house, to minister to the wants and wishes of those who may have letters of introduction to him.

But there may be among travellers some, to whom, from a love of independence, or a want of time, the payment of such visits may be irksome; for their convenience, the government stage-bungalows are always available. These are scarcely ever more than fifteen miles distant from each other, and extend more than 600 from Calcutta. At each is stationed a khidmutghar and bearer, who are most attentive to the traveller's wants; but he must not rely upon obtaining anything in the shape of supplies beyond a fowl, eggs, milk, and perhaps a little tea; and he will pay for these according to what he deems their worth. The government charge for the bungalow is one rupee to each person using it. Each can accommodate two or three parties, or more, if no ladies are among them; for though there are but two good rooms, each could give shelter to three or more individuals, should necessity require it. Beyond Cawnpore, the bungalows are frequently forty and sixty miles from each other, and there is greater difficulty in getting supplies of any kind whatever at them.

The number of luggage-porters, who should accompany a dawḳ traveller, of course depends upon

the quantity of baggage to be conveyed; each man is able to carry two petarrahs, or tin boxes, of eighteen inches square; two of these will hold a moderate ward-robe;—four, an extensive one; consequently, more than two men are seldom required. The weight of each petarrah should not exceed thirty pounds. Equal care should be taken in having these prepared, as in selecting a palankeen; the hinges should be inspected closely, as well as the hasps and padlocks, or they may also break down before the journey is half finished. Covers, made of the moomjamma, or oil skin, common in India, will be found useful against the dust in the hot season, and against wet in the rains. They should invariably be well lined with paper; if this precaution be neglected, the tin inside will make every thing black with which it comes into contact. The banghys, or bamboos, from the extreme ends of which the petarrahs are suspended, are furnished by the traveller, and the strength of them, as well as of the hempen cage in which they are placed, should be tested. Most travellers deem a brace of loaded pistols requisite; in times like these, such ideas are abandoned, and it would not therefore be necessary for any one to put himself to the expense of buying such. Should he have them, he can carry them in his palankeen or not at pleasure.

To the old stager, such a caution is not requisite; but it may be needful to recommend the tyro invariably, before commencing a fresh journey, to

have the contents of his palankeen removed and replaced; those vehicles being too bulky to be brought within the house, their stations are generally in the open verandahs, and snakes not unfrequently creep into them for warmth; from a neglect of this precaution, more than one traveller has been awakened shortly after placing his head on his pillow, by the hissing of a deadly Cobra-di-Capella, partly beneath it.

Private dawks have become latterly very much in vogue; and at every large station will be found three or four natives, called Chowdries, who provide them. Having no expensive establishments to keep up, like those of the government, they can afford to make smaller charges than the latter, and their rates are consequently on an average fifteen per cent. less; they do not either require any demurrage deposit, and indeed it is customary to pay them at starting only about two-thirds the amount agreed upon, handing over the balance on the termination of the journey. The bearers on the road being literally the same as those employed by government, serving either party indiscriminately, no fresh rules need be laid down with regard to them. Many people fear trusting these men, and prefer paying more to the post office, to make sure of punctuality; there exists no just ground for such fears. The Author has travelled hundreds of miles by each, and could never recognize any difference between a government and a private dawk. There are some

persons who, when about taking a beaten track, will not trouble either; but, with rupees in their palankeens to pay at the end of each stage, will run their chance of finding bearers on the road: such a course is by no means advisable, unless the journey be a sudden and emergent one, allowing no time for "laying a dawk," as such confidence may not always meet with the desired success.

It need hardly be mentioned here, that the letter post, throughout India, is likewise conveyed by men alone. In fine weather, it is carried at the rate of five miles an hour; the bags, never very heavy, are slung at the end of a stick, and so borne over a man's shoulder, who keeps up a gentle run, and, being generally relieved every five miles, he can continue the same pace throughout the distance allotted to him.

CHAPTER IV.

ALLAHABAD TO AGRA.

ALLAHABAD is the chief city of the Province of the same name, and came under the dominion of the British in 1765. As among the Hindoos all confluences of rivers are holy, so this spot, where the junction takes place of two such celebrated streams as the Ganges and the Jumna, is deemed especially so. Pilgrimages are made to it from all quarters, and a large revenue was formerly derived by government from the taxes paid by those who obtained their leave to bathe in the sacred waters; numerous, too, were the fanatics who voluntarily drowned themselves there, in the full assurance that their eternal happiness was thereby secured. The tax in question has been for some time abolished. The population of the city is about 25,000. Its commerce is inconsiderable; the mart for cotton, which it once possessed, having been for the most part transferred to Mirzapore. It has been supposed by some to have been the site of Palibothra.

The fort, as has been before stated, occupies a most commanding site, at the very point of junction of the

two rivers. All the alterations and improvements made by the English, since it came into their possession, have not taken from it its native character. In its original erection, ornament seems to have been almost as much studied as strength; this is very evident from the gilding and highly elaborate workmanship of the roofs over the gateways, and the quaint balconies and fretted cornices of the buildings in the interior. To a native army, the place must be impregnable, and even to an European force, if it could be garrisoned in proportion to its size, its conquest would be a service of great difficulty. The fossés are deeper and the walls higher than those of Fort William, and the entrances are neither so many, nor so tortuous. The quarters of the commandant, and other officials, overhang the Jumna, on which they look from a great height. In the fort, state-prisoners are occasionally confined.

There are two or three things therein demanding some slight notice, and well worth the inspection of a visitor. First, the armory, now, comparatively speaking, empty, in consequence of the large indents made on its stores for the Affghanistan campaign. Secondly, a cylindrical solid stone pillar, forty-three feet in length, and almost of the circumference of a frigate's lower mast, slightly tapering towards the summit; a great portion is smooth and polished, bearing inscriptions in characters which were utterly unintelligible to the most

learned antiquaries, until the late Mr. James Prinsep brought his extraordinarily energetic mind to bear upon the subject, and elucidated them satisfactorily. This pillar was found in the fort when the British took possession, and the names on it are supposed to be those of eminent individuals who came to bathe at the confluence. The authorities are at this moment preparing a place for fixing it in a perpendicular position, it having lain for a long time on the ground neglected.

Another curiosity in the fort is a subterranean passage, extending, according to popular statements, to Benares. A faqueer awaits at the entrance, and, for a gratuity of a few annas, will show its wonders by torch-light; for, at the entrance, and at one other place only, does the light of day penetrate. The passage is not more than four feet broad by about eight in height; the walls, roof, and path, are mostly of Chunar stones, and very ancient; they bear numerous native inscriptions, and at every step on each side are niches containing mutilated idols. After proceeding a hundred yards, in a direct line, paths branch off in all directions, and the place becomes a perfect labyrinth; every recess is crowded with idols, for each of which the guide has a name, not one of them being in a perfect condition. The place is tenanted by insects and reptiles without number; millions of cockroaches, attracted by the light, crawl and fly around and about; toads every moment cross the path, and dispute the entrance to

their territories; whilst bats flit each instant so close to the torch, that its non-extinction is surprising. All is damp, drear and noisome; and it would be indeed a punishment to travel in it a single mile, much more the fifty-three that separate it from Benares.

The cantonments of Allahabad are nearly four miles distant from the fort and river. A company of foot artillery and two regiments of native infantry are generally stationed in them, and the parade grounds of the latter are spacious and open, one somewhat more so than the other. A general officer is always in command of the fortress. It is likewise a large civil station, and the courts of *Sudder Dewanny* and *Nizamut Adawlut* are here fixed. The members of this service have the reputation of being very hospitable, thereby rendering the station gay and agreeable. The country around is, as usual, very flat, but the foliage is extremely abundant and luxuriant. The rides are many and interesting, and the roads remarkably good, most of them flanked by fine trees. Once or twice a week, a regimental band enlivens the frequenters of the principal mall. These bands are described as sad taxes on a young officer's monthly income, seldom entrenching thereon to a less extent than from fifteen to twenty rupees; whereas, their book-clubs are very little more than a quarter of that expense.

The bungalows are spacious and good, but it is necessary that every entrance to them should be guarded from the flies, which are extremely trouble-

some. The village of Papamow is between two and three miles from cantonments, and is one of the neatest in India.

From Allahabad to Futtehpore, the distance is eighty miles, and is, almost without exception along the new grand military line of road, extending from Calcutta to Loodianna, a distance of above 1100 miles. Very few portions of this road are not already completed, and such as are not so, are fast approaching it; in its course it embraces the following important stations:—Burdwan, Sheergotty, Benares, Allahabad, Futtehpore, Cawnpore, Mynpoorie, Allygurh, Delhi, Paneeput, Kurnaul, and Umballa. A few general remarks upon it here may render a recurrence thereto unnecessary.

The composition of this road is principally a peculiar lime-stone, called conker, which, after being laid down for some time, well cemented by the application of water, and beaten together, becomes a solid mass of extreme strength; it is the only soil against which the soles of a native's feet are not proof, who, to avoid this newly-made road, will willingly wade through water, or toil through mud and jungle; remarking that it is only fit for horses to move on, who are shod with iron. Convicts are for the most part employed in making it, sometimes in gangs of above a hundred, who work with all the regularity of a regiment of soldiers manœuvring, letting their battering rams fall at the same moment, with a noise like thunder. European and native superintendents are placed over them. The road is one unvaried flat,

and generally in a direct line, miles and miles before one being always in view. The cultivation of maize is universal. In the rainy season, the sides of the road are mostly under water, and it is melancholy to witness the devastations caused by the torrents which every now and then occur. Chasms of fifty or a hundred feet in length, forming deep ravines, occasionally stop the passenger, and compel him to make a considerable détour before attaining a perfect portion of the main road; whilst of the many bridges in its line, some are found cast down, as if by the shock of an earthquake, and masses of brickwork, of apparently imperishable strength, equally levelled by the powers of the flood. These damages are too often allowed to remain a long time unrepaired, which is scarcely pardonable, considering the importance of a perfect communication, and the cheapness of labour in India. Massive mile-stones, from the Chunar quarries, are in use along the road, and it strikes an Englishman as unusual, to see six, seven, and eight hundred marked on them, in reference to the distance from Calcutta.

Of the many villages traversed in a day's dawki journey, not one in a dozen presents anything worthy of comment. It is true that, in and about almost all, are ruins of houses, tombs, wells, and temples, which might call forth a remark, did not all recollection of them speedily become obliterated by the wonders of Agra and its neighbourhood, in comparison with which, all the former sink into

insignificance. The writer cannot but here call to mind the remark of a friend, with reference to travelling in India, viz., that, in passing through the country, he could never divest his mind of the idea that he was following in the track of an invading army, so utterly ruinous and miserable did all appear around him. The remark, though melancholy, is by no means inapplicable.

A light two-wheeled carriage, going by the name of Eckkar, is much in use in this neighbourhood, and indeed as far eastward as Berhampore, below which, it is not frequently met with. It is intended for one person only, who must sit cross-legged thereon; or two might be accommodated back to back, with their lower extremities hanging over the wheels. A single tattoo draws it along very swiftly; it is driven by a boy, and one can be hired for twelve annas a day. Here also are hackeries first seen drawn by three bullocks; one leader, and two in the shafts; the wheels and all parts of the vehicles being of the most clumsy description.

Futtehpore has been only important as a civil station since 1826, when, from its being found that the neighbouring districts of Allahabad and Cawnpore were too extensive, this place was made into a third, formed by the superabundant portions of the others. The bungalows and cutcherries of the magistrate, collector, and other officers in this department, are all that relieve the sameness of the many native houses which are first approached.

The tombs around it are numerous, and evince the populousness and former importance of the town; there are also the remains of an extensive Serai.

The station is greatly indebted for various means of social amusement to the late able Mr. Douglas Timins, who, during the time he held an important appointment in it, exerted himself successfully to banish the *ennui* generally attendant upon an extremely limited circle. Few travellers, who have passed through Futtehpore, will not bear testimony to the kindness experienced at his hospitable mansion, or regret the bereavement his amiable family have suffered in his premature death. In the native town the streets are as usual, narrow, winding, and dirty. At the verge of the station, on the road to Cawnpore, is the jail, a very large and massive building.

From Futtehpore to Cawnpore, a distance of 48 miles, the road presents little or nothing to attract the attention. The latter is one of the largest military stations in India, the garrison consisting generally of a Queen's Cavalry Corps, one of Native Cavalry, and three or four Infantry Regiments, besides Horse and Foot Artillery, and is the headquarters of a division, commanded by a Major General. The barracks for the European Troops are well situated in a fine open space, with a detached library-room in close vicinity; for the latter introduction, the government deserves great credit. The native lines are equally well-arranged, on an extensive parade, intersected by the high road to

the westward, and always presenting an animated scene, especially before sun-rise and after sun-set, from the number of drilling-parties, musters, &c., necessarily required among so large a body of men. In the rear of the arm depôt of each regiment, are the huts of the sepoy, clustered together, and almost hidden from the view by trees and jungle, beyond which peep the summits of various mosques and temples. The cantonments are straggling, and extend over a large space; the distance between the foot-artillery quarters, and those of the farthest native infantry encampment, being little less than six miles. The residents complain much of this, and not without reason, it being the occupation almost of a day to pay a few visits. The Ganges flows at a distance of half a mile. The bungalows of the officers are generally situated in extensive compounds, some of them with romantic ravines, in which high jungle grows during the hot weather, whilst torrents of water flow through them in the rains. A few are prettily perched on high grassy eminences, but the place altogether is somewhat bare of trees. In the centre of cantonments are situated the church, the assembly-rooms, the theatre, (the eye embracing these at one view), the post-office, the Europe shops, and indeed most of the important establishments. Until lately, there was no church, divine service having been performed in two different spacious bungalows, at either extremity of the station; even now it is necessary to have prayers at another place besides the church,

in consequence of its great extent. The course, or evening drive, is bordered by trees, and being well-watered, is a delightful resort after the other dusty roads; it is well attended, the civilians from their retreats at Nawaubgunge, three or four miles distant, generally adding by their presence to its liveliness, and it not unfrequently musters a hundred equestrians and charioteers. Beyond this drive, is the race-course, exhibiting much sport during the winter. Bands of different regiments perform at sun-set almost every evening. With its reunions, plays, balls, and parties, Cawnpore is altogether a gay station; and notwithstanding the heat, the dust, the intensely hot winds, and the prevalence of that simoom, or whirlwind, appropriately called a "Cawnpore Devil," it is, perhaps, rather a favorite than otherwise. In contradistinction to Calcutta, but little gaiety is indulged in during the cold season, from October to March, which is generally very severe, with biting winds, allowing few who are not blessed with close carriages to brave them, late at night, during a journey of some miles.

The station suffers much from the depredations of thieves, and notwithstanding the most vigilant watching, a night scarcely passes without many robberies being committed. The miscreants are generally supposed to be wanderers from the dominions of the king of Oude, on the other side of the Ganges, to which they return, with their prey; this is an evil that will always exist in a station mustering a large

body of European troops, from the ready market found among them for the disposal of useful articles, if cheap, however miscellaneous their nature may be. Wolves are very troublesome, and native children are frequently carried off by them. The saddlery and harness made at Cawnpore are very little inferior to English, and renowned all over India.

From Cawnpore to Mynpoorie the distance is one hundred and eight miles, divided into nine stages, viz., Simla, thirteen miles; Nowadah, thirteen; Buckawtee, twelve; Meerunka Serai, twelve; Jellallabad, twelve; Shahjehanpore, twelve; Nubbygunge, twelve; Irun, eleven; and Mynpoorie, eleven. Near Buckawtee is a curious temple, of considerable size and elevation, of red granite, in good condition; the whole of the exterior ornaments of which are crouching tigers.

While in such close vicinity to the ruins of the once celebrated city of Kanoge, few would hesitate visiting them; and to do so, it is only necessary, upon reaching Meerunka Serai, to diverge two miles from the direct route. Travellers are generally previously met by an intelligent native, who offers his services as guide, and presents for inspection a book containing testimonials, from former parties, to his capabilities for the employment he undertakes, and which his father before him for many years pursued equally well. He ekes out a livelihood, in addition, by the sale of ottar of roses, rose-water, and other wares, which must indeed be

excellent and cheap if they are but half so good as he will assert. The road to the ruins is partly through indigo fields, but principally among ravines, and scenery partaking of wildness. The villages in the vicinity are large and populous, and the inhabitants, from their eagerness to catch a sight of the passing traveller, and their exclamations and looks of surprise when they do so, would appear not to have seen much of Europeans in their secluded tenements.

Kanoge is known to have been a place of importance, and the metropolis of a great empire, above a thousand years ago; long indeed before the Mussulmaun invasion. Its extent and grandeur are evident from the ruins which are spread about in every direction, and the remains of walls of immense thickness, which, for ages more, will, in all probability, go no further to decay. On considerable elevations, overlooking the site of the once noble city, are tombs and mosques, a view of more than one of which, though of recent origin, will amply repay the visitor for the toilsome ascent to reach it; the view of the surrounding country, from the terraces, with a branch of the Ganges, called the Kala Nuddee, flowing beneath the feet, being highly pleasing. Within, the white chunamed walls give evidence of many Englishmen having visited the spot, by the disagreeable exhibition of their names scribbled thereon, a strange characteristic of our countrymen, which is too frequently witnessed now-a-days to cause surprise.

Between Jellallabad and Shahjehanpore, on the left

hand, is a tope, a quarter of a mile in extent, every tree in which swarms with monkeys of all ages and sizes. They attend the traveller for a considerable distance, snatching bread and biscuits from his hand, chattering and grinning most hideously. It has elsewhere been remarked that these animals are revered by the natives, and that on this account it is dangerous to destroy them.

Mynpoorie is a small solitary station, its only European inhabitants (besides a civilian or two, four miles distant) being the officers of the 31st Regiment of Native Infantry. This gallant corps, after undergoing all the toils and glories in the recent Affghanistan Campaign, and being present at the taking of Khelat, has arrived here to recruit its almost exhausted ranks. The grass around the cantonments runs up to ten feet in height, and its flower is so luxuriant, and beautifully white, that at a distance, a patch of it can only be well likened to a vast collection of ostrich feathers. Thieves are troublesome also here, and the usual expedient of engaging one rogue to keep others away, on the principle of paying "black mail," not unfrequently proves unavailing.

From Mynpoorie to Agra, there are seven stages, viz.: Bejrasee, ten miles; Bamun, ten; Shekoabad, ten; Ferozabad, ten; Mahomedabad, ten; Begum Ka Serai, eleven; and Agra, eleven: total seventy-two miles. The greater part of this route being through a cross country, the scenery is decidedly more Indian, and as such, more interesting, than

that which the main road presents. The villages are large and populous, and the inhabitants less accustomed than elsewhere to European travellers. Shekoabad and Ferozabad are the principal; the latter may with justice be termed a city of tombs, so enormous is their number; but there is scarcely one not in a state of utter ruin and decay.

It would be difficult to meet with a scene more truly Oriental than that which greeted the Author two miles beyond Mahomedabad: first, a troop of travelling Nautch girls, enveloped in shawls and flowing drapery, their noses, arms, and ankles loaded with rings and bells, and their eyes darkened to the extent deemed so fascinating by their class, who left not off their dancing until their hands were crossed with silver. The sound of their voices had not ceased, when the air became tainted with the effluvia from a dead camel, half a furlong in advance, in close proximity to which it was necessary to pass; dogs, jackals, and carrion birds, feeding in concord on the ample repast, and apparently half-inclined to attack the coming cavalcade for presuming to disturb them at their meal. Within the range of the eye, succeeded an encampment of a dozen Sepoys, returning to enjoy a few months' leave with their families in Gwalior, their arms piled, and themselves sheltered from the mid-day sun beneath some lofty trees at a well-side, near which, a faqueer had taken up his permanent residence, assured of there meeting more travellers than he might do elsewhere.

Not ten yards from the well, was an extensive stagnant lake, from an island in the centre of which, rose a lofty temple, the former being connected with the main land by a long narrow stone bridge, of twenty-one arches, terminating with another temple, the architecture of the whole being altogether Eastern. On the borders of the lake, a dozen camels were quietly grazing, while in almost every direction ruins only caught the eye.

Before reaching Begum-Ka-Serai, the last stage to Agra, a view is gained of the magnificent Taj, rising from the borders of the Jumna, its white marble dome and minarets strongly contrasting with the foliage around, and though twelve miles distant, so near does it appear, that many would deem a quarter of an hour's walk quite sufficient to reach it. Beyond this stage, the scenery becomes entirely changed, and there is nothing within view but massy rocks, and wild and deep ravines, the road undulating and winding, crossed by various bridges, which, with the road, bear marks of the torrents that deluge them every rainy season. Once more attaining a scene of cultivation, and passing through a large village, with many brick houses, tombs, temples and enclosed gardens, the river is reached and a ferry boat conveys the traveller across the Jumna, landing him opposite the Custom House. A further journey of two miles, skirting the river and the fort, and passing through a portion of the principal native streets, leads to cantonments.

A few remarks on the route thus far, may perhaps be excusable, before saying anything of Agra.

Few things will probably more attract an observing traveller's attention, during a journey from the Lower to the Upper Provinces, than the marked difference between the natives in the one and the other. To speak first of the gentle sex: he who has never been out of Bengal, and seen none but the specimens of womankind which that district presents, must carry home with him but a poor idea of the race; let him, however, but travel five or six hundred miles upwards, and his ideas will undergo a total revolution. The change first becomes apparent about Cawnpore; the women are almost without exception tall, well-made, and, comparatively speaking, fair; while in their walk, and indeed in every movement, they exhibit peculiar gracefulness; they are withal extremely modest, and on the approach of a stranger, invariably conceal their faces, or turn aside, until he has passed. Their dress consists but of three articles; a light tight-fitting corset, a long petticoat, sweeping the ground and drawn close above the hips, and a large shawl or sheet for the upper part of the body and the head. In lieu of these habiliments being invariably white, as is usual in the lower part of India, they are of different colours, giving the whole a more effective appearance. They are extremely fond of ornaments, especially armlets; frequently wearing of the latter as many as twenty on each arm, some of silver, but mostly of bone, or horn, of various colours, green predominating.

Thick bangles encircle the ancles, occasionally with jingling bells attached to them, and the nose-ring is seldom absent. But the ornament which is most usual, is a ring of large size, (larger than an ancient signet,) covering the great toe; it is always of pewter, or other white metal elaborately chased; those who can afford the expenditure, have every toe on both feet thus covered, to which minute bells are attached, producing a slight tinkling at every step that is taken. The graceful carriage of these women may partly, perhaps, arise from their habit of carrying from infancy large gurrachs, or jars of water, on their heads; these they generally balance so well, as to need no assistance from the hand. The road or pathway from a village to the river side, is always the most thronged with the native population, and, consequently, the best spot for observation of their manners and customs.

The difference in the men is scarcely less marked; they are taller, more muscular, and altogether a finer race, than that of Bengal: no man, when away from his village, travels without his tulwar or sword, hanging at his side, a brass studded shield slung over his shoulder, and a stout iron-shod stick in his hand.

Were it possible suddenly to transport a cockney sportsman to any part of the upper provinces, he could not but fancy himself in a wonderfully large aviary, and be indeed puzzled in what direction to deal destruction. On all sides he would behold vultures, kites, crows, jays, parrots, minahs, storks, doves,

pigeons, paddy-birds, and others too numerous to name; and he could not stir a step without finding opportunities in profusion for securing any quantity of the foregoing he might desire. With regard to legitimate *game*, so much cannot be said. Camels are by no means so scarce in these parts as might be imagined from the expenditure of this animal in the late campaign; and sometimes a train of Company's elephants, amounting to not fewer than a hundred, all magnificent beasts, will meet the traveller. Between Cawnpore and Mynpoorie, buffaloes are used for riding.

Agra is called by the natives Akbarabad, the City of Akbar; it having been embellished, and considerably extended, by the emperor of that name, who made it his chief city. It is situated on the western bank of the Jumna, communicating with the opposite shore by ferries during the rains, and at other seasons by a bridge of boats. The native city extends over a large space of ground, both on the banks of the river and inland. The chowk, or principal street, is not so narrow as those in the generality of native cities, Benares for instance; as carriages are driven through it. It is a bustling place, and its appearance would intimate the population of the city to be very great; the number cannot be much less, indeed, than one hundred thousand. The cantonments are straggling; the force consists of one Queen's corps, three regiments of native infantry, and artillery. The native lines are on a splendid parade-ground, and along the

extremity runs the course, or evening drive, strangely enough flanked by the well-filled cemetery, serving the purpose of a constant "*memento mori*;" and, one would also think, as a damper to the gaiety of the promenaders. The mess-house of one of the regiments was, previously to its being devoted to its present uses, a native tomb.

Agra is the chief city of the N. W. Provinces of Hindoostan, and the residence of the Lieut. Governor. The houses of the civilians and staff-officers are handsome, and the "Testimonial," recently erected in honour of Sir Charles Metcalfe, consisting of a library, reading-room, assembly-rooms, and detached billiard-rooms, much as it has been abused, is worthy of a visit. The church is a substantial erection; the firing of a gun, in the absence of bells, notifies the approaching performance of divine service. Near one of the fort gates is the Jumma Musjeed, or principal mosque, in a very dilapidated state.

No one, who has heard of Agra, is ignorant of its proud boast, and greatest ornament, the Taj Mahal. The Author no longer wonders at the general complaint from its visitors of the impossibility they feel to do justice to it by their descriptions, since, after a week's residence in the city, and an almost daily excursion to it, at early dawn, during the glare of noon day, and by the light of a brilliant moon, he finds himself not only incompetent to do so, but even to make the attempt. That may be said of it which is applicable to but few others of the world's

wonders,—that, no matter how sanguine may be the expectations formed of it, the result has never yet caused disappointment to those who indulged them ; the reality ever exceeding what is looked for. It is situated three miles from the cantonments, and nearly one from the fort, the road to it being undulating and flanked by sandy ravines, everywhere exhibiting remains of ancient buildings ; the bricks comprising these are allowed to be removed by all who choose to do so, leaving little excuse for those about to build not erecting a substantial building, instead of a wretched hovel, since the small cost of transport is the only additional expense thereby incurred. The tomb is erected to the memory of Moomtaz Mahal, by her husband, the Emperor Shah Jehan, who brought this style of architecture (previously superb, as witnessed in the tombs of Humayoon at Delhi, and Akbar at Secunderabad, of which a few words will be said hereafter) to a pitch of perfection, which no attempt has since been made to surpass. Whether ambition to excel the grandeur of the monuments left by his ancestors, or real affection for his departed consort, originated this exquisite monument ; certain it is, that so long as it remains, so long will it be an enduring mark of the refined taste and splendour of its founder, and carry down his name to posterity when his early brilliant career, and the misfortunes of his latter days, would otherwise have been forgotten.

Tombs in India, at least those of the very first order,

are mostly of the same character ; they are generally walled round, a handsome gateway leading into spacious gardens, in the centre of which is the main building ; in it, below the surface, is a dark chamber, in which the ashes of the dead are deposited, with plain elevated slabs over them. The story above is always the grandest ; in it also are tombs similar in size to those below, but of the finest marble, and most exquisitely adorned : the structure of the building depending upon the rank of the occupant, or the riches of his survivors ; the Taj, it need not be said, being the most magnificent of any. Three other gates, but smaller and of less consequence than the main one, allow of entrance to the gardens at each side ; while within the walls, or sometimes without, are pavilions and serais, affording shelter to pilgrims from a distance, however numerous they may be, and a conduit of water, with fountains at intervals, flows between two walks, leading from the main gate to the mausoleum.

Hamilton, in his Gazetteer, thus writes of it : “ This edifice, with its light minars, its great gateway, mosque, and Jumaul Khana, form the most exquisite group of oriental architecture in existence ; and although the more costly mosaics of twelve different sorts of stones, within the mausoleum, have been partially despoiled of their riches, the general beauty of the structure remains to this day perfectly unimpaired. The gardens, which occupy the great area in front, are adorned with rows of cypresses, and

enlivened with fountains, which are still kept in order at the public expense, and usually play on Sunday evenings." The late Bishop Heber writes: "After hearing its praises ever since I had been in India, its beauty rather exceeded than fell short of my expectations. The building itself is raised on an elevated terrace of white and yellow marble, and having at its angles four tall minarets of the same material. In the central hall, enclosed within a carved screen of elaborate tracery, are the tombs of the Begum; and slightly raised above her, of the Emperor himself. Round this hall are a number of smaller apartments, corridors, &c.; and the windows are carved in lattices of the same white marble, with the rest of the building and the screen. The pavement is in alternate squares of white and Sienna marble; the walls, screens, and tombs are covered with flowers and inscriptions, executed in beautiful mosaic of cornelians, lapis-lazuli and jasper; and yet, though everything is finished like an ornament for a drawing-room chimney-piece, the general effect produced is rather solemn and impressive than gaudy." The tomb of Shah Jehan, alluded to in the foregoing extract, is decidedly an intrusion; the building having been erected for the Queen only. According to popular report, the Emperor had begun one for himself on the opposite bank of the Jumna, which was to rival the Taj in costliness, and to be connected therewith by a marble bridge; but his deposition probably put an end to the undertaking, and he was

interred by the side of his wife, destroying the uniformity of appearance that before prevailed; her tomb still continuing in the exact centre, as originally placed, while his is at one side: this defect might have been obviated by slightly moving the former; or if that were inexpedient, Aurungzebe might have had a third tomb for one of his brothers erected on the other side. The cost of the Taj has been generally estimated at seven hundred and fifty thousand pounds, but this must be far below the mark. Nothing less than an expenditure of two millions sterling could have carried out the perfect design of Shah Jehan. The erection of the Taj alone occupied a space of twenty years. From the lower terrace, to the golden crescent which surmounts the principal dome, the height is said to be above two hundred and fifty feet: few would, perhaps, believe this, from the proportions of the *tout ensemble* being so perfect as to make it appear much less lofty. This idea, will, however, be correct if an ascent is made to the terrace whence the dome springs; the time occupied in attaining it will show that the height is not over-rated. Miss Roberts describes the gateway as a "palace of deep red stone, inlaid with white marble, and surmounted by domes and open cupolas. It is ascended by flights of steps; in the centre is a large circular hall, with a domed roof and a gallery running round, all in the most beautiful style of oriental architecture." Around the centre chamber, containing the tombs, are other apartments, one of

which is especially devoted to English scribblers, the walls being literally covered with names, dates, quotations, remarks, and scraps of "original poetry." The cicerone leads the visitor to it, as a matter of course, describing it as the "English apartment," and seemed not a little surprised at hearing the custom deprecated, probably conceiving it to have been a religious rite among Europeans thus to desecrate every beautiful object they first come in contact with: the practice, it is sad to say, is not confined to the small pavilion in question, the walls in all directions bearing marks of a like character; such spoliators are only inferior to those who, in times bygone, robbed the tombs, and other portions of the building, of the gems forming the numerous exquisite flowers, many of the latter exhibiting sad mutilations of their fair proportions. Of these Miss Roberts writes: "The interior is embellished with beautiful mosaics, in rich patterns of flowers, so delicately formed, that they look like embroidery on white satin; thirty-five different specimens of cornelians being employed in a single leaf of a carnation; while agates, lapis-lazuli, turquoise and other precious materials occur in profusion." That Italian artists were employed in the execution of these flowers there exists no reasonable doubt, as some of the latter, though common in Italy, are unknown in Hindoostan. Although two hundred years have elapsed since its erection, there are few portions, —and at a distance, none,—which have not the appearance of a building of yesterday; indeed, so beau-

tiful an object is it, that the oft-repeated remark of a French traveller may again be quoted, that it needed nothing but a glass case, to preserve it from the ravaging effects of the elements. To the credit of Government, a monthly sum is allowed to keep it in repair; and the office of superintendent of the outlay, and of the building generally, could not well be entrusted to better hands than to those of Major Terraneau, who at present holds it. On each side of the tomb are mosques, with a variety of apartments, some overhanging the river; in the hot season they are frequently occupied by parties from the city, who send down furniture and servants and remain there for days, on account of the advantage, in point of coolness, they possess over the city itself.

From the summit of either of the minarets a fine view of the surrounding country is obtainable; at two different elevations are doors, opening on narrow galleries, a walk round which is no easy matter to every one, the balustrade not rising higher than the knee; a third gallery terminates the winding staircase. The reader may, perhaps, complain of being detained by so imperfect a description of this far-famed tomb, especially as there are other objects of interest in the city well worthy of his attention.

Of these, the principal is the fort; to all external appearance, probably, still the same as before it came into possession of the English, though the interior exhibits most woeful decay, almost all its numerous apartments being choked up with ruins and

jungle, which, with the battlements, have become so great a resort of snakes that the sentinels placed there are compelled to walk with sticks in their hands, in addition to their muskets, to keep the ground free; many having been bitten previously to adopting this precaution. The palace court is overrun with grass, the fountains are blocked up, masses of marble torn up and conveyed away, and all is desolation. The superb hall of audience is the only portion in good preservation; next in order are the adjacent apartments, which formed the seraglio; many of which have fountains in the centre, still giving evidence of former grandeur, being of the purest marble, and elaborately adorned; while the terraces above, with open cupola'd pavilions at every angle, are enchanting spots, and from their immense elevation above the winding Jumna, which flows at the foot, command an unrivalled view for many miles around. Somewhat lower is a platform, with Shah Jehan's favorite seat—a slab of black marble; where, while administering justice to his subjects, he could watch the progress making with the splendid erection in memory of his wife. The beautiful balustrades of the terraces, the screens and fret-work, everywhere exhibit marks of the destruction caused by Lord Lake's artillery, when the fort was captured by the English in the early part of the nineteenth century.

The fort must not be left without paying a visit to the arsenal; and above all, to the Mootee Musjeed, the most exquisite mosque in the world, and well

worthy of the name of the gem it bears. It has been too often described, to render a particular account of it at all necessary; and it may suffice to say, that this also owes its erection to Shah Jehan; and that, next to the Taj itself, it stands unrivalled in India for chasteness of design, beauty of proportion, and magnificence of material and workmanship.

On the other bank of the Jumna, beside the superb gardens denominated Ram Baugh, is a tomb which might once, for minute beauties, have almost vied with the Taj; it is consecrated to the remains of Etbar-ood-Dowlah, the vizier of Jehanguire, and the revered father of his empress, Nourmahal, the heroine of Moore's fine poem, "The Light of the Harem," who was equally well known as Nourjehan, "The light of the World." It is distressing to perceive the state of decay into which this gorgeous, though at the same time beautiful specimen of architecture has been allowed to fall. Its keeper attributes this to the parsimony of the Nawaub, to whom he says it belongs, who will not expend a few thousand rupees to renovate and preserve it. Be this as it may, it exhibits a melancholy contrast to the care taken of the Taj by the British Government, who would probably do the same by this, were it made over to them. Shrubs grow from every interstice in its marble walls, large pieces of which, and the ornaments that cover them, have been knocked off, and are scattered about in all directions. The grounds are covered with jungle; and it is dangerous to approach the embankment on

the river's margin, once forming so splendid a terrace, lest it should give way, and precipitate the visitor into the stream beneath. If the progress it is now making to destruction continues, the whole must be in a few years a heap of ruins.

At Secundra, about seven miles from Agra, is the celebrated mausoleum of the Emperor Akbar; it is less pretending than that of Moom Taz Mahal, and by some persons preferred to the latter; it is of a pyramidal form, consisting of four stories, decreasing as they rise one above the other. Below, on every side, are open, vaulted chambers, so numerous and spacious, that a thousand men might be quartered therein with much ease; the whole is of red granite, except the upper story, which is entirely composed of white marble; it has no roof, but a covered gallery runs round it, the walls of which are lattice and fret work, of the most superb description. In the centre is the elegant tomb of Akbar, in such fine preservation, (as indeed is all this story,) that few visitors are willing to believe that it is nearly two hundred and fifty years old. The gateway and gardens assimilate much with those of the Taj, but want some of their beauties. This, also, is preserved by the British government.

The ride from Agra to Secundra is highly interesting, the road throughout passing by ruins in every stage of decay. In the neighbourhood of Akbar's mausoleum, some of his wives are interred; two of their tombs have latterly been applied to the

preservation of nearly three hundred children, the offspring of some of those unfortunate beings whose deaths were caused by the dreadful famine that devastated the North Western Provinces in the years 1837 and 1838. They form but a small portion of those who perished during that terrific season, and many of them were rescued from the very jaws of death, when all human aid appeared unavailing. The buildings for the boys and girls are a quarter of a mile distant from each other, and each school or society is superintended by Europeans. Both sexes are brought up in the Christian faith; they are first taught to read their own language, the most forward of them being then instructed in English: many proved themselves well versed in geography, astronomy, arithmetic, &c., and never failed in answering correctly, however they might be cross-questioned. Scarcely one exceeds ten years of age; many are not more than five. The boys, during certain hours, are taught mechanical trades, and it is an interesting and amusing sight, to witness the many knots of little artists, filling every compartment of the tomb, busy at their various handicrafts of tailors, shoemakers, weavers, ironmongers, and very many others. When of sufficient age, it is in contemplation that inter-marriages shall take place, and the location for a large village has already been decided upon. Untrammelled as they will be by caste, or the inducement to desire it, being without known relatives, it may not be considered an unin-

teresting, any more than an unimportant speculation, whether the results arising from this novel colony will in after years be beneficial to British rule or the contrary. The institution is supported by contributions from Government, and subscriptions and donations from the community.

Futtehpore Sikri, Akbar's favorite retreat from the cares of government, twenty-four miles distant from the city, contains also some superb ruins, and will be found well worthy the trouble of a journey thither. In the neighbourhood too is the celebrated fortress of Bhurtpore, so long deemed impregnable.

CHAPTER V.

AGRA TO THE FOOT OF THE HIMALAYAS.

ANOTHER cross road leads from Agra to Allyghur, a distance of fifty-six miles, and the grand military line is at the latter place again attained. The traveller is ferried across the Jumna, six or seven miles from Agra, the road to the river from cantonments being by the fort, along the paved native city, and thence through jungle and sand. The route is for the most part wild and rough, and intersected by many ravines and bridges.

Hattrass, thirty-two miles from Agra, and twenty-three from Allyghur, is the only place of note that is passed during this journey. The bombardment of its fort by the East India Company's army, in 1817, and the consequent deposition of its refractory chief, are circumstances quite familiar to many of its inhabitants. It is still a turbulent and quarrelsome place, principally inhabited by a superstitious race of Hindoos, whose feuds with the few Mussulmauns who reside there, and sometimes indeed with each other, are constant, and at times bloody. On these occasions, it is

their custom to put a stop to all business, and close their shops, until the quarrel is at an end, or in some way satisfactorily adjusted. Experience soon teaches them that, in this, they are equally punished with their adversaries.

The civil station of Coel, and the military cantonments of Allyghur, are in such close proximity, as to be generally spoken of as the same place; their extreme distance from each other being but little more than two miles. The native town bears the former name. The station is open, is deemed healthy, and, though somewhat dull, is generally liked. Its perfect salubrity would, however, appear in some measure doubtful, from the outskirts being studded with stagnant pools and ditches, which receive the waters and refuse from a neighbouring Indigo factory, emitting an offensive odour all around. The Bungalows of the Europeans are removed far from these nuisances, are spacious themselves, and surrounded by large compounds. The cantonments are also convenient, but are seldom honored with more than the *depôt*, or a portion of a regiment. Beyond them is the fort, esteemed with justice one of the strongest in the country, having indeed cost Lord Lake more trouble to reduce, during the campaign of 1803, when it was held by Scindia, than many an apparently more important and well defended place. In form, it is square, small in size, and very compact. It is built of mud, faced with conker, and thereby much more able to withstand

the attacks of artillery, than its massive neighbours of Agra and Delhi. The fossé around it is particularly broad and deep, and is filled with water, affording capital fishing; the entrances to it are few, and the bridge is in a sadly dilapidated condition, quite unsafe for horses, and scarcely indeed safe for pedestrians. Within the gates, all is desolation; a few huts and bomb-proof magazines being the sole remnants of its former importance. Until Lord William Bentinck assumed the reins of government, it was kept in a state of efficiency, but was shortly after his assumption of power dismantled by his Lordship's orders. Snakes abound among the jungle, which is every where growing; rendering it necessary to keep the pathway, and be cautious even then. Much credit is due to the liberal and enlightened collector and magistrate, Mr. Robert Neave, for the attention shown towards the improvement of the roads, and for many other excellent arrangements for the internal welfare of the station; to a brother of whom, also, the European community are mainly indebted for the erection of a small, but very neat, church. Midway between the fort and town, are the house and gardens which belonged to the Commander-in-Chief of Scindia's army, Mons. Perron; they are unoccupied, and hastening fast to destruction. In the native town there is little of mark or note, except the great mosque with three cupolas, and the commencement of a vast pillar, intended to rival the celebrated Cootub Minar, at Delhi; from the diameter of the base (twenty feet) it

certainly would have done so; it has not been raised above thirty-five feet.

From Allyghur to Delhi is eighty-four miles. This, though the main route, offers nothing of interest, being an uninterrupted sandy flat throughout, and the latter city being visible, with all its elevated buildings, at nearly twenty miles distance. When somewhat nearer, the traveller is struck by the apparent immensity of the city he is approaching, and the enormous extent of ground which it occupies; this arises from the inability to distinguish, so far off, the ruins of the ancient capital, from the comparatively modern buildings of the new. At about eighteen miles from Delhi, the river Hindon is crossed by ferry; though narrow, it is rapid and deep. Beyond it, the villages are surrounded with thick walls, and protected by massive gates. The main stream of the Jumna washes the city walls, and an entrance is obtained by means of a bridge of boats, at which a toll is leviable upon all but military men; previously to reaching this, the road runs through a former bed of the river, now filled with deep sand. Entering by the Turkoman gate (and on first finding oneself within the Imperial City, the thoughts naturally revert to the many historically interesting scenes which the ground passed over has witnessed, to the terrible downfall and to the decay of this once proud metropolis of the Great Mogul), and passing

out by that of Cashmere, a couple of miles further journey brings the traveller to cantonments. Three regiments of native infantry, and a detachment of artillery, are stationed in them; they are not so good as at many other stations, the bungalows being small, and having but little ground attached; they are situated too at the base of a rocky ridge, which in a measure excludes air, and retains the heat to such a degree, that, during the hot season, without reference to the never failing dust, the place is frequently almost unbearable. The parade is extensive; at its extremity are the fine house and gardens formerly belonging to Sir David Ochterlony. From the summit of the rocky ridge just mentioned, which answers the purpose of separating the city from cantonments, a fine view of both are obtained, with the Jumna, smoothly gliding in the distance, and an immense expanse of country beyond. In addition to an official abode in the city, the resident, Mr. Metcalfe, has a splendid mansion a short distance from it, in the midst of a superb park, which any English gentleman might be proud of. On the other hand, crowning a considerable eminence, is the house which belonged to the late Mr. William Fraser, whose melancholy death, by the hand of an assassin, must be familiar to most people. It is doubted by many, if the government could now safely adopt the course it did on that occasion, in executing, in the most degrading manner, a Mahom-

medan of the first rank, justly as Shums-ood-Deen deserved his fate, for instigating the deed in question.

As Agra is called Akbarabad, after the Emperor Akbar, so Delhi is known by the name of Shahjehanabad, after his son, he having founded the modern city, and exhibited little less taste in all his undertakings there, than in those already remarked upon in the last chapter: to him the Moguls owed the existence of the celebrated peacock throne, which was carried away many years afterwards by Nadir Shah, with the other plunder of the Imperial City. Its value has been estimated, by various authorities, at from one to six millions sterling: the palace and mosque were likewise built by Shah Jehan. Modern Delhi is on the western bank of the Jumna, and in circumference nearly seven miles, a space much less than that occupied by the ancient city, the latter being with good reason believed to have covered twenty square miles. It is surrounded by a moat and lofty wall of red granite, the latter in the finest possible order, with not a brick displaced. It has seven gates, all of superior architecture; they are named Lahore, Ajmere, Agra, Turkoman, Mohur, Delhi, and Cashmere. The Cashmere gate, as has been before remarked, is that nearest the cantonments; within it is the main guard. Beyond this, the first object that strikes the attention is the church of St. James, built at the sole cost of the gallant and celebrated Colonel Skinner; it is very neat, and above twelve thousand pounds were expended in its erection. It is a miniature resemblance

of St. Paul's Cathedral. In the enclosure in front is a small monument to the memory of Mr. Fraser. Not far from the church is a fine mosque, also erected by Colonel Skinner, and not exceeded, as regards costliness and beauty, by any modern one in the city. The colonel's own house is close to it, and for elegance and convenience, can be surpassed by few. There is a cemetery in the city, and another in cantonments. Many of the houses are ingeniously contrived with subterranean chambers, to be resorted to when the heat is excessive; but, if not constantly examined, snakes are found to congregate in them in great numbers. Delhi does not appear much more populous than Agra, and lacks much of that air of business and bustle so observable there. The streets are, however, much wider, and there is nothing in Agra to compare with the chowk, of nearly a mile in length, its pathways bordered with trees, and a canal flowing along its centre. More need not be said of this street, for, of the many travellers who have written of Delhi, perhaps there is not one who has not gone into details with reference to it: the same remark is applicable to the Jumma Musjeed, and the mosque whence Nadir Shah, not one hundred years ago, witnessed the dreadful massacre of one hundred thousand of the inhabitants; as well as the various portions of the palace, including the hall of audience, with the inscription, now so bitter a mockery, "If there is an elysium on earth, it is this—this is it;" the enormous observatory of Jey Singh; the Feroze Lat, (or walking stick) and

many others. The palace is walled round, and the style of building resembles that of the town. An order is necessary before any of its recesses can be examined, but that is easily obtainable from the commandant of the palace guard. An audience of his Imperial Majesty even is not very difficult; but it must be borne in mind by all who are anxious for that honour, that the eastern custom of presenting nuzzurs, (or presents,) when seeking the presence of superior personages, is not here dispensed with; and that the ceremony of passing before the emperor, will, in consequence, cost at the least four gold mohurs, or about six guineas sterling.

Immediately beyond the walls of the town, the ground is studded with memorials of the dead. The moderns seem to entertain very different notions from their ancestors as to the necessity of honoring the relics of the departed. The cost of a hundred of the finest tombs of the present age would not defray the expense of (comparatively speaking) an inferior one of the past; and one literally rejoices to depart from such a beggarly scene, to luxuriate among the magnificent ruins and glorious associations with which ancient Delhi abounds. But this is another subject which it will be most difficult to touch upon without finding oneself forestalled; for who has ever visited Delhi, but has equally extended his researches to the tombs of Humayoon, and of Zufder Jung; but has ascended the Cootub Minar; wandered among the splendid remains of antiquity at its base; pro-

ceeded further to Toglukabad ; and driven with melancholy interest for many miles through the wreck of the ancient city, and by the still frowning fort? Hamilton thus describes the scene in question: " The ruins of old Delhi cover the plain for an extent of nearly eight miles to the south of the modern Shah-jehanabad, exhibiting throughout the vast tract one of the most striking scenes of desolation to be met with throughout the whole world."

Midway between Delhi and the Cootub, is the very handsome and well preserved tomb of Zufder Jung, whose death took place in 1754. There is no reason to doubt that this individual is the same mentioned in history as Abul Mansur Khan, son-in-law of Saadut Khan, viceroy of Oude, and afterwards vizier to the Emperor Ahmed Shah. The tomb is built of red granite, and is of octangular form, with the memorial to the dead, as usual, in the centre vaulted chamber. The gardens surrounding it are unusually fine, and the pavilions, skirting the walls within, exceedingly spacious, many of them occasionally forming the residences for many days together of the Europeans residing at Delhi. Pic-nic parties are of almost daily occurrence there. In the gardens are two wells, scarcely more than three feet apart, yet the water from one is good, and from the other equally bad ; though it would seem almost impossible that two different springs could rise within so confined a space. Immediately in front of Zufder Jung's tomb, at about a mile distance, and along a road scarcely practicable for wheel-car-

riages, is that of the Emperor Humayoon, father of Akbar, who was accidentally killed by a fall in 1556. This building is of massive construction, and may be perhaps correctly deemed the most ancient of the very fine mausolea now in existence, and first of the class formed by those already alluded to here and at Agra.

The exertion of some little resolution is requisite to make the ascent of the Cootub Minar, as the effluvia at its entrance is sufficient to test the stoutest nerve. Strange, that the government, which has appointed a guardian to protect the various objects of interest from sacrilegious destruction, who is careful to thrust his instructions into the hands of every visitor, should grudge a few additional rupees per month, to expel from their present haunts, the hordes of bats and other creatures that now make the place almost intolerable. It is not in the Cootub alone, that the inhabitants of the airy regions are so plentiful and disagreeable; the same remark applies to every temple or ruin throughout India;—bats, pigeons, and parrots, being their most constant inmates. A few steps upwards, however, and the nuisance is over; the air from the various galleries is found reviving, and the summit is at last gained; the view from which is an ample compensation for the annoyance at first experienced. This is undoubtedly the loftiest column in the world, the height being above two hundred and fifty feet, and the steps within numbering more than

three hundred. The circumference at the base is above fifty feet; it is polygonal, and the material is red granite; there are five jutting balconies, none breast-high, and the walk round them is somewhat dangerous. It dates from the thirteenth century, and no one can satisfactorily trace its original object. Days might be spent with advantage in making researches into the antiquities, both Hindoo and Musulmaun, around this enormous pillar, and the state of high preservation of most of them, is not the least surprising circumstance which strikes the beholders. Even the ruthless followers of Nadir Shah were, at this spot, unusually unsuccessful in their efforts at destruction; the mark of the cannon-shot fired by them at the iron pillar, though plainly visible, did not move it from its secure foundation, or cause it so much as to lean in the least from the true perpendicular. This cannot be said of the Cootub, for it has an evident inclination; but, as the government have taken upon themselves the task of its preservation, there can be no doubt, though the appearance impresses one with the idea of its being unsafe, that in reality it is not so.

The Author has frequently read of the exploits of divers in this neighbourhood, who will jump from a great height into tanks, or large sheets of water; but he does not recollect seeing a notice of the same feat, where the locality was a well, which, from the small aperture, inspires the beholder with much

more terror than the former mode. There is one close to the Cootub, the distance from the ground to the water being scarcely less than one hundred feet, enabling one slowly to count almost twenty between the interval of the leap being taken and the immersion. To a casual observer, certain death to the leaper would appear inevitable, since no outlet is visible, and to climb up so great a height of perpendicular brick wall would of course be impossible: a further examination will show, however, that the surface of the water is otherwise reached, by an immense flight of steps, commencing some distance from the well itself, and down which the villagers go to obtain their supplies. Up them the divers run, and though dripping wet, and apparently shivering with cold, would willingly undertake a second jump, for a repetition of the reward given for the first.

The road to the Cootub is for the most part rough and bad; during the rains, indeed, much of it must be impassable, and in diverging from the main route in any direction, it is with the utmost difficulty a passage can be effected.

Delhi is noted for its jewellery and shawls. The gold used in the former is of the very purest kind, and the workmanship of the finest, but very little taste or elegance are exhibited in the designs. The favorite articles among European purchasers, are the medallions, sometimes beautifully painted, of the celebrated buildings and unrivalled ruins of Agra and Delhi; these are set in brooches, armlets, earrings,

and other ornaments, but it is preferable to bring away the medallions alone and have them set in England. The shawls and scarfs are magnificent, as to quality, and in quantity almost countless: two men will carry with them, from one bungalow to another, a collection which could not be purchased for fifty thousand rupees. Many a lady in England would delight in the privilege possessed by her friends in India, of indulging in the treat of a morning inspection of these articles. Caution is necessary to be observed with the dealers; they have the art of making old shawls look like new, and more than one instance has occurred of their carrying deception to such a pitch, as to sell an English-made article for a real Cashmere, and the discovery has not been made until attempted to be sold in London, when the party to whom it was offered stated, that it had originally gone from his own stock.

Delhi and Agra are the only two provincial cities of India which possess newspapers of their own. Both are cleverly conducted; the Delhi Gazette, by Mr. Place, and the Agra Ukhbar, by Mr. Tandy. They command a large circulation, and their sources of information being first-rate, and their correspondence and contributors extensive, they cannot but succeed. The Madrissa, or College, is well worthy of a visit; not less on account of its usefulness, than of its interest in other respects.

Delhi abounds with beggars, who are extremely persevering in their importunities. The houses are

called Estates, and is the only part of India where that word is so applied. Parties on the eve of leaving the station, make out an inventory of the property they wish to dispose of, affixing the price to each article, and send it round to the residents, who mark those things they desire to possess ; this is more satisfactory than an auction sale ; and the whole is frequently got rid of at a less loss than too often attends the other mode of disposing of it.

Next to the Emperor and his family, the most distinguished native resident in Delhi, is the Maharajah Hindu Rao, brother of the reigning Queen of Gwalior, formerly commander-in-chief of the armies of that state, and holding other high offices. Political causes rendering his absence from his own country necessary, he is now a pensioner of the East India Company, on ten thousand rupees per mensem. He is particularly partial to the English, and from his pleasing deportment and obliging disposition, is in return much esteemed by them.

From Delhi to Kurnaul is a distance of seventy-eight miles ; the road throughout is the main trunk, ankle-deep in sand, and occasionally much cut up by the rains. Panneeput, situated forty-eight miles from the former, is the first place worthy of note. It has been the scene of two of the bloodiest encounters that even India has witnessed ; the first between the Sultan Baber, and Ibrahim Lodi, the Emperor of Delhi, in 1525, when the latter was defeated ; and the second, (more approaching to

our own times) in 1761, between the Mahrattas, and the army of Ahmed Shah Abdalla, the sovereign of Cabul; the former being utterly discomfited, after a long continued struggle, and at a loss of not less than half a million of lives.

Its appearance from a distance is highly pleasing, white stone houses being intermixed with native huts, on the face of a hill, and all surrounded by foliage. Much of this good effect is lost, however, upon approaching nearer. The traveller northwards merely passes by the walls of the town, but does not enter it. Twelve miles from Kurnaul, a thick jungle is arrived at, which continues for six miles, until reaching a canal; after crossing which, the road passes through fine cultivation, and continues amid such until the cantonments are attained. The native portion of Kurnaul is not entered; it is still surrounded by its ancient and most dilapidated brick wall, which, though in former days it might have sufficiently answered the purpose of keeping out horsemen, when its gates were shut, could have been serviceable for no other. The cantonments are extensive, and the bungalows ranged in wide streets; the parade ground covers an immense space, over which, in the cold season, the wind blows most keenly; it will amply allow for the exercise of twelve thousand men, and properly so, for Kurnaul is never likely to be other than a large military station. At present, there are quartered in it, the Queen's 44th foot, two regiments of cavalry, three of native in-

fantry, and horse and foot artillery. A quaint, little church, with a curious tower, is a somewhat unusual appendage to the parade-ground. In fine weather, a view of the distant Himalayas is obtainable, long before reaching Kurnaul.

The traveller here bids adieu to the British territories; and the next stage of the journey is to Umballa, distant fifty-five miles from it. Seamgurh, five miles and a half from Kurnaul, is a considerable village; within it are the ruins of a massy donjon, of which, the four towers at the angles are still in good preservation. Three miles further on is Azumabad, also a place of apparent importance; it is entirely walled round, and the traveller does not go through it. The other villages and towns are Leelakheree, Ryepore, Sumanah, Thannesir, Chunarthul, Shaha-bad, Kotekutchoa, Shahpoor Machounda, and Jindillee, all the territories of the protected Sikhs. The Sursuttee, Markunda, and Ombah rivers, are crossed in this route, all being fordable.

Umballa belongs to the East India Company, and is the head-quarters of the important political agency of the north-west frontier, the onerous duties of which are so ably performed by Mr. G. R. Clerk. His residence is south-west of the town; and a dawkh bungalow has recently been erected; for even his munificent hospitality proved insufficient for the numerous travellers to the hills, who generally made this their last halt; and for those from the hills, who made it their first. Around, the country is highly

cultivated; but the road is ankle-deep in sand, and skirts the walled native town.

The last stage to the hills is from Umballa to Bahr, forty-two miles, throughout which the enlivening view of the Himalayas is retained. The small rivers, Guggur and Sookna, have to be crossed during this journey: both are fordable. Much of the way is hilly, but the bearers are quite accustomed to it, and move with as much rapidity as in the plains, attaching a cradle of bamboos to each pole of the palankeen, and so dividing the labour among the entire set of eight in lieu of four. There is a low range of hills at Pinjore, about ten miles from Bahr, from the summit of which, the scene is truly magnificent, and every traveller should stop for a few minutes to contemplate it. Looking northward, at his feet is a narrow valley, with several small streams winding along it; beyond, are vast mountains, heaped upon each other in the utmost apparent confusion; while to the southward, as far as the eye can reach, are the cultivated plains of India, with no elevation more considerable than a mole-hill, to break the unvaried uniformity. At Bahr is a dawk bungalow, and an extensive shed belonging to Mr. M'Donald, of Simla, in which palankeens are housed until again required; for here that description of travelling ceases. The scene at this place is generally picturesque and amusing, from the many small encampments of servants, bearers, muleteers and other natives, in expectation of their masters or employers, proceeding

to or from Simla; mostly surrounded by baggage, furniture, and supplies of every conceivable description waiting for transport. It has more than once been proposed to erect a small hotel at this place, and it is surprising that the intention has not been ere this carried into effect, as it is a scheme that would be sure to answer, even with the present number of visitors only, without reference to the great increase that may be annually looked for.

CHAPTER VI.

SIMLA AND THE HIMALAYAS GENERALLY.

It is customary, with residents at Simla, to send down for any friend, whom they expect from the plains, a relay of horses, enabling him to reach the station in one day ; though, if a horse is sent to the second, or even first stage from Simla, the journey might still be made in that time ; a *jaumpaun* conveying him from Bahr to Soobathoo, Hurreepore, or Syree, as the case may be. Should this not be done, the *jaumpaun* is the only available conveyance throughout ; no wheeled carriages of any description, or palankeen, being used in the hills. With twelve bearers, it may also be effected by *jaumpaun* within the twelve hours ; but with the usual number, eight, it will occupy portions of two days ; and the traveller will then sleep either at the Hurreepore or Syree bungalow.

The distance, by Soobathoo, is very little short of forty miles ; latterly, a new route has been struck out, saving two or three, and by avoiding the last-named place altogether, escaping, in addition, the

steep ascent and descent, leading to and from it. The stages may be thus divided, in each taking the starting place from Bahr : *old route*—Soobathoo, fourteen miles ; Syree, fourteen ; Simla, ten : *new route*—Chameeah, eleven ; Hurreepore, seven and a half ; Syree, seven and a half ; and Simla, ten.

A jaumpaun is simply a small arm-chair, firmly fixed between two long bamboo poles, between either extremity of which is a smaller one well secured to the others by leather straps ; the smaller rest upon the shoulders of two men, and the whole has a buoyancy or spring, relieving the passenger of the inconvenience which, were he borne by aid of the long poles, would result from jolting over the rough roads to be traversed. Some are provided with canopies and have curtains round them, but they are poor protections against either sun or rain. The style and manufacture of the vehicles which are let out for hire, (for some of the private ones are very neat) remind one strongly, if the analogy may be permitted, of the chairs which on the fifth of November in England bear the representatives of the renowned Guy Fawkes. The bearers are called jaumpaunies, are as sure-footed as mules, and travel in other respects remarkably well. Their pay is each four annas per diem ; if by stages, then four annas each stage of twelve miles ; or, for the journey from Bahr to Simla, twelve annas ; and the same to the coolies, (porters), who transport the luggage. A head man among them, calling himself "mate," will generally induce the

traveller to allow his services to be made use of, as superintendent; he will be well paid by a rupee and a half, or with one only, if he does not make himself useful. A couple of rupees for the use of the jaumpaun, constitutes the only other expense.

It has already been said, that Bahr is at the very foot of the hills; the ascent commences immediately on leaving it, and in ten minutes the traveller is in the midst of stupendous mounds, clothed with verdure to their very summits; range after range is passed in rapid succession, and the eye never glances at a tree of so marked an Indian character, that it might not belong to a Swiss summer landscape, the scenery being on too vast a scale, to carry the imagination altogether to England, though the foliage and flowerets common to her, are here equally so, the Rhododendron and a small species of oak, being predominant. For the first two or three miles, glimpses of the plains, and of the low range of hills at Pinjore, may be obtained; but they are speedily altogether hidden from the view. The road is every where cut out of the face of the hills, and is of necessity exceedingly tortuous, being the more pleasing from the constant variety thereby induced. The scenery between Bahr and Chameeah, is perhaps more agreeable than at any other part of the route, the vicinity of Simla excepted; as it is much more extensively and variously wooded, notwithstanding it may want the grandeur met with at other portions of it. Cultivation is carried on wherever it is

practicable ; but, from the nature of the locality, the kaits (fields) consist of mere patches, or strips, in terraces one above the other. The Bhatu is that which most prevails, and the rich varieties of its crimson hues, gives a pleasing tone to the surrounding scenery. Maize, too, is almost as plentiful in proportion, as in the plains. Such precipices as may be correctly called so, lose the appearance of danger, if not its reality, by being covered with shrubs and trees to the very verge ; but most of the descents into the kuds (ravines) are somewhat sloping, and the most timid may survey them without fear.

Midway from Chameeah, near Kuttul, the road descends to the bed of a small river, the stream of which is sufficient to turn a water-mill,—a rarity in these hills, where water is so much needed to make the scenery approach to perfection. Even this is crossed without the aid of a bridge, large stones answering every needful purpose. A continued ascent thence leads to a thick forest of small fir trees, and from the summit of the Pass a sudden and distinct view of the distant snowy range is obtained. After a slight descent for a couple of miles, the bungalow at Chameeah is attained ; it is called also the fir tree bungalow, from the forest already mentioned, which is still partially continued to this place. Its situation is extremely picturesque and well chosen, being on an elevated mound, with an extensive view in all directions. From north-east to north-west, the horizon is bounded by

the snowy range: to the north-east, Soobathoo is plainly visible, while at two points to the eastward, Simla itself can be distinguished faintly: due east is Kussowlee, the new sanatarium, which bids fair, under the patronage of Colonel Tapp, the political agent, and with the unwearied exertions of his son, to be a formidable rival to Simla. The sites of ground for building have only lately been allotted by government; some twenty of these were contested by different parties, and the just right to them had to be settled by the usual rule—sale by auction. Several brought from one hundred to four hundred rupees, which, considering that a heavy ground-rent is payable to government, and that sites generally were obtained for the asking, is evidence of the attention this place is exciting; indeed, it is generally understood that Mr. Tapp has already received directions to commence many buildings. The advantages which Kussowlee and Mussoorie possess over Simla, (Mussoorie being its great and long established rival) arises from the easy access to them—from the plains, neither requiring much more than one-fourth the time that Simla does; so that, as the Author heard graphically remarked, “one can go fizzing hot from the plains, get cooled down during the first hour, and be happy to sit by a fire at the end of the second.” In the valley far beneath the bungalow, the cultivation is very rich and varied, the patches, before-named, first assuming the appearance of tolerably sized fields.

From Chameeah the descent is constant to the

Gumber river, which rushes along its rocky bed with considerable violence, and in the height of the rains must be no mean stream. It winds round the base of the lofty hill on which Soobathoo is situated, and a wooden bridge, required only in the wet season, conducts to the zig-zag road leading to it. The direct one, before alluded to, follows the course of the torrent for some time, crossing it at four different places, then makes a gradual ascent on the face of a bare mountain, and descends again to the Gumber, flowing below perpendicular banks, well wooded and several hundred feet in height, finally, meeting the Soobathoo road at the Shaksperian bridge, rather less than a mile from Hurreepore.

Soobathoo is the only place in the Himalayas garrisoned by British troops; it is now the head-quarters of the Nusserree Battalion, and has barracks, parade-ground, and every other requisite military appurtenance. Its few bungalows are prettily situated, and it is preferred by many to Simla, as being so much more quiet and retired; in the winter, it is a warmer and more pleasant place of residence, the elevation being three thousand feet lower than that of Simla. It possesses that which its neighbours, and it is believed no other part of the hills, can boast of, a level piece of ground of four or five acres in extent sufficient at all events for the parade-ground already alluded to; besides, on the Simla side, many level long fields, highly cultivated.

Descending to the Shaksperian bridge, but not cross-

ing it, lest it should break down before the passage is effected, (for, sad to say, it is in this state simply from the want of a few hundred rupees' expenditure,) the direct route is gained, and the ascent is gradual to the Hurreepore bungalow, which, in beauty of situation, is far behind that of Chameeah. The platform, on which it is placed, is highly cultivated, and surrounded on all sides by high hills. A portion of Soobathoo is visible from it, but neither Simla, nor any part of the snowy range. After leaving Chameeah, the precipices become steeper, more frequent, and less hidden, and the novice needs some nerve, at certain parts, to look over them, with the consciousness that, shut up in a box, as he virtually is while in a jaumpaun, one false step of his bearers must hurl him to destruction; for, like the mules to which they have already been likened, they invariably take the well-worn pathway at the extreme edge of the chasm, rather than the middle, or that one nearest to the rocky wall.

From Hurreepore to Syree, the road is gradually ascending, and very good; but it is monotonous, winding along rocks, the country barren, and almost totally unwooded. Just before reaching the bungalow, another glimpse is obtained of the snowy range. From Syree there is a gradual ascent of about three miles, to the temple of Jantee Devi, an insignificant erection surrounded with trees, and a brick wall with small turrets at the four angles. Thence the road descends for a couple of miles; some level ground

succeeds, and a further descent is made to the bed of a mountain torrent, upon crossing which, an exceedingly steep ascent, of a mile and a half, leads to a delightfully thick forest; which, after the barrenness that has for many miles held sway, is very grateful. The life and bustle of Simla, not more than three miles distant from the forest, are then presented; and a pleasant ride, over a capially made and somewhat undulating road, terminates the journey.

In all directions, from the plains upwards, are sprinkled the dwellings of the Jemadars, or collectors of government revenue; this class seeming more numerous than any other in the hills, at least of those who can be said to have tenements at all. The road throughout is a scene of animation, being every half-mile dotted with coolies, mules, donkeys, horses, and oxen, carrying loads of all kinds up and down; the coolies mostly bearing kilters, (a long basket, shaped like an English strawberry-pottle, and slung at the back,) containing wine, and other articles of consumption, for the denizens of the hills.

Simla is divided into the Great and the Small, the bridge erected by Lord Combermere serving as the boundary; the south-east portion is the latter. Each has its bazaar, corresponding with the population; the former is large, and well-supplied, many native shop-keepers residing in it, whose stores consist of European goods alone. Most of the English fruits met with, are brought from a distance; the grapes

and apples are from Kanawur, but the apricot and walnut-trees are in profusion in the vallies around Simla. Pears, chestnuts, and other fruits grow also in abundance; but in quality, they are by no means unexceptionable.

This station is the Cheltenham of the East, and, like its prototype, its society is ever changing. "The season" is reckoned from April to October, and, during that period, the arrivals and departures are very frequent. It receives important additions during the first week of every month, in officers stationed between Bareilly eastward, and Ferozepore on the north-west, even as far as Agra on the south, who obtain leave to run up, between monthly musters, to enjoy its delicious climate, and dream they are once more in the land of their birth; always putting off until the last minute, and regretting when that arrives, the "run down" again. After October, when the cool weather permits of frequent parades, drills, and other military duties, this leave cannot easily be obtained, and the presence of this class of visitors becomes rare. The power they thus possess of transporting themselves, in the course of a few hours, to a place differing from the plains so much as Simla, is a great boon to the residents of the north-western provinces, and it is much to be regretted that those of Bengal and the neighbourhood have not the same; for the infancy of, and difficulties attending the transit, to, Cherra Poonjee and Darjeeling, render them avail-

able to very few. Casual visitors are those who are up on sick leave, varying from three months to eighteen, and occasionally more, and there are few of these who do not likewise leave the station with regret. The permanent residents are, comparatively speaking, few, but every succeeding season adds to their number, and they have received considerable reinforcements within the last two years, in the families of officers serving in the Affghanistan campaign; the latter being, from the nature of the country, and other circumstances, compelled to debar themselves from their society. Thus, though Simla is, after Kotgurbh, the most northern portion of the Company's dominions, it frequently occurs that the stirring incidents, daily taking place in Cabul and Affghanistan generally, become known to its secluded inmates earlier, in proportion, than to the news-dispensing cities of Calcutta, Agra, and Delhi. The Author can bear witness that the society is altogether a delightful one; and he will often look back with pleasant feelings on the few weeks he passed amidst it. It might seem invidious, were he to mention names; but he is strongly tempted to record the sentiments of esteem and regard with which he bears in mind the hospitalities he received from some families and individuals.

Since the establishment of Simla, it has been a favorite retirement with every successive Governor-General and Commander-in-Chief, and the present Bishop has twice honored it with his presence; on each

occasion, for many months. His lordship is generally understood to be very partial to it, and to him it owes the formation of a dispensary, the enlargement and improvement of its church, and many other benefits; while the private charities of that eminently gifted individual are so well known, that to say aught of their universality must be needless. The weekly parties, also, at his lordship's hospitable mansion, have ever afforded gratification to all who delight in intellectual and refined society.

Simla is fast becoming a place of importance in other points of view; it has been recently fixed upon as one of the Indian stations for conducting the all-important magnetical observations, which are uniformly taking place all over the civilized world. The observatory was in course of erection when the Author left the station, and it is due to the East India Company to say, that, next to the credit they deserve for their liberality in establishing it, is that which they merit for their discrimination in selecting the present able superintendent, Captain J. T. Boileau.

Again; Simla is the birth-place of the first fire-insurance company ever established on the Bengal side of India; strange as this may sound to the English reader, when he is told that daily fires take place there, and that the property annually destroyed by them is immense. It would be but a poor proof of friendship, were the Author to hesitate thus conspicuously to name Captain Hamilton Cox as the in-

dividual to whose skill and energy are owing, not only the formation of the company, but the reconciliation of sundry discordant feelings and occurrences which at one time threatened to crush it at its outset. The head-quarters of the company have since been removed to Calcutta. Good schools would appear to be the only desiderata to make Simla the receptacle for many of those children who are now sent to England at enormous expense, and with great violence to the feelings of their parents. It is believed that this want will be supplied by the immediate appearance of Dr. and Mrs. Laughton as canvassers in this respect for public favor.

There are some delightful spots about Simla, the scenes of many and oft-recurring pic-nic and pleasure parties; the principal are the water-falls, and Annadale. Of the former there are two, about half-a mile from each other, and picturesquely situated. The body of water is considerable in both, after the rains especially so, taking into consideration, its general scarcity in the hills. To the first, the descent is comparatively easy; but to the second, not so, winding three-fourths of the way in the rocky bed of the torrent produced from the first, and for the last two hundred yards, the declivities and the route altogether are so abrupt and rocky, that the adventurous visitors must trust to their feet and mutual support alone, and few ever reach the desired haven dry-shod. This is generally prepared for, and adds to the pleasure and excitement derived from

the exceedingly romantic glen in which the fall is situated, the incidents arising during the course through it, and the beauty of the view itself.

Annadale is a lovely valley, and the most level which the neighbourhood of Simla can boast of; it is not devoted to pleasure parties only, but is frequently appropriated to the furtherance of charitable ends; a recent fancy fair, held under the shade of its superb grove of pines, with an object of this kind in view, and patronized by the Bishop, realized a considerable sum. It is likewise the race-course, and though an amateur of the turf in England, could he see its somewhat strange undulations, might regard it with contempt, and its frequenters with pity, it has in its time exhibited some first-rate specimens, both of the horse and its riders. But, if the pleasure seekers desire a more distant scene of recreation, and object not to a mountain ride of some half-dozen miles, the magnificent forest of Mahassoo is "all before them where to choose." Of this, however, it will be needful to say a few words hereafter.

The grand and indeed only lounge of the station, is Barrett's; the site of the masonic lodge, the assembly-room, and the amateur theatre; also combining subscription, reading, and billiard rooms, circulating library, and an ordinary; with, at the same time, a depôt of necessaries and luxuries, in variety and quality hardly exceeded by similar establishments in any provincial city in India. There are few too who will not willingly bear testimony

to the politeness and attention shown at all times by the proprietor of this extensive and flourishing concern.

The houses of Simla are built at different elevations, (some nearly a thousand feet above others) on the sloping sides of the splendidly-wooded Jacco, a mountain eight thousand feet in height, and so wooded to within a few feet of the very summit, where wild sage, nearly ten feet high, usurps the place of trees. Roads are made in every direction, and though some would, by the stranger, be termed terrific even for a foot passenger in the light of day, custom soon reconciles him to the apparent danger, and he will very shortly pursue them on horseback during the darkest night with perfect confidence. The main road, encircling Jacco, about five miles in extent, is, however, exceedingly good, and wheeled carriages might traverse it in safety. A ride round this was formerly the usual evening exercise; but fashion has lately placed its veto on the northern face, and the southern only is now graced by her votaries, and called the mall. There are still a few who abide not by her arbitrary dictates, and would deem they had "lost a day" if, at least once during its course, they had not been entirely round their favorite mount.

With reference to architecture, little can be said in favor of the houses; the sites of all, on the score of beauty and prospect, are good; but with a very few exceptions, they appear run up to serve some

temporary purpose only, and not as permanent residences; during the rains, also, most of them leak considerably. It is hoped such complaints will not have to be made of any of those now building, as the excuse that the station might not answer, is no longer tenable. Rents vary from six hundred, to sixteen hundred rupees for the season, according to size. The church, originally a billiard-room, purchased and presented to the inhabitants by Lady William Bentinck, claims no attention for architectural or any other beauty; it has latterly been found too small for the number of the inhabitants and visitors, and a gallery has been built by the Bishop, who has likewise erected a steeple over it.

The burial-ground is a secluded, and (even speaking seriously) a most amusing little spot; it must evidently have been supposed, by the party who planned it, that Simla was too healthy for any one to die in, or he must utterly have lost sight of the predilection Englishmen in India indulge for massive monuments. This is in strict accordance with the custom among their Mohammedan predecessors in the conquest of Hindoostan, whose tombs, it may with justice be observed, are the most magnificent specimens of their taste they have left behind them. Even the less wealthy European indulges in this foible (for, harmless and amiable though it be, it is still a foible); witness, for instance, the last resting-places of the dead in Calcutta, which, (putting taste out of the question) certainly contain more large and expensive

erections than any other city in the world, of equal size; in many respects strongly reminding the traveller of the Pere-la-chaise in Paris. But, in the cemetery of Simla, about half-a-dozen monuments literally occupy three-fourths of the ground, rendering it requisite to open another, which has just been done.

The climate of Simla is delightful at all times, though the wet season, (prevailing during the months of July, August, and portions of June and September) is described as disagreeable, from frequent rains and thick mists, enveloping not only lofty mountains, but occasionally hiding from the view objects in close vicinity. Those who find this weather distressing, have always the power to transport themselves a few marches in the interior; to which the season in question does not extend. April and October are the most delightful months, the thermometer ranging between 50° and 60° within doors, and from 70° to 75° without. Throughout the year, indeed, there is no evening during which a fire would be overpowering. The cold of winter is not extreme, and the snow rarely remains on the ground two or three successive days. The sun is after all the sun of India, and burns with almost as much intensity as in the plains; but, from people commonly exposing themselves to it throughout the day, it is very evident it cannot be so prejudicial.

Many people from the plains, for some days after taking up their abode at Simla, suffer from a diffi-

culty of breathing, and from an oppression on the chest; this is scarcely matter for surprise, considering the greatly increased elevation, but it speedily wears off.

The principal mountains seen from Simla, (excluding the snowy range) and much overtopping Jacco, are Mahassoo, nine thousand feet in height; the greater Shali, in contradistinction to a smaller one, nine thousand six hundred and twenty; and the Chur, twelve thousand one hundred and fifty.

The fuel burnt at Simla is wood alone; but it is not allowed to be cut in the immediate neighbourhood; being plentiful at no great distance, no fears seem entertained of there ever being a scarcity of this necessary article.

In and about Simla alone, do any railings at the verge of the precipitous descents give the passer-by a conscious feeling of safety, and even these are only occasionally found.

More than one writer upon Himalayan subjects has remarked upon the custom prevalent among the people, of putting their children to sleep, by allowing the dripping of water on the head; many residents say that this is by no means common, and during many years they have seen nothing of the kind. The Author had an opportunity, however, of witnessing the process, on one occasion, at Annadale; every part of the child was kept covered and warm, and the water only allowed to come in contact with the back part of the head, the stream being exceed-

ingly small; the child seemed rather to derive pleasure than otherwise, but it had most assuredly no somnolent effect.

The Puharries, the general name for the hill tribes, appear, at a first and careless glance, to be a wild and ferocious race, the dirt with which their persons and habitations are encrusted, and their unshaven faces, certainly leading to the indulgence of that belief; but the close observer will rather attribute such wildness to a settled melancholy, or what is perhaps a more fitting term, stupidity, reaching not very far from idiotcy. The scarcity of water, and the coldness of the climate, though given as reasons for the filthiness alluded to, cannot be pronounced sufficient to account for its being carried to such an extent, as is the case with some of the people in the interior; it being a well known fact, that many never wash, except on the death of a relative.

Although such is generally supposed to be so, female infanticide has by no means ceased to exist among them, since, but very lately, three or four cases were under examination, at the Assistant Magistrate's Court at Simla. Polyandry, too, is common, the women confining themselves to brethren; generally numbering two or three, but extending it has been known to five. Those among the natives with whom the subject of these peculiarities has been discussed, account for both in but one way; viz: the impossibility, if even every inch of practicable land were cultivated, of finding food for the

population that would spring up were these customs not in force ; and their limited means rendering emigration totally out of the question.

Many of the hill people are afflicted with goitres, but the disease is by no means so common as in the Alps. The great place of resort, in every mountain-hamlet, is the shop of the Bunneah, or general dealer. In it grain is purchased and sold ; money changed ; sales of merchandize effected, and all the news of the neighbourhood discussed. It is generally the theatre of a levee, and many an amusing scene takes place in front of it.

There are in the hills but few temples devoted to religion, it being somewhat difficult to say exactly what religion the inhabitants profess. The approach to an erection of this nature is always known at a little distance, by the appearance of strips of linen, attached to poles and waving in the wind, these being deemed votive offerings. One of the best pagodas is near the waterfall at Simla ; the door is raised two feet from the ground, and so low that a party must stoop considerably to effect an entrance. Within, a large verandah surrounds a depressed centre, and at the extremity is a sanctum sanctorum, into which but little light is permitted to proceed ; depending from the eaves of the entire building is a range of pieces of carved wood, shaped like bells ; a strong breeze of wind will agitate all, and it is an act of devotion and penitence among the Puharries to go round and touch each separately a certain number of times.

Some temples are like Chinese pagodas, formed of a succession of pyramidal stories. It is rare that a priest or any other attendant is seen near them.

Not a hundred yards of any mountain road can be traversed without the traveller's path being crossed by numerous lizards; they are occasionally met with of great size, and are always very timid, preferring the most barren and rocky roads to any other.

The cottages partake much of the character of those in Switzerland; they are of wood, with sloping roofs, and the stories, of which there are sometimes three, project over each other, the eaves being generally elaborately carved. Many have attached to them a circular enclosure, of a foot or two in depth, with a stone or brick flooring, and but for being so finished it might be taken for the first advance towards sinking a well. In it are placed the sheaves, and cattle are introduced to tread out the corn; these, in direct violation of the divine command to the children of Israel through Moses, are securely muzzled, notwithstanding some commentators on the Bible have remarked that the custom of leaving the ox unmuzzled is universal throughout the East.

The cattle on the hills have more of an English appearance, and much less hump, than those in the plains.

To a casual observer it would seem that the face of every eminence had been traversed by a numerous population, from the scores of pathways that appear to have been made in every direction; these are

caused by the cattle in their search for grazing ground, the stones dislodged from above filling their footsteps, and in time producing the tracks in question.

Relays of men are constantly employed in bringing grapes from the Kunawur district, a distance little short of a hundred miles from Simla; the grapes are detached from the stalks and placed on layers of cotton. A basket containing about a couple of pounds costs two rupees; they can be imported into Simla, however, at about one rupee, or one and a quarter, the conveyance being the only cost; their flavor is good, but not equal to that of the hot-house grape in England.

No visitor to the hills should on any account leave them, without seeing some portion of the interior; and this need not occupy more than four days, though seven are generally taken. The extent of the journey need only be to the Nagkanda Pass, and then ascending the Mountain Huttoo, or Whartoo, in height ten thousand six hundred feet.

This little jaunt consists of three marches, viz., to Fagoo, twelve miles; Mutteana, fifteen; and Nagkanda thirteen. Allowing for each one day, and the same returning, with one more for the ascent and descent of Huttoo, (five miles from Nagkanda,) the week is expended. To effect it in the shorter time, it is needful to send a horse on to Fagoo the previous day, and starting early in the morning, that bungalow will be reached with ease, in three

hours and a half; there partaking of luncheon, a fresh horse is mounted, and Mutteana attained in about five hours. Passing the night there, five hours more journey, on the second day, are sufficient to gain Nagkanda. It is optional with the traveller, then to ascend Huttoo the same afternoon, or early the next morning; if the weather be clear, it would be advisable to do so at once, rather than run any risk of the morrow. On the third day, an afternoon's ride brings him back to Mutteana, and Simla is reached at three or four o'clock on the fourth from leaving it, a fresh horse being sent out to Fagoo as before. In adopting the shorter mode of making the trip, it will be necessary to send on the servants and porters one day in advance of the traveller, as it is difficult to get them to make above one march per diem; they will sleep at Fagoo, leaving refreshments for the coming traveller, and be at Mutteana long before him. Cooking utensils, and supplies of every kind must be taken,—even to a bed, or charpoy, to be purchased for eight annas, and which will answer every purpose,—each bungalow containing nothing but a table and two or three chairs. Indeed, a party is scarcely safe without a small tent, as the first two bungalows have each but a single room, and if pre-occupied, and a lady be of the party, admission there is out of the question, and the weary traveller may find it difficult to obtain other quarters than a shed or stable elsewhere. In a limited society, however, like Simla, it is easy to

ascertain, "who are out," or expected to go out, and to act accordingly. When these most convenient stage houses were first erected by the liberality of Government, it was for the purpose of accommodating passing travellers, and one of the standing rules was, that no person, having partaken of their benefits for one night, should remain a second, to the exclusion of a fresh arrival. Of course, this rule is still in existence, though it is to be regretted that no means are taken to enforce it, as many parties remain at the Nagkanda bungalow for days together, and, indeed, the Author has heard of one family having taken up their quarters therein beyond a fortnight, to the utter exclusion of many other travellers. It is certain, Government never could have intended these bungalows to be turned into lodging-houses.

A few words with reference to the route seem here called for, and they will suffice, it is hoped, to show that this short time has not been wasted; the traveller having witnessed, perhaps, the most magnificent sight the world can produce, a view from an elevation of nearly eleven thousand feet, of mountains varying in height from sixteen to twenty-six thousand, all covered with perpetual snow, and extending in the form of a semicircle before him, not less than one hundred and eighty degrees, or one-half the horizon.

The first part of the journey is far from inviting, being for four or five miles along ranges of bleak hills, with much of the road very steep and bad;

beyond this, a few scattered pines denote the approach to Mahassoo's noble forest, at the outskirts of which, sad havock has been committed by the wood-cutters, the blows from whose axes are heard in all directions. Many of the slopes, from the road to the valley, present little more than bare stumps, many parts not having a sufficiency of trees left to shelter the road from the rays of the sun; the assistance of fire having been called in also to complete what human force could not achieve. Many of the trees left standing, are hacked and cut in all directions, the growth of half a century being thus frequently destroyed for no other purpose than to cook a cake for an itinerant mountaineer. Until a descent of nearly two miles is made from this scene of comparative desolation, the forest may be considered to have ceased to exist; then it is indeed superb, and the contrast between the heat and glare without, and the refreshing coolness and solitude within, is most striking. This has hitherto escaped almost entirely the destruction already alluded to; and probably, while aught of that portion remains, may still do so. Pine trees flourish in great variety, and many are of so magnificent a size, that in halting beneath, we cannot help wondering at them; more than one of these must have been in height above one hundred and fifty feet, in circumference from twenty-six to thirty, and throughout, not diverging a foot from the true perpendicular. The oak and larch also abound. The variety of creepers, twining round all the trees,

is very great, and the wild strawberry and red currant, with flowers of every hue, grow luxuriantly at every step. The soil is a deep black, and would appear to be the richest mould, though it is said to be merely an accumulation of vegetable matter, not more than three feet from the surface. Most of the potatoes consumed in Simla, and sent down to the plains at the termination of the rains, when none are to be had there, are here produced. The ascent through the forest is long and winding, but far from wearisome, and at the summit, is sufficient level ground for pitching twenty or thirty tents, it being a custom with many Simla people occasionally to spend some days there; the height by which it exceeds Simla, (fifteen hundred feet) making it much cooler.

The descent then commences, and continues to within a quarter of a mile of Fagoo, the road there being slightly on the rise, and passing by a spring of water, with a large cistern in front for its reception. The height of the mountain, on which the Fagoo bungalow stands, is computed at eight thousand eight hundred feet, and the bungalow itself at about four hundred feet less. Thence to Mutteana, nothing worthy of remark occurs, unless a castle, not quite half-way, be allowed to be so. This is the deserted residence of the Rana of Theog, (a prince, whose revenue probably does not exceed thirty pounds per annum,) who, preferring the valley to the hills, now abides at Synge, on the borders of the Girree; a

torrent flowing below the range of hills, between Fagoo and this place, becoming at some distance a river, and affording, at certain seasons, good sport to the fisherman, the Mahaseer being very plentiful in it, and highly esteemed in the hills. The fortress in question is a conspicuous object for many miles before reaching it, being perched upon the loftiest and barest hill of all the surrounding country. The high-sounding title of fortress, and castle, given to buildings of this description, is somewhat of a misnomer, composed, as they almost always are, of collections of loose stones, without any cementing matter; in only one mode could they have been places of defence, viz. by using the materials as missiles for the destruction of the besiegers, when all other ammunition failed.

The Mutteana bungalow, eight thousand feet high, is equally visible from a long distance, and is scarcely superior in point of situation to Theog, though on the north there is a hill, in height exceeding nine thousand feet. The road throughout this stage winds along the bare face of different ridges of rocky mountains, the small forests, through which it occasionally proceeds, not amounting to one-tenth part of the whole.

Mutteana to Nagkanda, though a very fatiguing march, is a much more interesting one. The descent from the bungalow is immediate, passing, at about four hundred feet below it, the village of the same name, and thence, at least two thousand more, to

the bed of a brawling torrent, called the Richah; it is not of such importance, however, as to require a bridge, except during the rainy season, but is forded by the aid of large stones. From this torrent, the ascent is by an exceedingly steep zig-zag road, principally through a pleasing forest, in which holly, growing to an unusual size, is abundant, A few miles more of undulating rocky road, and the village of Altenah is reached, whence another descent and torrent (the latter having a neat wooden bridge over it), and finally a steep ascent without almost any exception, conduct to the Nagkanda Pass and bungalow.

The view from thence is indeed magnificent, and few to whom such a gratification has been afforded can readily forget it. The height of the Pass is nine thousand feet, and there is a peak behind it measuring nine thousand five hundred. The road traversed in this march, is picturesque, among other reasons, from being intersected by many springs and rills of water, which elsewhere are seldom met with. The Author found the temperature of the bungalow at Nagkanda, before sunrise, three degrees only above the freezing point; and his servants complained of the cold being so intense that they were obliged, during the night, to sit round a fire, as sleep was impossible.

Upon commencing an early ascent of Huttoo, a white frost every where covered the ground. Were it not for the ascents and descents, so fatiguing to

both man and horse, there is not perhaps a prettier mountain road in the world than the five miles between Nagkanda and Huttoo; it is shaded almost throughout, while, from its many romantic glades, at one moment the snowy range is entirely hidden, and at the next, bursts into view in awful majesty. The wild strawberry, and flowrets of various colours, grow at the feet in the utmost profusion, and the golden pheasant, disturbed from the cover on the hill side close beneath the road, whirrs in all directions. By a pugdundi (or rough foot-path), the summit of Huttoo is gained, some time before it can be so by the circuitous bridle-road. On each of its three mounds, there is the remnant of a Goorkah fortress, much after the same fashion, as regards architecture, as that of Theog, and, on a fine day, it is said no less than fifty of these can be descried on the various hills within the range of vision from Huttoo. The extent of view of the snowy range has already been alluded to; among others, the peaks of Jumnotree and Gungotree, the sources of the fertilizing Jumna and Ganges, are at times visible.

During the season, men termed Shikarries, or Hunters, gain a living by disposing of the pheasants they kill; the quantity in this neighbourhood may be estimated from the circumstance of one of these men asking for a very fine brace, only the trifling sum of sixpence. Their munitions of the chase are a common matchlock, powder, the grains of which are large as partridge shot, and small slugs of iron-stone, three being a charge.

From the verandah of the Nagkanda bungalow the view is not greatly inferior to that from Huttoo, though wanting the additional sixteen hundred feet of elevation of the latter. A glimpse can be obtained from it of Kotghur, two thousand six hundred feet in the valley below, while, nearly three thousand feet beneath that again, runs the river Sutledge, there scarcely more than an impetuous torrent.

Three marches or thirty-one miles from Nagkanda is Rampore. It is the capital of Busahur, and is situated on the left bank of the Sutledge, the breadth of the river there being two hundred and twenty feet. It is in a valley, closely encompassed by mountains, and the days are said to be extremely warm, and the nights altogether as cold. In November of every year, a grand fair is held there, and is attended by parties from many countries and from great distances. The Tartar women and girls, who are among the strangers, are described as being very beautiful. But little money passes on these occasions, the produce of one place being exchanged for that of another; it is the grand mart too for the sure-footed ghoonts, or hill ponies, which may be obtained on very reasonable terms.

It has been said, that no one pressed for time, or careless of the honor of touching the eternal snows themselves, need proceed beyond Nagkanda; no better view can be obtained of them until after many a fatiguing march to reach their very feet, and then it is doubtful if such labor is repaid to the same extent as in the present trip.

Before concluding this chapter, it would be most unfair not to introduce the name of Captain Patrick Gerard, uppermost as that name must be in the mind of every one writing or even thinking of the Himalayas. It may safely be said, that no writer who has of late years professed to give any account of these mountains, has not been indebted for much information to the officer in question, by whom it has been ever given with readiness and politeness. The public have much to regret that Captain Gerard's diffidence alone prevents their having the most valuable account of the Himalayas that can be written; the result of an uninterrupted residence of nearly a quarter of a century, and the close observations of a mind by no means inferior to those of his late lamented brothers, to whose writings the world has already awarded the meed of its approbation. His amiable friend will allow that the Author only now records what he has often verbally expressed.

CHAPTER VII.

SIMLA TO FEROZEPORE.

THE period of the Author's residence at Simla, was one of considerable public excitement. Reports of disasters were daily arriving, each more alarming than its predecessor; first that Sir Wm. Macnaghten was cooped up in Cabul, threatened on all sides, the people of the city openly talking of the approaching murder of Shah Soojah and his supporters, and saying that ten thousand additional troops could alone save them: then, that the Nepalese were within a few days' march of the British-Indian frontier, and had actually taken prisoners more than one adventurous traveller who had penetrated to the snowy range; again, that the Sikhs had commenced hostilities in support of Dost Mahommed Khan, with numerous other reports, having as little foundation in truth. The second was that which most affected the temporary sojourners at Simla, and the alarm had risen to such a height, that the political agent deemed it necessary to direct a detachment of the Nusserree battalion to leave Soobathoo for the interior, to watch the movements of the

reported enemy. Late accounts from India announce the return of the force, without having come in contact with any more formidable persons than a few distressed mountaineers. At this time, however, the retaking of Khelat, the unfortunate termination of Major Clibborn's expedition for the relief of Captain Brown at Kahun, the inauspicious turn political matters were taking at the court of Lahore, and the reappearance of Dost Mahommed strongly supported, all combined, compelled the government to adopt active measures, among which, was the suspension of furlough leaves, except in cases of sickness. This step, coupled with the feeling generally prevalent, that imminent danger would attend the passage of the Indus, deprived the Author of more than one anticipated companion in his route homeward. Though energetically warned of the hazard he ran in passing through the Sikh and Beloochee territories, he could not make up his mind to abandon the plan he had so long contemplated, and had therefore no alternative but proceeding alone. Accordingly, on the 24th October, he bade adieu to the hospitable station. 1840

The details given at the commencement of the last chapter, make it quite unnecessary to trace the journey from Simla to the plains; it is almost equally needless to dwell upon the route thence to Loodianna, since, with the exception of the succeeding route to Ferozepore, it is one of the most uninteresting to be found in India.

The distance is eighty-three miles, and occupies by

dawk twenty-four hours ; from Bahr to Pinjore and Munnymajra, it follows the old road ; but thence, in lieu of taking the circuitous one by Umballa, another has been only a few weeks since opened by the way of Khood, Mornda, Khoomanno, Ludna, and Gindeelee, thereby saving some thirty miles. For this and many other benefits, the travelling public are indebted to the indefatigable and able agent to the Governor-General, Mr. G. R. Clerk. This route leads midway through the village of Mornda, ranking, until lately, among the protected Sikh States, but which has just lapsed to the East India Company. Mornda bids fair shortly to become a considerable town, a fine bazaar is far advanced towards completion, consisting of several streets at right angles with each other. The façades of all the shops are of brick, and correspond in style ; each with its niches for lamps, after the Oriental custom. With this exception, the other stages passed during this journey are unworthy of being named, consisting principally of mud-hutted villages. It would be unfair to say aught against the road, considering it has so recently been opened ; but it nevertheless must not be concealed, that not one mile out of twenty presents anything like the appearance of that advance towards civilization, the bearers having to wade through deep sand, ploughed fields, and thick jungle. Even the people scarcely excite one's curiosity, though it is evident the traveller does theirs, as they come out to stare at him from every hovel. In personal appearance, they vary

very little from those met with between Delhi and the Hills, though the women decidedly lack that modesty so perceptible in those of the neighbourhood of the imperial city, or at all events fail to show it.

The origin of Loodianna as a military outpost is thus given by Hamilton :—“ In consequence of the extension of the British possessions in 1803 to the banks of the Sutledge, the line of defence against the Sikhs became much narrowed, and Lord Lake foretold that a small corps, well stationed in that quarter, would effectually protect the Doab and adjoining provinces against the incursions of that tribe. Loodianna was accordingly selected and fortified, and, in 1808, made the head station of a brigade sufficiently strong both to cover the protected Sikh chiefs, and impose respect on those situated north of the river.”

Beneath the political agent's mansion, is the old bed of the Sutledge, that river now flowing at some miles' distance ; an insignificant stream occupies a small space of it, hardly sufficing to float a few boats and provide the means of lavation to the host of washermen who throng its banks. In the height of the rains only is it connected with the main stream ; this, it is not improbable, may in course of time return to its old channel, when it is feared the handsome structure overhanging it may be undermined and washed away. On the other side of the bed, the remains of a garden belonging to a former Resident, evince the care which it at one time met with ; several specimens of the poplar, a most unusual tree

in India, rearing their heads therefrom. The soil of Loodianna is extremely sandy, causing considerable annoyance to its inhabitants during the prevalence of wind. The cantonments are said to be badly situated, and by far too confined, showing want of foresight in whoever planned them, as it might have naturally been supposed that a large force would, at a future time, be necessary for the occupation of so commanding a post. The bazaar is extensive, and much business appears to be carried on there.

This station will, perhaps, be witness to as curious and marked a political change, as even India, so fertile in changes of such a description, has ever presented. In it, as a pensioner on the bounty of the East India Company, Shah Soojah, the present King of Cabul, with his blind brother, Shah Zemaun, and their families, for many years resided, and would have ended their days there, in all probability, had not British necessities called the former to reign in Affghanistan, and supersede the then possessor of the musnud, Dost Mahommed; who, now that he has unconditionally surrendered to Sir W. Macnaghten, will, it is generally supposed, be removed from the scene of his late exploits, and occupy the very quarters of his successful opponent.

Between Loodianna and Ferozepore, the junction of the Beas or Hyphasis with the Sutledge takes place, the latter name being retained.

The journey from Loodianna to Ferozepore, a distance of seventy-nine miles, requires twenty-two hours

for its performance, and is quite as uninteresting as the preceding; the same remarks may, indeed, be in every respect applied to it, though this wants even the interest excited by a rising place like Mornda. Not being considered altogether safe, a mounted and well-armed escort, provided by Government, attends the dawk traveller; being relieved at the same stations as the bearers. There are seven stations, viz. Ghowspore, Mana Ka Kote, Tehara, Dhurm-kote, Tulwundee, Meharsingwala, and Chingalee.

Ferozepore, as a military station, will cause to many no inconsiderable disappointment, appearing, at the first view, but a collection of mud walls surrounded by deep sand. It has latterly occupied a conspicuous place in Indian political history, not only as the final rendezvous of the various corps forming the Bengal column of the Army of the Indus, previously to their departure to win unfading laurels in Affghanistan; but as the scene of the memorable meeting, between Lord Auckland, the Governor General of India, and the late Maha Rajah Runjeet Singh. The gorgeousness of the display then made, the great political importance of the meeting, and the benefits to the British Indian Government, which resulted therefrom, have been so ably put before the world, in the highly interesting volume of the Hon. Captain Osborne, than any enlargement upon the subject here, must be quite unnecessary.

The disappointment, that cannot but be felt by military men on reaching Ferozepore, may probably be alleviated, when it is understood, that scarcely three years have passed, since not a British residence stood therein, it having within that time only, lapsed (like Mornda) to the East India Company. Under the present most active and intelligent Political Agent, Captain Lawrence, there can be no doubt of its speedily becoming a town of the magnitude and importance which befits the frontier city of such a power as the East India Company, and the nearest military station to our powerful ally of the Punjaub. Its universal and never-failing dust, worse even than at Loodianna, will, however, always make it in some degree an unpleasant residence; for, with the use of every artificial means which ingenuity can devise, it is impossible to be otherwise than constantly annoyed by it; in addition to which inconvenience must be taken into consideration its almost Egyptian plague of sand-flies. It is, moreover, some four or five miles distant from the river; but, in this respect, it is like every other large place in the neighbourhood of the Sutledge and Indus, and experience doubtless proves, that it is an unavoidable consequence of the fantastic freaks played by those rivers, in so constantly and arbitrarily changing their courses.

The climate is considered healthy and particularly dry; there are no periodical rains, some half-dozen showers only falling during the cold season. It is

exceedingly hot, and the sand-storms, which frequently occur, are terrible. Around the cantonments, so far as the eye can reach, the sight is offended by low jungle and glaring sand alone, not a tree of any size being visible. The death of the Ranee has but recently taken place, when Government, not feeling called upon to acknowledge the claims of any of those who pretended to be her heirs, took possession of her territory. She is described as having sate daily in her old fort, (still existing) administering justice in all respects like her male compatriots. The Bazaar is extensive, and well supplied. From the dryness of the atmosphere, the station has already suffered much from fire, which will cause the discontinuance henceforward of thatched roofs in the erection of all new buildings. The inhabitants sustain losses from robbers, notwithstanding the vigilance of the police. The value of water, and the lawless state of the people, under native rule, may be estimated from the fact of every well having been formerly flanked by a tower, with a garrison of armed men, to protect it from incursion: some of these towers are still standing, but the greater portion have been, under the new regime, levelled to the ground.

Ferozepore was of so little importance, but a few years ago, that Hamilton, in the edition of his Gazetteer published in 1828, thus briefly dismisses it: "Ferozepore, (the city of victory) a town in the Delhi province, fifty two miles S. S. E. from

the city of Lahore: lat., 30° 55' N. long., 74° 35' E."

Close to Ferozepore, is an island, about six miles in length by three in breadth, which is occasionally debateable ground between the Sikh and British Indian Governments. By the treaty between the latter and the court of Lahore, their separate dominions are bounded by the Sutledge, and, in cases like the present, wherever the stream runs with the greater velocity, that is deemed the main river. The current is at present strongest on the Punjab side, in consequence of which, the island is British; in a year or two, the river may pursue the other channel, when it reverts to the Sikhs. But for this uncertain tenure, it might bring in a considerable revenue, the soil being of the finest description; even under existing circumstances it has been farmed out for some thousands of rupees per annum, and patches of cultivation, with a few hovels—the nuclei probably of future flourishing villages—here and there show themselves. The greater part is, however, covered with jungle, or reed-grass, and it will perhaps be scarcely credited that many of the blades, reach to the enormous height of twenty-five feet. Unless the Author had himself witnessed this fact, he would have hesitated to believe such a statement, but he can vouch for its truth, as he happened to be engaged tiger-shooting, and while standing in the howdah of a very tall elephant, the grass in question towered many

feet above his head. Of a party consisting of thirty elephants, four times that number of attendants, and several horses, all formed in close line, the whole were occasionally completely concealed from the view of each other by this overwhelming jungle. The black partridge, the plumage of which is very beautiful, abounds in it. Lieut. Wood thus describes this bird, specimens of which he met with on the banks of the Indus: "In addition to the common grey partridge, Sindh possesses another species of striking beauty. The head, breast, and belly of this bird are of a jetty black. A red ring encircles the neck. The back of the head is speckled white and black, while a large white spot is dotted under each eye. The wing-feathers are spotted yellow on a black ground. Those of the tail are short and downy, marked by delicate white and black bars towards their extremes. This is a heavier and altogether a nobler looking bird than the other. From the predominance of dark feathers in its plumage, it is usually called the black partridge."

Wild duck, quail, and snipe are also plentiful all over the island.

The elephant is particularly partial to the flower of the grass just alluded to, winding his trunk round the stems of a dozen or more blades at a time, and allowing them to pass through it, while he walks on, then tearing off the tops, a feat which it would need the united strength of several men to perform.

On the banks of the river there are many quick-

sands, and during this expedition a somewhat distressing scene happened. An elephant incautiously came within the vortex of one ; first one foot sank, then another, and in endeavouring to extricate himself, matters became worse ; no portion of either of his legs was at last visible, and the by-standers had given up the poor animal as lost: being, fortunately, unusually powerful, he three several times, with what appeared to all, supernatural strength, drew a foot from the closely-clinging earth, placing it where, by sounding with his trunk, he found most solidity; not until the third time did the ground bear his pressure, when he gradually released himself. During the whole period of his troubles, his cries were exceedingly dolorous, and might have been heard a couple of miles ; his grunt, when they were at an end, was equally indicative of satisfaction. The internal application of a bottle of strong spirits soon dissipated his trembling, and restored his equanimity. Many unfortunate elephants are lost in these treacherous sands, when large quantities of grass or branches of trees are not at hand to form an available support for them. After a certain time, the poor beast becomes powerless, and the owner can then only look with sorrow at the gradual disappearance of his noble animal, and lament the pecuniary loss he thereby suffers ; for all human aid is futile. They have been known to be twelve hours before entirely sinking.

While on this subject it may not be altogether out of place, to allude to the present scarcity in this part

of India, of the camel ; which is in its way as useful and valuable an animal as the other. In consequence of this, the regiments moving upwards, and the commissariat generally, are put to serious inconvenience, by the limited means of conveyance available. The English reader will hardly be surprised at this scarcity, when he hears that, from the commencement of the Affghanistan campaign, in 1838, to the present time, (October 1840,) the number killed, stolen, and strayed, is somewhat beyond fifty-five thousand. The average value of each may be taken at eighty rupees, which makes this single item of war expenditure, above forty-five lacs of rupees, or four hundred and fifty thousand pounds.

All who reside in the north-western provinces of India, and purpose adopting the route by the Sutledge and Indus rivers to Bombay, will find Ferozepore decidedly the best port of embarkation ; and should they not have friends at the station upon whom they can rely for procuring boats for them, they have only to address a letter to Captain Lawrence, the assistant political agent of the Governor-General, by whom their wishes will meet with the politest attention. As much notice as possible should be given, as boats are sometimes extremely scarce, from all that are available being taken up by the commissariat, for the conveyance of troops, stores, &c. to Sukkur and elsewhere. The Author was very near meeting with a disappointment of this nature, as the government functionaries were collecting all they could place

their hands on, to form a bridge of boats, for the passage across the Sutledge, of the convoy and large reinforcements of troops to Cabul; the passage being safely effected shortly after his departure. Information should at the same time be afforded Captain Lawrence of the number of the party, including servants, quantity of baggage, &c., as well as whether expedition be an object; if so, he will provide as light a craft as is consistent with the comfort of her passengers. The expected time of arrival at Ferozepore must also be notified.

Much cannot be said in favor of any of the boats at present plying on the Sutledge; the best of them are heavy, and sluggish in the extreme, and altogether ill-adapted for the purpose of expedition, however they may be so to the peculiarities of the river. The Author travelled in one, the extreme length of which was thirty feet, and breadth, outside, twelve; the measurement being four hundred maunds, equal to about twelve tons. A long rudder served also as a paddle, the steersman being considerably elevated, to watch the true course of the stream; a couple of oars, or sweeps, at the stern, each worked by two men, formed the only other artificial impetus, which certainly did not amount to three-quarters of a mile in the hour. Both stem and stern, the latter especially, are somewhat raised, and are equally bluff; in form, indeed, altogether similar to a Thames coal-barge. The space between them is devoted to the passenger,

except about four feet of the centre, kept free for baling out the water, which collects in no small quantities. By the use of bamboos, and the strong reedy grass already described, a comfortable apartment is closed in, about thirteen feet by nine, and another forward, about half that length, for servants and cooking operations. This thatching would by no means be impervious to heavy rain, nor does it prove an altogether efficient protection from the heat of the sun; the thermometer beneath it, during the month of November, ranging, towards the close of the afternoon, between 85° and 90° , while, before sun-rise, it was scarcely above 50° , and at times hoar frost was on the ground. Such are the Sutledge boats; they scarcely vary except in size. In progressing against the stream, they ship a mast, upon which, when the wind is favorable, they carry one large sail, in canvass and preservation far excelling the sails of their brethren on the Ganges; when the wind is unfavorable, their sweeps being useless against the current, they are tracked along shore. Their stems and sterns are generally elaborately carved, and at the mast-heads are frequently carried small brass bells, which tinkle as they move, a short staff, with a white flag, being hoisted over all. They never use the lead; the first intimation of their being in shoal water is their sweeps touching the ground.

They have no anchors or kedges; their mode of bringing to being by means of a short staff and rope, the latter attached to the head of the vessel, and the

former taken on shore and pointed diagonally towards the earth ; the stream at the same time taking the boat down, forces in the staff until it is far enough to hold ; this is termed *lugaoing*. Another pole of much greater length is also used to prevent the strain being entirely upon the smaller one.

Country boats for going down the Sutledge are certainly preferable to steamers, being far less liable, from their slight draught of water, to get on sandbanks ; but they are utterly incapable of facing even a moderate adverse breeze, although with the current in their favor ; when such occurs, they are obliged to bring to, and wait until the return of light airs. The care the men take of the *materiel* of their boats may be imagined, from the fact of grass growing from any interstice in their sweeps. The hire is paid in advance, and varies according to their scarcity at the time of engagement. For the one just described, the Author paid one hundred and thirty two rupees for the trip from Ferozepore to Sukkur, being, for three months, at the rate of forty-four rupees per mensem ; for, though the passage occupied but fifteen days, two months and a half more are charged, being the time calculated that will be occupied in the return. This includes the wages of the six men forming the boat's crew, and indeed every expense but the thatching, which costs the traveller twenty rupees in addition.

CHAPTER VIII.

THE RIVER SUTLEDGE.

HAVING in the last chapter attempted a description of the boats used in the navigation of the Sutledge, a few words appear called for with reference to the supplies necessary for the voyage. The boatmen and servants will of course be mindful of their wants; the traveller has, consequently, only to provide for his own; and in doing so, he should recollect that, for nine days at the least, or until reaching Bhawulpore, he will not be able to make any addition to what he starts with, the very few villages skirting the river's banks being unable to supply him even with an egg. He will of course take from Ferozepore as much fresh meat as will keep good, and when that is expended he must resort to his poultry, (of which any quantity can be carried in baskets) or to salted and preserved meats, if he is possessed of such. His bread will, in a few days, become unpalatable, but biscuits or *che-patties* will form excellent substitutes; the latter are a species of pancake, made of coarse flour, and in many parts of the East, (here and among the Simla

hills for instance) they form almost the entire support of the natives. Butter he may manage to keep good, but milk, unless he encumber himself with goats, he must be content to dispense with. Tea or coffee, eggs, rice, spices, and flour, candles and oil, will naturally occur to him as being requisite. Under the head of liquids, he will have no difficulty in calculating his expenditure, and the quantity he should carry with him. At Ferozepore, European goods, which description includes wines, are perhaps dearer than at any other place in India; beer, for instance, being fourteen rupees per dozen, when at Calcutta it is but six, and eleven only at Simla, where the expense of hill carriage one would imagine should render it much more costly than at Ferozepore. A khidmutghar and cook are the only servants necessary to be taken, or, if the former be clever enough to undertake the duties of the latter in addition to his own (and few are not, and which he ought to do, considering his wages, twelve rupees, are nearly double what they would be under ordinary circumstances,) the cook may be dismissed. He should be made to understand that he will be answerable for taking care that every thing in his department not already detailed is provided; cooking utensils, plates, dishes, and other table requisites, &c., and he will then be careful to see that every thing is complete before starting. The traveller's trunks, or petarrahs, will of course contain his wardrobe, dressing and writing apparatus; besides which, a bed, bedding, musquito-curtains, table and chair,

chillumchee and stand, will be all the furniture he requires. A pair of pistols would not be out of place, and a gun, with plenty of ammunition, bullets, and large slugs for the alligators and storks, with shot for water fowl generally, will help to kill time as well as them.

Of the river itself, it is to be regretted there is so little to say. Putting aside the interest excited by the recollection that its waters once bore the barks of the great Alexander, and the very short period since which the English traveller has been permitted to thread its windings, there could not well be a more uninteresting one.

The marks found on most others, such as towns, villages, &c., are here almost altogether wanting, and it is, therefore, impracticable to denote by them the progress of each day. Bhawulpore being the first place of any note, the only mode of calculation is, that nine days were occupied in reaching it (reckoning the day at twelve hours); thence to the junction of the Jelum, the Ravee, and the Chenab, with the Sutledge, a day and a half more; and somewhat exceeding another day, the whole were swallowed up in the Indus. Neither Tassin's, nor any other map of the Sutledge, will prove of much use to the traveller; and he will have some difficulty in understanding where he is, from the time of leaving Ferozepore, until he reaches Bhawulpore; below the latter, the junctions of the different rivers and the travellers on them having been more frequent, the discovery

of his true position is rendered far less troublesome. The boatmen are, in all cases, profoundly ignorant of localities, and the people on shore, if appealed to for the designation of villages on the bank, invariably call them differently from what they are laid down in the maps; whilst, with reference to those a few miles from the river, the same circumstance occurs. There is not, perhaps, a much more tortuous river known than the Sutledge: from Ferozepore to Bhawulpore, it is but a continued succession of winding reaches, every half-hour, the head of the boat being literally, as the sailors say, all round the compass; even the steersman, putting aside, for once, the usual nonchalance of a native, when gazing from his lofty perch over the surrounding country, and seeing before him the labor of one hour lengthened into four or five, cannot refrain from uttering a suppressed "Wah! Wah!" or other exclamation of surprise.

The distance is calculated at two hundred and forty miles; but this is evidently an error, as by land it is nearly two hundred and twenty, and the windings in question must add to it eighty at least. The strength of the current no where exceeds three miles in the hour, frequently it is not so much as two, and it becomes particularly sluggish as the point of junction with the other rivers is approached.

It was remarked in the last chapter, that the utmost impulse that could be given to the boat itself was three quarters of a mile in the hour. The fair average speed may perhaps be, current two miles, and pulling

three quarters of a mile ; at this rate, and it is difficult to conceive the progress could be less, the three hundred miles would occupy within a fraction of the nine days' voyage. Again, from Bhawulpore to Mithun Kote, taking the same average for a day and a half, with an additional three quarters of a mile per hour of current for one day, the result will show the distance actually estimated, viz. ninety miles. The course of the stream is always under a bank, rather than along a low shore, making the widest possible sweep, and thus considerably lengthening the passage.

The fall of the river cannot have exceeded six feet, (8th November); the sand-banks having in no case been more than two from the surface ; while, after the junction with the Chenab, the fall has been less, the banks there having only just made their appearance above it. The average breadth of the Sutledge, when unimpeded by sand-banks, may be something more than a quarter of a mile, but it is nearly doubled immediately upon its junction with the Chenab ; the strength of the stream at the same time being increased by at least three quarters of a mile. There is not half a mile of the river without sand-banks ; they are of all forms and sizes, and scattered indiscriminately, on the borders, and in the centre ; frequently in such numbers, and of such extent, as to render it very difficult to judge correctly of the true course, every channel being equally narrow : in such a strait as this, it is generally

advisable to take the widest sweep, and, should there be one, under a bank, that being the most likely locality for the deepest water. The bed is every where very shallow, and no craft of large burthen could attempt the passage of the river with safety. A boat drawing even under two feet water, constantly touches ground, where there would appear to be more than a fathom. These occurrences seldom cause much delay; if not got off immediately by the use of poles, the crew at once take to the water, and, by sheer dragging, speedily procure her release. There is not a single creek, or nullah of importance, until after the union with the Chenab takes place. Four or five hours before this, a long line of haze, at an elevation of ten degrees from the horizon, points out the direction of the latter river, and the current, on approaching it, becomes more sluggish.

But few incidents occur to relieve the monotony of the downward voyage; few people are met with and the boats are almost equally rare. There seems considerable *esprit de corps* among the nautical fraternity; on no occasion, does one pass another without conversation being kept up during all the time their voices can be heard, and, whether strangers or not, the general termination of their intercourse, is the expression of a desire to have their compliments conveyed to certain parties, at the places to which the one or the other may be progressing. They likewise obtain mutual information as to the course of the main stream, strength of current,

and whatever else may be of use. Occasionally, remains of brick buildings are seen, many feet above the surface of the stream, showing either that the latter must have only recently adopted the present course, or that the durability of the fabric must be great to stand against such a current for any length of time.

In bringing to for the night, the Punjaubee shore is always avoided, on account of the probability of attacks from robbers. The other, indeed, bears not a much better character, and whenever practicable, the boat is hauled up alongside a sand-bank in the centre, its inmates being thus protected from any sudden incursion, by the expanse of water on each hand; to the utter disturbance, however, of immense flocks of waterfowl, who may have quietly taken up their positions there previously. The boatmen make but one regular meal in the day, and that not until the evening, when their labours are over. Their food consists solely of chepatties, and on each occasion, they have to grind the corn, and prepare and bake the cakes, never having a sufficient stock of flour for more than a day's consumption. Should any remain after this meal, it is served out to each in proportion the following morning, but they do not cease working while partaking of it. Their drink is water. They are a dirty race, and it is extremely rare to behold them in the performance of any ablutions. Their language is a corruption of Hindoostanee. The cool air of early

morning seems to benumb them, and their full faculties do not return until the rising sun once more imparts warmth to all around; they appear to delight in the heat, however extreme it may be. They are most fearful of proceeding after night-fall, and no promise of reward will induce them to do so. They have a fire always burning, easily collecting as much fuel as is needed on the river's banks.

A Punjaubee town takes rank with a Hindoostanee village, and as the latter scarcely ever equals the most inconsiderable hamlet in England, some idea of the poverty of the first may be conceived. Almost every village has a tower, appertaining to the head man in it, which is pierced with loopholes and otherwise capable of defence. On the death of the owner, should he leave many sons, it not unfrequently happens that the inheritance is disputed, and other towers are run up by each; but, as might in this part of the world too often constitutes right, the strongest or best supported ultimately becomes the successor of his father.

The natives of these parts, like their brethren of Bengal and elsewhere, have either the most utter ignorance of distances, or the most thorough contempt for the necessity of at times thinking before speaking; it is therefore perfectly useless to endeavour to obtain a knowledge of one's locality, by putting questions to them; the only purpose answered is the amusement resulting from their replies. Between Bhawulpore and Ferozepore, on asking at a particular spot the

distance to the former, the positive answer was seventy coss ; in half an hour afterwards, according to another equally self-satisfied authority, it had become one hundred and fifty ; and for three days in succession it was exactly one hundred with every body : these discrepancies too not always existing among ignorant labourers, but with boatmen, whose whole lives are passed between the two places named.

It may with safety be said that, from the river, let the eye glance as far inland as possible, it will not embrace a hundred yards of any species of cultivation in a dozen miles ; though much of the soil seems well adapted for it, it is too probable that the treachery of the river is known by those who might otherwise cultivate it.

Not a furlong is passed but the effects of the river's ravages are apparent in broken banks, and one at last becomes so familiar with the sights and sound of immense masses giving way, as to cease paying any attention whatever to the circumstance ; during the stillness of the night, these concussions are heard at a long distance, resembling distant thunder, and the momentary succession of them has an effect upon the stranger not a little curious. That all this should be so is hardly to be wondered at, when the formation of the banks is taken into consideration ; they are either of sand or light earth alone, though occasionally these are conjoined in strata, the sand being as often the base as the superstructure ; what dependence can be placed on its firmness may, there-

fore, be easily imagined. If the smallest particle is displaced, in any one part, it is often attended by disruptions along a whole bank of several hundred yards in length. A party might search along shore from Ferozepore to the Indus without meeting a stone so large even as a pebble.

The only apparent approach to commerce on land, was one rough store-house, containing several bundles of buffalo hides, others being strewed about the bank, preparatory to their shipment in boats.

The student of zoology would here find ample field for his observations, coupled, doubtless, with some astonishment. It is within the mark to say that he will daily see not less than five hundred alligators; these are of all sizes, from the young one of four feet and upwards in length, to the ancients of from twelve to sixteen. Every sand-bank is crowded with them, their favorite stations being at the tails of such as are isolated, enabling them to glide into the water with an almost imperceptible motion when slightly disturbed, though, when shot, the plunge with which they gain their native element is very violent. They are all of the long-nosed species, and their prey is fish alone. The river ought indeed to be swarming with the finny tribe, to provide subsistence for such a countless host of monsters. Besides the number already noticed, basking in the sun, like gigantic leeches, (to the color of which they approximate) their course is to be traced all around, though the protuberances

on the head and extreme end of the snout, are alone actually perceptible ; while, from sun-rise until night, the agitations on the surface of the water in all directions give abundant evidence of the bloody conflicts going on beneath. Kingfishers also every where abound. Porpoises are not uncommon, though by no means numerous ; the other fish are altogether invisible. Water-fowl, in all their varieties, are not less abundant than the alligator ; from the largest to the smallest species, they are to be seen by hundreds. The variety of storks is also great, and some are very beautiful. The white storks, indeed, occasionally congregate in such vast quantities, that they give any distant low bank, near which they may have alighted, the appearance of a mass of chalk. Since the Author's return to England, on paying a visit to the museum at the East India House, he was surprised to find that it contained scarcely one specimen of the birds, so plentiful in this river and the Indus.

From one end of the river to the other, not a single fishing-boat or fisherman is to be met with, so that the alligators and water-fowl have full scope for their predatory pursuits, and hold undisputed possession of the watery region. On shore, a solitary eagle may at times be seen, perched upon the stump of a blasted tree ; but, except upon rare occasions, the scenes through which one passes are far too solitary for the hawk and crow—generally such conspicuous objects in every Indian scene where aught of life and

animation exists. Of quadrupeds, this last remark is applicable to the dog, an animal with which every Indian village swarms; the jackal is heard nightly, and the tiger and hog abound in all the jungles. Wasps are plentiful, not making their appearance, however, much before noon, and taking their leave every afternoon at sun-set. Herds of buffaloes may frequently be seen crossing the river, much after the same method as in the Ganges; though here with much greater vociferation from the drivers.

The jungle consists principally of high grass and tamarisk shrubs; the latter occasionally evincing by its size a strong inclination to expand into a moderate-sized tree. At times, though very seldom, the eye is relieved by the sight of a small forest, the tar and the palm trees being conspicuous therein; but far oftener is the scenery barren and desolate in the extreme, not exceeded in these respects even by that presented to the traveller on the Grand Canal, from Ballyshannon to Dublin, amidst the far-famed bogs of the Emerald Isle. European travellers on these rivers are so rare, that every native on shore, or boatman afloat, is anxious in his enquiries as to who and what the stranger is, whence, and whither going, with every other particular that can be obtained.

At sun-set of the eleventh day, eight hours' journey from the Indus, portions of the Soliman range of mountains were distinctly perceptible, extending from west to nearly northwest, or through forty

degrees of the horizon ; the latter portion being the more lofty, and distant at least eighty-five miles ; that in the western direction, not less than seventy-five.

From every portion of the river but little distant from the banks, the echo on shore is loud and distinct.

Ferry-boats are stationed every few miles, their approaching departure being announced by beat of tom-tom. There are three other modes of crossing the river in vogue among those who cannot wait until the allotted time for doing so, or who are unwilling to disburse the minute trifle levied upon the passengers ; viz., by swimming, and those who are ignorant of this accomplishment, may take as a companion an inflated mussuck (sheep skin) and by its support paddle over ; the last, and certainly most curious mode, is by means of a bundle of reeds or straw, about four feet in length, firmly tied together, and made use of like the mussuck. These novel life-buoys are then left on the bank for the next person needing them, and several may be seen every few hundred yards. The proverb "A drowning man will catch at a straw," may occur to the reader ; henceforth, it should not be used altogether in derision.

The expedient in use among the natives to procure water, deserves perhaps a word of notice. A deep well is sunk in the bank close to the river, and a small canal is cut to communicate therewith, whereby the one is always as high as the other ; over this well is a strong roughly-made upright wheel, round which

is a double strap, with from forty to fifty earthen vessels (called kedgerees pots) firmly fixed thereto; a horizontal wheel alongside, turned by two oxen or one strong buffalo blindfolded, acts upon the spokes of a small upright wheel, which sets the large one in motion; the earthen vessels descend into the well with their mouths downwards, return reversed and full, and at the point of again descending, a trough receives their contents, which small channels in the ground convey to whatever distance is requisite. The quantity of water thus raised may perhaps be fifty gallons per minute; many of them are worked throughout the night, and, as the owner would deem it a profligate expenditure of grease to apply any to the axles, their noise may always be heard at a considerable distance. After the junction with the Chenab, these wheels, so frequent previously, were no more to be seen; the inland creeks then becoming numerous and important will doubtless account for this.

A heavy fall of dew commenced every night at sunset and continued until morning. The prevailing winds were south and south-west, always very light. The temperature of the water never varied more than two degrees, ranging between 67° and 69° at all hours. This was not affected by either of the junctions. The thermometer, early in the morning, ranged between 54° and 57° , after sunrise, 62° and 64° , at noon, 82° and 87° , and at 9 p. m. from 70° to 74° . The water is scarcely less muddy than that of the Ganges.

There have been only two objects possessing anything approaching to architectural interest during the entire route of twelve days (unless, indeed, it is allowable to find interest in all else, whether single dwellings or collections of them, being mud,—unadulterated mud—alone); these are, first, Umrote, about fifteen miles from Ferozepore on the left bank; it is slightly inland, and entirely surrounded by a stone or brick wall, in capital condition, and having the appearance, consequently, of a strong square fort. A sowar, who, mounted on a remarkably fast small elephant, came down to reconnoitre the passing boat, stated that it belonged to a Patan chief, named Jumal Deen, a tributary of the Sikh government, and that it contained between four and five hundred inhabitants. The other object was a tomb on the Punjaub shore, about ten miles from the Indus, consisting of the common-shaped Mahomedan cupola, rising from a quadrangular tower with two terraces; at the corners of each of which, were very small minarets; the gateway, one or two hundred yards distant, being formed of two turrets, one somewhat larger than the other, with a narrow wall or curtain connecting them; the whole of a brownish stone. The foregoing must be received, however, as a very imperfect description; their distance inland, and the foliage nearly concealing all but the cupolas, rendering it impossible to give a better.

Of Bhawulpore, which is not seen from the river, a few words may suffice. Lieutenant Wood describes

it " as a town with which he felt more pleased than any the mission had hitherto visited. Its streets are cleaner and wider than those of Hyderabad, the metropolis of Lower Sinde, while its bazaar, though not so large as that of Shikarpore, offers a greater variety and has a more prosperous look. Within the place are some fine gardens laid out in the Persian fashion. Though the largest town belonging to the Daoud-putras, it is seldom honored by the presence of the Khán. Bhawulpore enjoys a well merited reputation for the various silk articles (called Loongees) which are here fabricated. The texture is generally formed of silk and cotton, and the cloth is justly admired for the beauty of its patterns, the lustre of its colors, and its enduring qualities. The trade in this staple article of their commerce was, at the time of our visit, remarkably brisk. We examined three establishments, having in all thirty looms, not one of which was without its web. Each weaver is restricted to a single pattern, to which, from early youth, he has been habituated. These men are comfortably housed in clean well-aired apartments, and, to judge of their condition by the appearance of their workshops, I should say, that the Bhawulpore weaver is, comparatively speaking, in possession of superior comforts to this class of hand operatives in Great Britain. They work in large sheds, open in front, with chunamed sides and flooring. The looms are ranged in line, close to the back wall, in which is a large square aperture to give a free circulation. The open

area in front is usually ornamented with one or more shade-yielding trees.”

There are no Europeans at Bhawulpore, but an intelligent Mussulmaun, named Peer Ibrahim Khan, acts as agent to the political authorities at Ferozepore, and can be applied to in case of need, not hesitating to come from the town to the river, a distance of four or five miles, if required. There is a branch of the post office here, the only one between Ferozepore and Sukkur.

CHAPTER IX.

THE RIVER INDUS.

SINCE the Author's return to England, he has perused with much gratification the valuable works of Sir Alexander Burnes, and Lieut. Wood. The result has been his expunging very much of the matter he had collected for this chapter, and which he at one time thought would have been found novel, interesting and instructive. He scarcely dares even retain the few paragraphs now placed before the reader, as such full particulars of this far famed river have already been given by the individuals just named, who have thereby rendered to science and commerce the greatest possible benefit.

At noon of the twelfth day from leaving Ferozepore, and the third from Bhawulpore, the broad bosom of the noble river, swelled by the united contributions of her four younger sisters, received his boat. His first impressions of the busy scene into which he was launched were anything but unfavorable. Before him rose the small but important town of Mithun Kote, conspicuous by its substantial, square and flat-

roofed houses, and towering above them, at either extremity, two elegant cupolas, which at the distance whence they were viewed bore the appearance of being made of the finest marble. Sir Alexander Burnes imagines that Mithun Kote "occupies the site of one of the Grecian cities, since the advantage of its position for commerce attracted the attention of Alexander." In face of it is the large, thickly-populated, but mud-built village, of Chachur, between them employing several ferry-boats filled with people, merchandize and cattle; while more of all were waiting for transport on the bank. Rafts loaded with fuel were being towed up the stream, and all was bustling animation. The Author had hardly entered the Indus when he was loudly hailed from the shore, (between which and himself was a bank with three feet water only, and at least a quarter of a mile in breadth) and commanded to land and show that he possessed a purwannah (passport) from the political authorities at Ferozepore; but, being pressed for time, he disregarded so unwelcome an invitation, preferring very naturally the increased velocity which he had attained, and conceiving (it is hoped not unjustly) that, if such a form were requisite, the Government should have provided their functionaries with a boat to meet strangers, of whose approach they can very long before have cognizance, and so subject them to no unnecessary delay. The voice and threats of the indignant official soon died away in the distance, and a turn in the river prevented a longer gaze at the gesticulations he so abun-

dantly displayed. A few rising sand-banks, with their usual occupants, then presented themselves, and thence, as far as the eye could reach, was one unimpeded expanse of stream nearly two miles in breadth. But in the direction of either shore, the scenery of the Sutledge once more returned, and all was utter vacancy ; on one hand, a bank of six feet high, supporting a jungle of the same elevation ; on the other, a sandy desert flat, with no tree or hovel to relieve its monotony, and nought but a few withered branches here and there interspersed, left by the retiring waters of some former flood.

Towards the close of day, a small encampment, appertaining to a commissariat officer collecting grain, with its tents, boats, people, camels and horses, contrasted strongly with the desolation both before and subsequently. At sunset, the mountains of Soliman were again in view, extending full ninety degrees from west to north.

Such is the scenery, almost without any variation, between Mithun Kote and a few miles from Sukkur ; though there are three or four petty mud villages within sight of the river, each having a few cultivated fields in its neighbourhood. The owners of the latter have had evidently some reason to repent their boldness in so far infringing upon the river's dominion, since many yards of their crops are growing from the water, where it has been too shallow to swallow up the whole, a fate which their tenements themselves will most assuredly ere long experience. About the same

number of temporary hamlets, each of a dozen hovels, are located on the very borders, for the convenience of the fishermen and their families, whose boats are beneath, and who thus obtain a scanty livelihood ; as, although the fish is good and plentiful, few can afford to buy but at the lowest rates.

The current of the Indus varies greatly in strength ; at times it does not exceed three miles in the hour, at others four, four and a half, and sometimes five ; while, when the bed is confined by sand-banks within a small space, it rushes round every jutting point at six or seven, and forms a backwater (indeed, almost a whirlpool) at every indentation of the bank. Through the carelessness of the steersman, the boat will sometimes get involved in one of these, when from ten to twenty minutes will be lost in getting her free. Between Mithun Kote and Sukkur, a distance of one hundred and seventy miles, the current may, on the average, be reckoned at three miles and a half per hour, the transit occupying three days and a half.

The course to Sukkur varies very little from the points between west-south-west and south ; though, about eight miles from the latter place, there is one long reach running east-north-east, exactly parallel with that succeeding it, which is west-south-west. Along the whole course of the former, the bank was falling, immense masses, tons in weight, giving way momentarily, carrying with them tamarisk and other shrubs at least twenty feet in height,

each concussion sounding at a distance like the roar of artillery, and causing more commotion on the water than would the paddle-wheels of the largest steamer. Half a mile on the other side of this bank, a broad nullah flowed on its course to the main river, and there cannot be a doubt that the inroads of both, before the lapse of many weeks, would utterly submerge the whole of this, comparatively speaking, vast tract of land, the loosened portions of which will be gradually borne along and form a sand-bank at some portion of the river now altogether free. It is the shifting nature of these sands that has been, and will continue to be, the great bar to the navigation of the Indus. It may confidently be asserted that, during every hour of the day and night, some material change of this kind is taking place; and it would be folly in any one to calculate upon the main stream pursuing the same course in two successive years, since nothing can be more uncertain. Vessels of large burthen must, therefore, still be debarred from a share in the commerce of the Indus, which will be confined to the flat-bottomed boats and steamers, the utmost extent of whose draught of water must be below four feet, in order to render them safe for all seasons of the year.

The boats of Lower Sinde vary but little from those of the Sutledge. The stem and stern are not so broad, and at each there is a much larger space decked off from the centre, somewhat confining the latter, though, from being deeper, not greatly diminishing

the capacity for cargo. This arrangement is necessary, as the boatmen frequently have their wives and children living with them on board, reserving the after-part to themselves, and all the rest being appropriated to the passenger, in case the vessel carries one. On these occasions, the women work at the tracking-rope, and assist in the other duties, with all the energy of the other sex, and sometimes more than the men exhibit. Very few alligators are seen after the first day's journey on the Indus, and, some time before reaching Sukkur, they entirely disappear. In lieu of them, the porpoise is abundant, and may be seen floundering about in all directions throughout the day, while the noise made by their blowing breaks momentarily upon the silence of every night. The storks, geese, and other water fowl are not less plentiful than in the Sutledge. Bandicotes of immense size are very frequent on the banks. Puffs of wind, of considerable violence during the hour or two they continue, and at this season invariably from the north-east, are of constant occurrence; against them the river boats are utterly helpless, and must be brought-to until they moderate. Ferry-boats are more numerous, and fishing-boats much more common, than on the Sutledge, especially near villages; of the latter, two, named Chuck and Rode, a few hours' journey from Sukkur, are apparently of some consequence, and thickly populated; the tenements are, however, all of mud. The reaches are much longer than in the Sutledge,

and seldom vary in their direction more than five or six points of the compass.

On approaching Sukkur the soil assumes a somewhat more fertile appearance ; and from the firmer texture of the bank, the huts are built within a few feet of it, while corn is growing and cattle safely grazing on its very verge, in defiance, as it were, of the still impetuous flood beneath. Lofty minarets, gaudy-looking mosques, and castellated buildings of every variety of form, all mixed up in apparently inextricable confusion, and interspersed among which are thousands of luxuriant date trees, next fix the attention ; and a few minute's further progress on the rapid river enables the passer-by to see each separately and distinctly. On the left bank is Roree, on the right Sukkur ; while between them is the spacious fort of Bukkur, occupying the entire island on which it stands. A very few words may probably be deemed sufficient for each of these places.

The following account of the fort of Bukkur, the Author has abridged from a clever paper by Dr. I. Don, recently published in the Transactions of the Bombay Medical and Physical Society. This may be new to many English readers, whereas the descriptions by Sir Alexander Burnes and Lieut. Wood must be already familiar to them.

“ The fortress of Bukkur is situated in latitude $27^{\circ} 42'$ north, and in longitude $69^{\circ} 36'$ east. The fort and cantonment of Sukkur are nearly on a level, and the highest building is about one hundred and

thirty feet above the river, and about six hundred feet above the level of the sea. The fort, of an irregular oval figure, is about eight hundred yards in length, and four hundred in breadth; its walls are washed on three sides by the river during the inundation, but to the north-eastward, a small tongue of alluvial deposit on the rock projects out, is inclosed by an outwork, and sprinkled with date palm, ceriss, and peepul trees; some of the last of which are seen on the walls and outworks in other parts of the fort. The surface of the interior of the fortress is very irregular, and is covered in all directions with the rubbish and debris of houses, mosques, and probably military buildings. There is one large mosque which, in its day, must have been a place of no small pretension to grandeur, but it is now mostly in ruins, and no part of it fit for the sacred uses of the Mussulmaun. There are several venerable shady trees in various parts of the fort, chiefly tamarind, peepul, and ceriss (*mimosa cerissa*.)

There are few habitable houses in the bazaar, and these not in the best repair; when it was taken possession of by the troops, only one good public building of any size (the late residence of the Killadar) was found on the eastern wall. The walls of the fort are in as bad repair as the houses they contain; many parts are tumbling into decay, and little pains seem to have been taken to maintain their preservation. It bears the appearance of great antiquity, and is supposed to be the 'Munsoora' of the ancients. But the

town of Alore, about four miles to the eastward, is a place of still greater name and age; it was at one time the metropolis of a mighty empire, which extended from Cashmere to the ocean, and from Candahar to Kanoge, but is 'now a humble hamlet, with some ruined tombs.'"

The fort has been by many erroneously supposed to have been the first conquest of the army of the Indus, in the Affghanistan campaign; this is not the case; it does not, in fact, although still in their possession, belong to the British Indian Government at all, being only lent to them by its owner, Meer Roostum Khan, the Ameer of Khyrpore; the consideration paid for its occupation, so long as they should need it, being one hundred and fifty thousand rupees. The owner's small triangular crimson flag still waves on the lofty keep, below the glorious flag of England. Meer Roostum Khan has ever been noted for his partiality to the English; and has honorable mention made of him by Sir Alexander Burnes, for the noble manner in which he came forward to receive him on his first mission to Lahore, when the Ameer's relations at Hyderabad had done all in their power to thwart the views of the Indian government, through their accredited organ. By a late mail, a report was received that this prince had conspired the death of Mr. Ross Bell, and other parties, after inviting them to Khyrpore. It seems improbable he would act thus, when the British were firm in power, and behave in so different a manner to Mr.

Burnes' party, when almost unarmed and unprotected; and it is hoped it will turn out to be greatly exaggerated.

As a place of strength, Bukkur is utterly insignificant; and the state of its battlements may be imagined, when it is related that the firing of the mid-day gun did so much injury to them, that the practice was obliged to be discontinued, and the signal is now given from a small battery crowning an eminence above Sukkur. Its composition is principally brick, faced with mud, though some of the lower walls have lime-stone rock intermixed therewith. From Roree or Sukkur, on either of the main shores, it could be battered down in a very short space of time.

To the north and south are two smaller islands, the former containing the remains of a handsome mosque; much of the mosaic work (formed of a species of Dutch tiles, of every variety of colour,) about the entrance, being still perfect; and the latter, some ruined tombs.

It will ever be an interesting spot to all connected with India, as the connecting link from Roree to Sukkur of the bridge of boats, over which the Army of the Indus passed, after its land march from Ferozepore.

Dr. Don thus writes of Sukkur: "The cantonment for a brigade of two regiments, on the Sukkur side, is on an inclined plane, a sort of table land, to the north-west of the fort, and about three quarters of a mile distant. The sepoy's lines front to the north,

and the officers are located on the eminences to the southward and westward. Though the space is rather small, no other in the neighbourhood, combining the advantages of elevation and proximity to water, could have been found for the same number of troops.

“ The hospitals are to be built on an eminence to the north-westward of the lines, and one has been erected there for the Europeans, on a very airy spot, well elevated above the surrounding country.”

That Sukkur was at one time a place of much importance, is evident from the vast quantities of ruined tombs in all directions round it; every one of the many hillocks near the place is crowded with them. They are, however, in course of removal, to make way for the residences of the living, though such as are in good order can in most cases, with slight alterations, be made into capital out-offices, and to such purposes are they daily turned: the ornamental parts, which for cook-rooms, wine-cellars, &c. would throw a ludicrous appearance on the plainly-built structure near them, being covered with a coating of that Sindian *sine quâ non*, mud.

Though not deemed an unhealthy place, Sukkur is much complained of for its excessive heat; the thermometer in the house, from April to August, frequently ranging between 120° and 130°. When it is considered that the southerly breezes, to which it is exposed during those months, reach it after traversing some hundreds of miles of sandy desert, this can

hardly be matter of surprise. Most of the houses have closed verandahs entirely round the inhabited portion of them, and the window-blinds, &c. are closed early every day, thus doubly protecting the inmates from heat and glare; yet, with the use of tatties, and every other artificial mode of lowering the temperature, few are successful in reducing it much below 90° . About midnight, this excessive heat in a measure ceases, but at nine the next morning, it returns with equal intensity.

It has happened, though not frequently, that during the hot season, a sudden rain has set in and continued for some days, when the fall of the thermometer has in a few hours been from the mark already quoted, to between 60° and 70° .

The strength of the current during the inundations, or from June to August, is stated to be nearly nine miles per hour, rushing past in nearly one sheet of foam; the steamers then travel at the rate of more than sixteen miles, reaching Hyderabad from Sukkur in a day and a half.

A glance at the map will show the important and commanding situation of the latter place, whether as regards the navigation of the Indus, or the hitherto hostile countries to which it is contiguous; and recent events fully show the necessity of having a strong force there concentrated.

Inconsistent as it may appear, chests of treasure in these parts are, for their greater security, kept night and day in the open air, large sums being generally

guarded by a single Sepoy. It is argued, and perhaps with justice, that there can be no possibility of underhand abstraction while thus situated; whereas, within the walls of a house, in which a guard could not at all times be stationed, such an occurrence may easily take place.

The date trees are every where very numerous, but the fruit they produce is of inferior quality.

Roree is only a native town, and stands on a flinty precipice, of near fifty feet in height, some of the houses in it overhanging the river, and others sloping inland; various lofty turrets peep from the midst of mud hovels; a small harbour gives shelter to a large fleet of boats, beyond which, is a thick grove of date trees. Lieut. Wood thus writes of the three places: "At Roree, a low bleak ridge, of limestone and flint formation, crosses the bed of the Indus. On the east bank, the rock, crowned by the town of Roree, rises abruptly from the river, which flows by it at four miles an hour at one season of the year, and with double that velocity at another. On the west bank, where the town of Sukkur stands, the ridge is depressed, and is swept by a narrower and more tranquil stream. In the mid channel are several islets; the tile-stained turrets on one, near the east shore, giving it more the appearance of a Chinese pagoda than a Mussulmaun's tomb. Two of these islands are famous in Indian story; Bukkur, for its strength, and Khadja Khizr, for sanctity. The banks of the river, for some distance below Bukkur, are

fringed with the date palm, and its appearance, always pleasing, is here heightened by the character of the neighbouring country. On the west bank stand the ruins of Sukkur, with its tall minar, towering gracefully above the dark date groves. Red flinty hillocks form the back-ground on both banks, while between them rolls a broad stream, adding beauty to the whole."

For the frontispiece to this work, which gives a faithful representation of Sukkur, Bukkur, and Roree, the Author is indebted to Captain Carless, who kindly presented him with an original drawing of it, taken by himself.

In the event of the traveller's boat being only engaged to Sukkur, and no steamer there available, a further boat-engagement must be entered into, at the same rate as before; the journey being estimated at two months and a half instead of three. Thus the total amount of boat-hire from Ferozepore to the sea is two hundred and forty-two rupees, or the hire of near six months for little more than a three weeks' voyage. It should be borne in mind, however, that in returning, especially from the sea, the average rate is seldom more than seven or eight miles per diem. In all that regards these boats, the traveller will meet with the utmost attention from Captain Carless, the superintendent of the navigation of the Indus. At Sukkur, fresh supplies of all kinds can be laid in if requisite, either for the seven days that will be occupied in reaching the mouth of the river, or for a fortnight that may be spent in reaching Bombay,

and so avoiding all delay on that account at the river's mouth. At Sukkur, it is far from unlikely, considering the constant communication between it and Bombay, that servants may be procured desirous of going to the latter place ; the Ferozepore men might then be parted with, and no trouble would ensue to the traveller, on his arrival at the Western Presidency, in providing a passage back for them to Ferozepore. In matters of this kind, however, every thing depends upon the agreements originally entered into.

Around Sukkur, the Persian water-wheels are very numerous, in every respect similar to those of the Sutledge, though since leaving that river scarcely one had been seen. The reed life-buoy seems quite unknown, though the sheep-skin mussuck is still used ; in addition to which, the feet are clasped round the neck of an empty earthen jar, with the mouth upwards, thus enabling the paddler to lie at full length on the water. The hunting-grounds in the neighbourhood are stocked with wild boar and deer, but tigers are not met with.

Beyond Sukkur, date trees are plentiful for a few miles, when the former description of scenery returns with little variation. At about fifty miles distance, a branch from the Indus flows south-west and empties itself into a lake named Munchar, the branch itself being dignified by the style of River, and, being exceedingly serpentine, the name of Nara, or snake, has been that affixed to it.

At about sixty miles, the Brahooick or Hala mountains come in view ; and either they, or the spur from

them, called the Jungar or Lukkee Hills, continue so until reaching the vicinity of Hyderabad, when no more of them is seen. In the Halas is the celebrated Bolan pass, crossed by the Army of the Indus on its recent march into Affghanistan. At one hundred and twenty miles distance on the right bank, is a rather handsome tomb and gateway, the first specimen of architecture met with since leaving Sukkur.

On approaching Sehwun, one hundred and sixty miles from Sukkur, the Lukkee Hills gradually open to the view, the four mounds, terminating the range, bearing the precise appearance from a distance of pitched tents. Sehwun is at some distance inland, on the right bank, situated on the Arrul river, which, emerging from the lake before-mentioned, here joins the main stream. The village, though mud-built, seems very considerable; on mounds in its vicinity are various ruined tombs, and the remains of an old castle, which Burnes attributes to the Greek era, and it was conceived that the coins found therein would have borne out this supposition. While at Sukkur, the Author saw a variety,—gold, silver and copper,—that had been found among the ruins, but none were more ancient than three hundred years. The copper coins were exceedingly numerous, most of them a mass of verdigris. The tomb of a famous Khorasan saint, named Lal Shah Baz, is still in existence, though six hundred years have passed since its erection.

The Indus here takes some considerable turns, at length washing the very base of the Lukkee hills, for

some miles continuing to do so, then gradually receding to the south-eastward, when the hills, which have rarely exceeded one or two hundred feet in height, become more lofty, ultimately reaching an elevation of between one and two thousand. In any country in the world, it would be impossible to find more barren and desolate hills than these. Throughout the entire range of some fifty miles, not a tree or blade of grass can be perceived on them, the only approach to vegetation being an occasional jungly bush, not six feet in height, and these but very rare. Utterly useless thus to man and beast, the eye can no where discover the traces of either. The extremity of this range was the first mountain-pass traversed by the Bombay division of the Army of the Indus on its way to Shikarpore.

About twenty miles from Hyderabad, on the left bank, is another tomb amidst a jungle; it is in the usual style of erections of this nature, but not so large or ancient as those previously alluded to; it has indeed, apparently, been only just built. Hyderabad is distant one hundred and five miles from Sehwan, or two hundred and sixty-five from Sukkur.

It would be unfortunate, if any English travellers (so rare on these rivers) were, from want of time or other causes, unable to halt for an hour or two at Hyderabad, and pay that meed of respect due to gallantry and bravery in their country's cause, of both which they will find so noble a specimen in the lion-hearted Major Outram, the Resident at that court,

and who adds to those qualities, that of hospitality, in the widest sense of the term. From his house, a gallop of three or four miles over a rough sandy plain, and partly through cultivated fields, leads to Hyderabad, the capital of Sinde, a visit to which also will be well repaid.

It is an extensive place, consisting of numerous streets, seldom more than six feet in width, and so winding, that the eye can never obtain a view of more than a few feet a-head. Mud hovels are closely packed on each side. The bazaar is comparatively straight, nearly double the width of the street, and, above a mile in length; it is a scene of lively bustle, and is so thronged with men, women and children, camels, horses, and oxen, the latter loaded with forage, fuel and water, that very slow progress can be made through it; shops extend on either hand, from one extremity to the other, all entirely open in front, with bamboo poles supporting mud roofs over them. In the rear of each is an enclosed chamber, in which at night the wares are deposited, the owners living and sleeping in front of the fastened door, and thus protecting their property from plunder. It is almost impossible to name anything not obtainable in this bazaar among the necessaries of life, and very few of its luxuries cannot be procured. The better sort of shopkeepers are a handsome race of Hindoos, and their snow-white turbans, with the upper folds large and projecting, tend greatly to set off their pleasing features, contrasting forcibly in their favor

with the unbecoming worsted, peakless, military foraging cap, which is worn by all the lower orders, and even by the fighting Beloochees. The latter are a wild, savage-looking race, most of them armed to the teeth; and although nearly two years have elapsed since peace was formally established between their government and that of the English, they still detest the sight of a white face, and, on the rare occasion of their seeing one in the heart of their city, their hands involuntarily grasp the deadly knives at their girdles, which they might probably be inclined to use, but for the presence of the armed and mounted escort, which the Resident is careful should accompany the curious traveller.

The female part of the population have generally some pretensions to be called good-looking, and the children are invariably pretty. Among the inhabitants are many negro slaves of both sexes; their slavery is, however, very light, and, after a time, they become in a measure incorporated with the families of their owners, though their intermarriage with the Sindians never occurs.

The only architectural objects worthy of inspection in and around the city, are the fort, the mosques, and the tombs. The first frowns above the mud hovels that on one side closely hem it in, and the cannon on its battlements are in position to sweep the bazaar and other places likely to swarm with hostile foes, on account of the shelter they afford. Dr. Burnes describes the fort as "a paltry erec-

tion of ill-burnt bricks, crumbling gradually to decay, and perfectly incapable of withstanding for an hour the attack of regular troops." Major Outram adds: "its walls are built of brick, on a scarp generally from twenty to thirty feet in height, but at two places, where the ascent would be attained by means of the demolished wall, they are not above ten or fifteen feet high. Artillery would soon breach it." Dry moats only partially surround it, while at every elevation, and scarcely a yard apart, the walls are pierced with loop-holes, the latter being mostly blocked up with stones. Hyderabad, during the inundations, is all but surrounded by a branch of the Indus, called the Fulailee; at other seasons it is nearly dry.

In the Fort, reside the jointly ruling cousins and their families, who look upon the entrance of Europeans therein with an exceedingly jealous eye, and the practice has consequently been prohibited by the political authorities. The treasure within the Fort is said to be immense, generally estimated, in coin and jewels, at the value of twenty millions sterling. With such vast means, the Ameers might well afford to make their country the prosperous and happy one it is evidently designed by nature to be; in lieu of which, their government is despotic in the extreme, and should any of their subjects, by energy and perseverance, amass a fortune exceeding what their state of life renders necessary for their support, they are immediately sent for to the capital, and their hard-earned gains are made

to swell the ill-gotten hoards lying unemployed in the strong rooms of their fort. Thus, spirit and enterprize are utterly discouraged, and it is not at all surprising that the inhabitants are the wretched beings, every one who has visited the country pronounces them to be.

Of mosques, there are several, but none deserving of particular remark, the Sindians not appearing to be much given to devotion. One of their religious customs is somewhat conspicuous: a tall flag-staff is erected on any vacant space in the town, with various ropes from near the summit attached to the ground; along these ropes are tied small sprigs of trees and leaves, as votive offerings; reminding one of the Simla hills, and Roman Catholic countries.

The tombs are in all directions outside the inhabited portions of the city, and indeed closely approximating to them; some are plain, and others ornamented in the way peculiar to the Sindians; layers of paint, of various colors, being in the first instance laid on, and then such ornaments as are required, carved out. Very neat small globular and cylindrical boxes, painted in this manner, are obtainable here, at Sukkur, and elsewhere in the country. Few of these mausolea have any pretensions to be admired, excepting always those of the reigning family, the Talpoors, and their predecessors in the government of Sindh—the Kaloras, which are separated from the common herd, and are lofty and imposing: Lieutenant Wood thus describes them.

“Before quitting the city, we visited the tombs in its neighbourhood, and well were we repaid for the trouble. The hill on which the town stands is a mile and a half in length, and seven hundred yards broad. Its direction is about north by east, and south by west, whilst its height may be eighty feet. On the north end of this plateau, are the tombs, and at its opposite extreme, is the fort and town. The tombs of the deceased members of the reigning family are grouped a little apart from those of the preceding dynasty. Of the Talpoors, that of the reigning family, Mir Kurm Ali, is the only fine structure. Display characterised this chief in life, and a love of pomp seems to have gone down with him to the grave. It is a quadrangular building, with a turret rising from each corner, and a handsome central tomb. But the mausoleum of Gholam Shah of the Kalora dynasty, displaced by the Talpoors, is far superior to all the others. Its figure resembles that of Kurm Ali, but without the corner turrets. The purest Parian marble lines the inside of the building, which is highly ornamented with mosaic work, and decorated with sentences from the Koran. The tombs of the Kaloras are neglected, but those of the reigning family are kept in tolerable repair.”

The princes are exceedingly fond of the chase,—if it be not wrong to apply that name to such un-sportsmanlike proceedings, as their’s generally are. On the banks of the river, are many thick forests,

composed of trees of various sizes and high jungle; some of these are miles in extent, and strictly preserved for the Ameers' exclusive use; the slightest infraction of their game-laws being punished with severity, even unto death. The principal and most prized of the game abounding in these forests, is deer; and it is a point of competition among the cousins, which of them shall in a given time possess himself of the greatest number, with the largest antlers, the result of his own skill; each having his own peculiar hunting-grounds. These forests are for the most part surrounded by mud walls, five or six feet in height.

Within every Shikargah, as they are called, all the reservoirs of water are fenced round, and when the Ameers propose to shoot, the gates leading to these are not opened until their Highnesses are ready to commence their murderous work, being securely hidden in their adjoining hunting-boxes, which have apertures in all directions from whence to pour the deadly charge upon the doomed animals, who rush to the element from which they have been so long debarred, and thus fall an easy and inglorious prey. Night time is the favorite season for the sport. This foible might be termed harmless did not their people suffer from it as they do; the sites of the forests being the finest soil in the country, and villages being at times depopulated and destroyed, if they happen to be too near the sacred grounds. No sacrifice of revenue, however considerable, is allowed to interfere with

these propensities, which in some respects will remind the reader of those of the Norman conqueror in early English history.

Occasionally, the Government Steamers are lent to the princes to convey them from one hunting-ground to another. An officer of one, who had thus seen much of them, describes them as very affable and generous, but extremely ignorant; they daily furnished the commander's table with exquisite dishes, prepared by their own cooks, and on leaving the vessel presented the crew with five hundred rupees. Noor Mohammed and Nusseer Khan, sons of the late Mourad Ali, are not on good terms with their cousin and coadjutor in the sovereignty of Sinde, Sobdar Khan; and they consequently do not make excursions in company. Shahdad, the eldest son of Noor Mohammed, is said to be perfectly English in his tastes, admiring all the customs of this country, and, though scarcely daring to give utterance to it, has the most ardent wish to visit Great Britain. Probably, the long looked-for death of his father, the news of which has lately reached England, may now enable this young prince to accomplish his desire.

Throughout Sinde, the mode of washing is different from that of India; in the latter, the clothes are beaten on large stones, whereas in the former, they are thumped with short thick sticks. It does not often happen, however, that these operations are witnessed here, the Sindians generally evincing a thorough contempt for cleanliness.

The Sikh and Sindian magnates do not appear partial to aquatic sports; the Author met but one pleasure-boat between Ferozepore and the sea; this was near Sehwan, and it was certainly very handsome, though in form very similar to those of Lower Sindh already described: towards the stern, a number of elegant pillars supported a canopy, forming a covered apartment of large dimensions open on all sides; while the stern was occupied by a dome-shaped tent, of crimson cloth; every portion of the wood work admitting of it, being beautifully and elaborately carved.

Beyond Hyderabad, for many miles, the left bank of the river is covered with detached table rocks, in length about a quarter of a mile, and forty or fifty feet in height, of the same description as that on which the fort is built, and with the ends so gradually sloping, that they impress the beholder with the idea that they must be the result of art; they are utterly bare of verdure.

The only place of consequence between Hyderabad and Tatta, is the town of Jurruk, about midway between the two. Nearer to Tatta, on the right bank, are other rocks similar in size and form to those just alluded to, but composed of a red loose stone; and scattered over them are small stunted bushes; these, varied by the hunting-grounds already named, jungle, occasional hamlets, and small spots of cultivation, compose the scenery between Hyderabad and Tatta, a distance of seventy miles. Previous to gaining the

latter, a former bed of the Indus is passed on the right, presenting a much more extensive body of water than the correct course, and rendering a previous knowledge of the river necessary to prevent boatmen taking the wrong one, as the strength of the stream appears equal.

No view of Tatta is obtainable from the river, though the presence of a steamer at anchor, generally marks the spot at which parties desiring to visit the remains of its former greatness should disembark. No description of it can be necessary here, after those given respectively by Sir Alexander Burnes and Lieutenant Wood.

There are three ports of departure open to the choice of the traveller to Bombay.

First.—Kurachee. Although named first, and being indeed the principal, it is by no means the most convenient one. In adopting it, the river boat must be left at the Ghaut off Tatta, the town itself being four or five miles inland; a journey of sixty miles has thence to be undertaken, nearly equally divided between land and water, before the port is reached. All the steamers from Bombay go there, and should none of them be returning, native boats in abundance may always be had, the transport from Tatta to it being the main difficulty and annoyance.

Second.—Unnee. This is an insignificant place, little more in fact than the last fuel-station of the steamboats, yet being in the main stream, leading to the present grand mouth of the Indus, the Kedywarree,

two or three boats may generally be met with taking in cargo for Bombay. If a satisfactory choice can be made there, well; if not, there is,

Third.—Gorabarree, or Vikkur, three miles inland from Unnee, and twenty from the sea, but on the bank of the Hujaumree branch of the river, which in the year 1838, and previously, was the main channel. Much greater traffic is carried on there than at Unnee, and a greater choice is therefore possible.

It is a misapprehension to suppose that the best plan of getting a boat is at once to proceed to the steam vessel stationed at the river's mouth, since no boats are ever procurable there, and messengers must be sent to procure such from one or other of the three places just named; Kurachee being distant forty miles, Gorabarree twenty and Unnee sixteen. A day or two will thus inevitably be lost, especially if the boat be hired at Gorabarree, as she will thence have to go out to sea by the Hujaumree mouth, the passenger being compelled to proceed in a small boat six or eight miles to meet her, beyond the bar, and giving unnecessary trouble to the commander and officers of the station steam vessel, who will, however, be found extremely polite and attentive in every point of view.

The Buggalow people also are an imposing race; and no opportunity for competition or selection can be obtained when pursuing the latter mode; but, on the contrary, exorbitant sums, four times beyond that which is correct, will be demanded and insisted upon. The fair average cost of passage for an individual in a

boat fully laden with cargo is from sixty to eighty rupees ; or for a small boat which he occupies to the exclusion of every thing else, from one hundred to one hundred and twenty. Regarding the boats themselves, their accommodations, &c., a few words will be said in the next chapter.

Steam navigation on the Indus, through the liberality of the Government, and under the controul of the active and intelligent superintendent, Captain Carless, of the Indian navy, bids fair shortly to rival, if not outstrip, that of the Ganges ; indeed it has already effected what may without exaggeration be termed an extraordinary undertaking, in the voyage of the *Comet*, a vessel one hundred and thirty feet in length, beyond Loodianna on the Sutledge, (literally to a spot where a river should cease to bear that name, but be more aptly designated, a mountain torrent flowing over a rocky bed), a distance from the sea of more than one thousand miles. Considering our very recent acquaintance with the river, it is not unfair to calculate that great advantages in every point of view are likely to arise from the more general use of steamers.

Had it not been, indeed, for the disturbances in Sind and the neighbouring states, a frequent and regular communication would ere this have been thoroughly established between Bombay and Sukkur, and subsequently to Ferozepore ; a benefit so great to the entire of the north-west of India, that it would be waste of time to point it out. A system has long been or-

ganised, and peaceful times are alone wanting to see it in full play. At present, there are five river-steamers, and more are building; these run from Sukkur to Tatta, and, when necessity requires it, even to the very Kedywarree mouth of the main river, one being always stationed there; but, as they are not regular in their dates of departure, their advantages can only be made available by chance. No stronger evidence of their utility could be given, than the fact of one having lately taken up to Sukkur from the station just named, in little more than a week, two hundred European troops, with the whole of their baggage, arms, and ammunition, whereas other boats would have occupied a couple of months; this too at a time when a reinforcement to the garrison, at Sukkur was most urgently required. The arrangements as to freight and passage scarcely vary from those of the Calcutta steamers, detailed in the first chapter.

There being no flat with an abundance of cabins, the latter are scarce, and the fixed rate of charge for them is six annas per mile, or three hundred and thirty-eight rupees from the sea to Ferozepore. The charge for cuddy berths, assimilating to the saloon of an English steamer, is five annas, or two hundred and eighty-two rupees; for deck passengers, three annas, or one hundred and sixty-nine rupees for the entire distance; for children, extra-servants, soldiers, &c., one anna, or fifty-six rupees. Table-money, four rupees per diem, exclusive of wines.

The freight of treasure varies from two annas to

one rupee per cent., according to the distance of its destination ; and on measurement goods, from eight annas to two rupees per cubic foot, each package not exceeding twenty-five pounds in weight, with the same deductions throughout as in Calcutta for the downward voyage, on account of its rapidity.

The draught of water of these steamers does not exceed that of the Bengal boats. An expensive and efficient pilot establishment is kept up ; the stations between Ferozepore and Bhawalpore being thirty miles from each other, and thence to the sea only twenty ; two men are attached to each, and when not actually employed, or in the immediate expectation of being so, are occupied in sounding and marking the constant changes taking place. These stations are likewise the depôts for wood, that being the only fuel made use of. The boats are built of iron, each with two engines of thirty-five horse power ; but their accommodations are very ill-adapted for the hot regions they have to traverse, since they have no ports or skuttles in their sides, and the only air admitted to the cabins being from the skylight. The engineers are better paid than the commanders ; those even of the second class receiving a monthly allowance of between thirty and forty pounds.

The Author cannot conclude this chapter without again availing himself of Dr. Don's clever paper upon the Indus and Sinde generally, considering that the additional information given therein beyond what Sir

Alexander Burnes and Lieutenant Wood have already furnished, may not be unacceptable.

“ Roree, Sukkur and Bukkur, occupy the crown of a range of limestone hills, narrow at this part, but widening as it extends on either side.

“ This range stretches in a south-westerly direction to the right of Jeysulmere for upwards of a hundred miles, but only for about two miles to the north-west, where the rock sinks under the low alluvial plain which extends towards Shikarpore, and beyond that place to the Hala range of mountains. The flat plain, through which the river Indus winds its way to the ocean, extends in a northerly and southerly direction.

“ The river, about a mile above the town of Sukkur, and two from camp, suddenly turns to the south-eastward, then, sweeping round, it passes the fort and Roree, gradually turns to the westward, and forms a sort of peninsula, including the town of Sukkur, the cantonment, and the neighbouring heights. To the westward of camp there is a strip of alluvium, covered with date palms, gradually widening as the river descends, and becoming a considerable grove, interspersed with gardens and cultivation, irrigated from the river.

“ The neck or isthmus of the peninsula may be about three or four miles broad; and it is somewhat singular, that the river has never made a breach across, instead of continuing its almost horse-shoe

course through the rocky channel between Sukkur and Roree. One small canal, or more properly speaking, water channel, has been cut across for about a mile and a half above the town of Sukkur, for the purpose of irrigation; but it is shallow, only filled during the inundation, and is dried up early in September.

“Towards Shikarpore, and about four miles from camp, the country begins to be intersected by water-courses, and continues so as far as that town. To the northward of Sukkur, along the banks of the river, these canals and channels are also very numerous. To the southward the country is less broken, the banks are higher, and there is more pasturage and jungle, but less cultivation, except on the very verge of the river.

“The Sinde canal, which opens from the Indus about twenty miles north-east of camp, passes within a mile and a half from Shikarpore, and extends navigation for several miles, in boats of considerable size, for three or four months in the year; it carries the means of irrigation for the surrounding country during the inundation, and finally joins the Nara branch of the river beyond Larkhana. About forty miles beyond Shikarpore, commences what is called in the maps, the ‘marshy desert,’ which extends in breadth about thirty or forty miles, and in length about a hundred and fifty from the Hala range of hills to the bank of the Indus.

“I have already mentioned, that the range of hills, on which the fortress and camp are placed, is of limestone. It lies in regular strata and in distinct boulders, in some parts has an appearance of having been artificially arranged, and is plentifully interspersed with irregular pieces of flint. Unlike that of Lukkee, which abounds in several species of testacea in beautiful preservation, I have found in it no fossil remains.

“The soil in the plain of the Indus, in Upper Sinde, is a mixture of clay, micaceous sand, and carbonate of lime; the latter predominates so much at times, as to assume a marly appearance. It contains less vegetable matter than the alluvia of the Delta, for obvious reasons; but it is, nevertheless, rich; cultivation is extensive and productive, and might by a thicker and more industrious population be rendered infinitely more so.

“Opium, indigo, and tobacco are cultivated, but not so extensively as towards Sehwan, and an inferior kind of cotton is grown on the banks of the river, of course by irrigation. Sugar-cane is also common, but it appears, at least in the neighbourhood of Sukkur, to be of an inferior kind to that of Guzerat and Bassein.

“The grains in common cultivation are jowarree, wheat, barley, and badjiree; these, as to quantity, in the succession mentioned. They are all good of their kind, more especially the former two. The

different kinds of vetches are also grown, but less extensively than farther down the river, where large fields of them are very common. The oil plants, too, are grown as in all eastern countries.

“The gardens along both banks of the river, produce pomegranates, peaches, apricots, and a small species of apple; the three last, and indeed all, of very indifferent quality. Grapes are also grown in season, but of a very indifferent description, and the limes, which are common and small, are dry, and wanting in flavor. All this inferiority in horticultural produce, is as much owing to want of skill in cultivation, as to climate; and many of the fruits I have mentioned will no doubt assume a different appearance under the guidance of amateur gardeners, if this long remain a British cantonment.

“The country is also miserably deficient in esculent vegetables, and this ought not to be the case, where soil and easy irrigation afford the means of growing almost every thing common in India; instead of which, the whole catalogue consists of cucumbers in season, turnips, tolerably good onions, carrots of a very inferior tasteless kind, brinjals, the toorie and doodie of India, and one or two bad kinds of badjee. The introduction of potatoes would be a great blessing to the country, and I think there is little doubt of their being readily grown.

“The productions of the jungle, or uncultivated part of the country, in the neighbourhood of camp, are chiefly tamarisk, which extends far and wide,

especially to the north and westward; the different species of mimosa (babul most abundant), and the jowassee, or camel-thorn, are every where met with. In the immediate neighbourhood of Sukkur, and on the opposite bank of the river, the date palm is the predominant tree, forming groves on either side, interspersed with the gardens before-mentioned, and with patches of cultivation. A few bher and mango trees are here and there interspersed, as well as neem, tamarind, and the mimosa cerissa, which here, as elsewhere, is a beautiful, shady tree, though of more stunted growth than in India. Peepuls, I have mentioned, are met with chiefly about the fort and the towns of Sukkur and Roree. The talee tree, of which the boats of the country are built, is a common tree in the jungles of Upper Sinde.

“The inundation, on which so much depends both in a beneficial and a noxious point of view, becomes an important feature in the medical topography of this country. It commences about the vernal and begins to subside a little before the autumnal equinox. For the last two years, it has commenced in force exactly on the former day; and this year, rising in one night to a considerable height, it carried away the remains of a bridge of boats thrown over the river for the passage of the Army of the Indus. After a few days, it again subsided considerably, and continued to rise and fall till it attained its greatest height in July and August;

in the first week of September, it began to fall, and to lay bare the flat country previously flooded during the highest inundation. It was very irregular in its risings and falls, often varying several feet in one day and at different periods of the same day.

“A very considerable rising was observed in the river, corresponding to the full and new moon, during the first three months of the inundation; depending on some lunar influence, which caused greater heat and greater melting of snow at these periods, at the sources of the river.

“In the immediate neighbourhood of the cantonment, there is little of the country overflowed at any period of the inundation; but a few miles to the northward, it is completely flooded after the first high rise of the river, and the roads continue for months impracticable, except for foot passengers. To the south east and thence to the south-west, ranges the hill I have described, and from Sukkur down-wards, the banks of the river are higher, and the country is not so overflowed.

“The low country between this and Shikarpore, and all around that town is described as a perfect swamp; while the Sinde canal, formerly mentioned, running near it, pours out its water of irrigation, and adds to the causes that must render it always an unhealthy place during these months of the year.

“The extent of rise of the river during the last inundation, or the difference between the highest flood, as marked on the walls of the fort and the

lowest fall, was fifteen feet eight inches; and this was reckoned an average inundation.

“The water of the Indus is densely muddy throughout the year, but of course more so during the inundation. The silt when deposited is found to contain silex, alumen, carbonate of lime, and a little vegetable matter, in fact corresponding to the soil on its banks. These vary in proportion at different parts of its course, the silex and carbonate of lime being in greater quantity here than towards the Delta. The vegetable matter in the monsoon is considerable, and the water soon putrifies if left unchanged, emitting a disagreeable odour, and tasting of decomposition. When purified in the usual way, by setting it aside for a day, and then throwing in a few grains of alum to the gallon of water, it becomes as clear as possible, and is delicious; reminding one of what is said of the sweetness of the waters of the Nile. The natives dislike all purification with alum, and think it unwholesome; but the quantity used is so small, and the greater part of that being decomposed, and thrown down in sediment, it cannot be prejudicial to health, while it certainly improves greatly the quality of the water.

“The quantity of silt I ascertained early in September, near the highest rise and most muddy period, in a quart of water, to be fifty-one grains, and in October, at nearly the lowest fall of the river, twenty-one and a half grains in the same quantity.

“The seasons are divided here into hot and cold,

each lasting half the year, and rapidly merging into one another, without any intermediate spring or autumn. March is reckoned the first of the hot months, and October the first of the cold; but in the end of February, the temperature rises very high in the middle of the day, as it does throughout the month of October. The nights of both months are, however, cool. The greatest maximum is in June, and in that month the nights are excessively hot from the prevalent winds blowing over the sandy desert towards Jeysulmere; the thermometer frequently remains throughout the night as high as 96° and only falls a little towards morning.

“Periodical rains, it is well known, never visit Sinde, and the occasional falls with which it is sometimes blessed are few and far between. More rain has fallen this, than in five previous years, yet the whole did not amount to five inches; having no pluviometer I state this by guess; it was, however, certainly not more. Cultivation is solely dependent on the inundation of the river, and if a good fall of rain opportunely happens, it is proverbially said ‘to rain gold’ to the cultivator.

“The average heat throughout the season is, I believe higher than in any part of India; and there being no periodical rains to reduce the temperature, the continued heat for half the year must be a powerful agent in the production of disease, not only immediately, but also mediately, by producing debility and rendering the body more susceptible of the influence of malaria

at the end of the hot season. This will of course act more on the unacclimated: the natives, accustomed to the heat from their infancy, bear it in a most incredible manner.

“Upper Sinde is at times visited by severe squalls, or more properly speaking whirlwinds, during the early part of the hot season, which are truly terrific in their first appearance, though comparatively harmless. They are extremely partial, and extend only for a mile or two in breadth, but apparently sweep for a long distance in a curvilinear direction.

“This station was visited by one on the 20th April, about four in the afternoon. Our attention was first attracted by a loud rushing noise, like that of an immense cataract, which was immediately followed by darkness, and the appearance of a dense cloud approaching us from the south-eastward, rolling in large volumes, and involving the town of Roree, as it were, in utter annihilation. It swept across the river with giant strength, and in one moment, almost every tent in our camp was levelled with the ground, and many date trees torn up by the roots. The placid river was lashed into a mimic sea, and the spray was driven to an incredible distance. The dense cloud of dust, carried along with the whirlwind, left us in darkness, and objects could scarcely be distinguished by the lurid unearthly light, caused by the sun’s rays passing through the dense cloud of sandy dust. It gradually subsided after the first burst; the wind veered from south-east all round the compass; it was all over in about fifteen minutes, and everything was left covered

with dust. It was so partial; that a native in a boat, three miles above Sukkur, saw the cloud pass over Roree, but felt none of it.

“This storm appears to have been of that kind experienced by the army of the Emperor Julian, near the Euphrates, and like that which sunk the Tigris steamer in the same river in 1837, with such melancholy loss of life.

“The population of Upper Sinde, generally speaking, is composed of three distinct classes, viz., the Sindees, or original Mussulmaun inhabitants of the country; the Beloochees, at different times settled here; and two or three castes of Hindoos, chiefly Banians, who have been in the country from time immemorial, and are probably the aborigines.

“It is not my purpose to describe these different classes further than as regards their health, and the agents that affect it; I shall only, therefore, briefly mention their different occupations, and general modes of life.

“The first class comprises the cultivators of the soil, the boatmen on the river, the artisans, and, generally speaking, all those employed in the more laborious occupations of life. They live on animal and vegetable food, the former in proportion to their ability to procure it; but as it is expensive, fish is more commonly used; this, in certain seasons, is plentiful, and though not high-priced, is yet beyond the means of many. Jowarree bread forms the chief article of food among the lower classes, sometimes

simply pounded and baked into cakes, and sometimes with a little ghee and condiment; but the former is by much the more common mode, even amongst the most laborious class, the boatmen.

“The practice of drinking Bang, an infusion of Ganja leaves (the *Cannabis sativa*), is very general after a meal of Jowarree bread, and is, indeed, universal amongst the boatmen, who seldom show after its use the slightest appearance of intoxication. It seems to have the same exciting effect as the tobacco hooka, which generally follows a draught of this nauseous-looking beverage. Notwithstanding this poor food, they are a fine-looking, well-developed race of men, particularly some of the boatmen, whose means and manner of life afford them a little better diet. This class of men labour under the primitive curse, of earning their bread, &c. by unusual severity: for days they are exposed in tracking their boats, frequently up to the middle in water, with the burning sun over their heads, while the utmost muscular exertion is required to gain way against the current, and often against the wind. Exposure in the cold weather is not more easily borne, for their occupation in the water, at a very reduced temperature, and the cold northerly wind, must be a vicissitude not very conducive to health, nor very comfortable to their feelings. Their clothing is little calculated to defend them from the heat or cold, which are always in extremes. A light Sinde cap for the head, an angreka of cotton cloth, and trousers of the same material, sometimes a

cummerbund, to which is added a cumblie, for the winter months, complete their dress.

“The Beloochees settled in Sinde are either employed in the military or police of the country, or cultivate land, which has been obtained for such services. They are in general well clothed, are physically a fine race of men, often live beyond the extreme period allotted to man, ‘ threescore and ten,’ and are frequently, in such cases, fine specimens of patriarchal old men. On the contrary, those who indulge in the immoralities but too frequent in the country, and are addicted to opium, soon give way to the effects of both, and become prematurely old and broken down.

“The Hindoos are chiefly employed in trade, in shopping or hawking articles of food or clothing, and the poorer classes are muzoories, or day labourers. The richer class, who can afford good food and clothing, and who are well housed, are a good-looking race; but the poorer classes are miserable in appearance, pale, sickly, and often showing signs of the full operation of malaria on an ill-fed, ill-clothed people. They are not so particular about the nature of their food as their brethren of India; but poverty confines them to the cheapest and the worst.”

CHAPTER X.

MOUTH OF THE INDUS TO BOMBAY.

1845
THE Author reached the mouth of the Indus on the 22d November; and in consequence of the delay caused by sending for a boat to Unnee, alluded to in the last chapter, was detained there until the 24th.

The station vessel, the Indus, was the first of the present class of steamers that navigated these waters. She is anchored at the extremity of the land, three or four miles within the bar. Her duties are, to receive Government stores brought by the sea steamers from Bombay, for the use of the garrisons up the river, and to tow craft over the bar to sea, the charge for the latter being twenty-five rupees; otherwise making herself generally useful. This life is a most inactive one for commander, officers, and the European part of the crew; as, on an average, the steam is not got up once a month.

The bar is a formidable obstacle to the navigation of the river; it extends entirely across the mouth, and it has hitherto been believed, at the highest spring tides, to have no more than ten feet water on it, and

two and a half only during the neaps. There is some error in this supposition, however, for on the day the Author crossed it, though soundings were unceasingly taken, there was never less than eighteen feet. Captain Dawson and Mr. Morrison, the two officers in command of the steamer, are employing their leisure time in surveying this bar; and it is to be hoped, that the results may be more favorable than those shown by former surveys. Over some parts, a heavy surf breaks when there is any wind.

The Hujaumree mouth has a similar bank. This embouchure is not a couple of miles from that of the Kedywarree, and was that at which the Bombay division of the Army of the Indus entered two years ago: it is not now navigable much beyond Gora-barree or Vikkur, the stream having since then adopted its present course—at that time scarcely more than a rivulet—while in all probability, a change will again take place next year.

In the space between the two streams, are three or four wretched villages, surrounded by almost impassable swamps, in which, however, cattle and sheep are grazing (the latter rarely weighing more than from twelve to eighteen pounds), whilst flamingoes, curlews, cullum (a splendid bird), geese and ducks, swarm there in such countless quantities, that the air is literally darkened when they take to flight.

In the offing, the wreck of the ship Hannah, dry at low water, answers the purpose of a beacon, in ad-

dition to less melancholy ones on shore, to guide mariners to the correct channel of either branch of the Indus. The vessel in question was lost, eight or nine months ago, while conveying a portion of Her Majesty's 17th Regiment from Kurachee to Bombay, but fortunately without the destruction of human life. Though filled with water and sand, it may be a long time yet before she goes to pieces. The Khelat jewels were on board her; the sum realised for which, at the recent sale in Bombay, has so far fallen short of the expectations of the sanguine captors, as to cause no little disappointment.

The sandy beach is level as a bowling-green; is extremely firm, and forms a superb promenade, of many miles in extent; carriages might readily be driven over it. The tide has but little influence beyond Unnee, sixteen miles from the mouth, the flood continuing but four hours, whilst the ebb lasts eight. The Author will not readily forget the astonishment expressed by his boatmen, who had never before been near the sea, upon their awaking a few hours after having brought—to near an extensive creek, and discovering the bed of it entirely dry, and again becoming refilled, before it was time to start in the morning.

There does not appear much fishing in this vicinity. A small species, termed cat-fish, from the noise they make when caught being similar to the cry of the animal, takes a bait whenever offered: they vary in length from six to fifteen inches, and their back and

side fins are sharp as knives ; the natives alone eat them. Mosquitos are extremely troublesome. No regular post reaches this inhospitable region ; letters and newspapers being only procurable by mere chance.

The boats trafficking between the Indus and Bombay are termed Buggalows, or Pattimars ; they are all much of the same description, varying only in size. A short (though unnautical) account of that in which the Author made the voyage, may not be deemed irrelevant. In length she was seventy feet, with a beam of eighteen, in both cases taking the extremes, burthen 150 candies (equal to fifty tons), and drawing twelve feet water. She had but one mast, on which but one huge sail was carried, in form almost triangular. This cannot be reefed and in bad weather is exchanged for one of far less dimensions. Both stem and stern diminish to a point ; of the latter about twelve feet are covered in with matting and bamboos, beneath the roof formed by which is the passenger's accommodation ; it would be next to impracticable for more than one person to find shelter in it, and that one must not be a lady, as without reference to other inconveniences, a steersman occupies a portion of it day and night. A folding-door opens at the stern, through which the tiller is introduced, rendering it necessary that it should be always open ; in front all is open but a portion enclosed by a railing of about three feet in depth, through which, and numerous holes in the sides, the wind, whatever may be its direction, has

free ingress. Privacy is altogether out of the question, as is a standing posture beneath the beams. Below this elegant poop-cabin, is another, somewhat less, but quite dark, an entrance to which is only obtainable by crawling. Of the forepart of the vessel, eighteen feet are covered in as a shelter for the crew, beneath which they cook and sleep; all the rest of the vessel is devoted to cargo, and open, like a common river boat. Cross beams prevent the two sides from coming into too loving contact, along both which are two narrow planks, forming a pleasant quarter-deck walk in fine weather. The pedestrian should, however, have a steady head and foot, for, on one hand, there is not the slightest elevation to prevent him from tumbling into the sea, nor on the other to save him from the hold. There is a gradual slope towards the head, causing a considerable pitching when there is not sufficient wind to keep the vessel's monstrous sail from flapping. Grotesque paintings, principally of peacocks and roses, in the gaudiest colours, are meant to adorn the towering stern and front of the poop; while all else is black with dirt and filth, and it is doubtful if, from the time she left the builder's yard, a drop of water has been applied, to cleanse her deck or bulwarks.

The crew, about twelve, are an industrious contented race; they have much leisure time; which, in lieu of being passed in sleep, as is the case with most other Mussulmauns, is employed by them in making fishing-nets. The effect of a number of men sitting

down and knitting precisely after the fashion of ladies, is somewhat curious. They are exceedingly devout and never turn their faces to Mecca less than five times a day.

In answer to questions put to them, of the probable time of reaching different places, they never reply otherwise than that "all depends upon God;" apparently deeming it impious to speak with any approach to certainty on such subjects. Their food is rice, salt-fish, and chepatties. They navigate purely by guess, their only assistance being a compass of a very incomplete kind; of other instruments and charts they have none, and though occasionally out of sight of land for three or four days together, they seldom commit any great error in their calculations. It is true, they only venture to sea during the N. E. monsoon, when bad weather is extremely rare, the sea generally smooth, and the wind fair. When they hug the coast, they are subject to the land and sea breezes, the period of the daily change of which about noon being accompanied by a calm of an hour, and sometimes more.

With regard to distances, the crew were as much at fault as all other natives shew themselves to be. The Serang, though from his own account he had made fifty voyages between Kurachee and Bombay, occasionally erred in his statements by twenty or thirty miles: they reckon by the coss, which may be estimated at about a mile and a half English.

Successively passing the various embouchures of

the Indus, plainly defined by a ripple as well as discolouration of the water, though no land was visible, a slight breeze brought us, in somewhat less than forty-eight hours, abreast of Cape Juggut, at the entrance of the Gulf of Cutch.

Of this place, Lieut. Wood says: "Juggut is a temple of great reputed sanctity, to which pilgrims resort from farthest India. As vouchers for having been here, it is customary for the impression of a rupee or other coin to be branded on both arms, a little below the shoulders; for imprinting which, the Brahmins receive a fee. The principal temple is dedicated to Krishna, and the smaller ones are sacred to Runchoorjee and Goomtee, gods of the Hindoo Pantheon." It is called also Dwaraca by Hamilton, and in 1809, he says, it was possessed by Mooloo Manick, a powerful Okamundel Chief, when twenty-one villages, with a population of 10,000 souls belonged to it. On condition of his abstaining from piracy, the British Government afforded him protection against a party of Arabs, Sindees, and others, who had seized his territory, sending a detachment in 1819, under Col. Lincoln Stanhope, when the entire garrison, of five hundred and fifty was destroyed, the classes in question never giving or receiving quarter. "The sanctity of the fane attaches a rich population and presents an asylum from danger;" the average number of pilgrims annually resorting to it being 15,000, yielding a revenue of a lac of rupees. The fabulous accounts of the place reach to a very remote era.

The spire of the Pagoda can be distinguished at sea long before the land is perceptible, thus forming an excellent mark for the entrance to the Gulf.

A few miles to the northward of the cluster of temples, is a considerable village, walled round where not fronted by the sea. Beyond, the country is barren, the beach low and sandy, and in the rear, is a range of slightly-elevated hills, covered with stunted bushes, but without trees of any magnitude.

About twenty miles south of Juggut, the Kattywar hills, in the vicinity of Rajcote, come in view. A further run of thirty-six hours and Poor Bunder was attained.

It is near sixty miles to the S. E. of Cape Juggut, and has been tributary to the Indian government since 1809. In 1812, according to Hamilton, it contained eighty inhabited villages, two fortresses, eleven Ghurries or places with four towers, the total population 75,000, and the number of ploughs 3000. It is an emporium for Guzerat and Malwa with Persia and Arabia. Its commerce with Bombay, Muscat, &c. is considerable; and its geographical position and commercial advantages as a shipping port are of the first order.

Five hours more brought us to a port, called by the natives Mahadoo, the defences of which are apparently strong and well-preserved. A few miles beyond is Maungrole, which extends some distance inland, most of it embosomed in a thick wood; outside are many tombs. A considerable surf beats upon much

of this shore, and between the main villages are occasional small detached towers, a few of which had colours flying. All these places present in their apparent importance, and decidedly superior architectural ornaments, a strong contrast with the wretched hamlets along the Sutledge and Indus rivers. At sunset of the 27th, came abreast of Puttun.

Abul Fazul thus writes of Puttun Somnauth, in 1582: "It is a large town on the sea-shore, with a stone fort in a plain. The city is a place of great religious resort." Notwithstanding the sacred character among the Hindoos of its celebrated shrine, the Mussulmaun possessors were in the habit of offering every possible insult to its worshippers, until, in 1816, the Guicowar, anxious to secure a free pilgrimage to it, induced the Bombay government to intercede with the Nabob of Junaghur, and the interposition was successful.

The place is of some consequence and is divided into two portions, nearly two miles distant from each other. Between them three rivers discharge themselves into the sea, forming a natural Bay, at the head of which is a handsome Pagoda, many small vessels at anchor giving interest to the scene.

At daylight of the 28th, passed Diu. "This name," says Lieut. Wood, "is associated with the gallant daring of the Portuguese in the early ages of maritime discovery, when the spirit of enterprize, kindled by Prince Henry from his quiet retreat at Sagres, girt Africa

and the east with a chain of forts extending from the Straits of Gibraltar to Canton."

It is an island about thirty miles S. E. of Puttun, having a fort and harbour; for the latter reason, coupled with its commanding situation at the entrance of the Gulf of Cambay, in the vicinity of which are Surat, Baroda, Ahmedabad and other important places, it is surprising that it is not a place of more consequence. A detachment of the King's 47th regiment, was quartered there for a short time in 1809. In 1515, the Portuguese obtained possession of it, and retained it until 1670, when it was surprised and plundered by the Muscat Arabs. Hamilton adds: "the remains of Convents and Monasteries are still to be seen, and cannon are mounted on the walls, but without soldiers to look after them." It is still a dependency of the Portuguese Crown.

Upon leaving Diu, we sighted no other land.

Early in the morning of the 30th, the light near the Prong Rocks, first gave intimation of the vicinity of Bombay, and served to call to recollection the melancholy shipwrecks which had but so recently occurred there. A light wind and adverse tide prevented a landing being effected before noon, and so allowed ample opportunity for the contemplation of the far famed harbour and surrounding scenery of the western presidency.

Nov 20

CHAPTER XI.

BOMBAY TO SUEZ.

A SOJOURNER in Bombay for so short a space of time as thirty hours could hardly be expected to say much about it, even were it necessary to do so ; still, by the aid of kind and judicious friends, (fortunately possessed by the Author) there are few objects which may not be cursorily glanced at, though none of course minutely examined.

Among these may be named the dock-yard ; every arrangement in which seems admirable. It is further gratifying to notice that, although of late years, ships for the Royal Navy have ceased being built here,

increase of building for other services has rendered necessary the extension of the yard. An hour was well spent in going over the new war steamer "Auckland," shortly expected to be launched. The *Sesostris*, afloat in the harbour, is another vessel of this class, and equally worthy of inspection. Parell, the residence of the governor, should likewise be visited, interesting not only on that account, but as the former dwelling of the Duke of Wellington, Sir

John Malcolm, Sir James Mackintosh, and other eminent men. The Esplanade, with its numerous tents and the statue of Lord Cornwallis; the Elphinstone college; the town hall, with its library and museum; the bazaars and shops, and other objects that need not be detailed, will also be found worthy of a passing view.

The reader, anxious for a vivid description of the Presidency in all its aspects, cannot do better than consult the interesting posthumous work of the lamented Miss Roberts; her powers, as a writer on subjects such as these, are generally known and appreciated, and they have seldom been called forth more successfully than during her last visit to India.

On the score of hotels, Bombay is as much behind Calcutta as Madras. One only need be named, the Victoria; and that should only be resorted to in cases of extremity. It is surprising such a state of things can have existed thus long in Bombay, the principal resting-place on the high road to England and every other part of India; the advantages it derives from being the port of departure and arrival of all the steamers to and from the Red Sea, are surely sufficient to prove that there could be but little risk in supplying the desideratum of a first-rate hotel.

In another respect a change is urgently called for; viz., in providing quarters for cadets, on their arrival from England, as is the case at Calcutta and Madras, and so preventing those young officers, who are without introductions to residents, from resorting to

the aforesaid tavern until they are posted to do duty with a regiment; at present, they have no alternative.

Elephanta above all should not escape the traveller's notice. The caves are within a short sail from Bombay, and their examination, including going and returning, will only occupy a day.

The principal bunder, or landing-place, is at the fort, where the new-comer at once finds himself in the midst of bales of cotton and merchandize of all descriptions, surrounded by all the life and bustle of an important commercial emporium, such as Bombay at present is, with the prospect before it of considerable and constant increase. Until the gates of the fort are passed, few objects but such as have reference to these will attract the attention, but then the dwellings of the citizens at Colabah and Mazagon, (according to the gate from which exit is made,) will change the current of his thoughts, and many a retreat by which he passes, in the midst of its luxuriant garden, will remind him not of India, but of a favorite suburb in England, though the latter wants the view of the sea, and the vicinity of lofty hills, which render this so much more picturesque and interesting.

The language spoken by the native population of Bombay is Hindoostanee, differing only slightly from that of Bengal; but the shopkeepers, who are for the most part Parsees, and the principal personal servants, are generally acquainted with sufficient of the English language to converse in it.

It may probably be more satisfactory to present the reader with a copy of the rules now existing for engaging passages in the government steamers, notwithstanding their prolixity, than to give a simple analysis; and the Author has great pleasure in doing so.

RULES

ESTABLISHED FOR THE ENGAGEMENT OF PASSAGES IN THE HONORABLE COMPANY'S ARMED STEAMERS, WITH INSTRUCTIONS TO PASSENGERS, &c.

I. All persons on taking a passage, either themselves or through their agents, must bind themselves to comply with these regulations, a copy of which will be supplied on application at the Superintendent's office. Should any decline to enter into these engagements, they cannot be permitted to take a passage.

II. Any applicant for a passage may be refused without a cause being assigned, either by the Superintendent of the Indian Navy at Bombay, or the commander of the vessel when away from Bombay, but a report of the rejection is to be communicated confidentially to Government.

III. A list shall be kept in the office of the Superintendent of the Indian Navy, in which the names of all persons applying for a passage shall be registered.

Any person desirous of engaging a passage, is required to deposit in the hands of the Paymaster at the Presidency one-third of the amount of the regulated passage-money, and on the production at the office of the Superintendent of the Indian Navy of a certificate of his having done so, his name will be registered in the list.

The applicants will stand in the list according to the order in which they pay their deposits, and those who stand first will be allowed priority of choice of accommodation.

IV. When a vessel is away from Bombay, application for passage is to be made to the commander. Persons so applying will be furnished with a copy of these Regulations, and called upon for an acknowledgment (as per printed form) of consent to comply therewith, before they can be entered on the list of passengers.

V. Three cabins shall be set apart for ladies, the price

Rupees 1,600, for each cabin, which may be appropriated by the subscriber according to either of the three following Rules. If, however, there are no passengers under these denominations, then the lady shall only pay 1,200 Rupees.

1st. Either for a lady alone or with an attendant.

2nd. For a lady and her husband.

3rd. For a lady and two children.

4th. For two ladies, the original subscriber having the option of nominating her companion from the cabin or saloon passengers.

VI. The remaining cabins for passengers will be appropriated as follows.

The person who first engages a cabin, whether gentleman or lady, will be entitled to an entire cabin on the payment of Rupees 1,600, and so on for the whole of the cabins allotted for passengers; but should any one having a right to a cabin prefer to pay Rupees 800 only, by admitting a second into his berth, he shall be allowed to make his selection from any of the other passengers, except the deck passengers.

VII. The payments made on account of ladies or children, will be refunded, should no cabin accommodation be available for them.

VIII. No transfer of accommodation in the Steamers, by an individual who has taken his passage, to one who has not taken his passage, will be permitted: but after the list has been filled up, any person wishing to stand the chance of coming in, in case of a vacancy by a lapse, may do so by registering his name and paying the usual deposit-money, which will be refunded to him should no vacancy occur.

IX. It is to be understood, that the deck passengers have no right to sleep in the saloon, and as there is in some of the vessels only room at the table for the passengers who pay the cabin price, the deck passengers who may be in excess of the number that the table can accommodate, will have their meals either on deck or in the cabin, according as the majority of them may desire.

X. The following are the rates of passage-money to the Red Sea.

COSSIER OR SUEZ.

| | |
|---|------------|
| A cabin passage..... | Rupees 800 |
| A deck ditto | 600 |
| European servants | 100 |
| Native ditto | 50 |
| A passage from Mocha to Suez, one-half the fixed rate. | |
| A passage from Judda to Suez, one-third the fixed rate. | |
| A passage from Judda to Bombay, two-thirds. | |
| A passage from Mocha to Bombay, one-half. | |

For a shorter trip, in proportion to the distance.

For a child who does not sit at the saloon table, a moiety of the above.

Whenever cabins are engaged for children from one to four in number, the full rate for four, Rupees 1,600, shall be paid, for each such cabin, whatever may be the age of the children; any number above four, to be paid for according to the following paragraph.

Children under five years of age, who may be extra to the complement of a cabin, will be charged for at the rate of 200 Rupees each; from five to ten, at Rupees 300; above that age, at Rupees 400.

Female servants can only be accommodated in the cabins engaged for the family they belong to.

The rates of passage money to the Persian Gulf are a moiety of those to the Red Sea.

All calculations are in Company's Rupees.

XI. Short passages are to be paid for on the person being received on board. It will be necessary for individuals not belonging to the Honorable Company's service, to make the requisite arrangements with the commanders, for the payment of the passage money, either upon embarkation, or at Bombay on their arrival.

XII. In the event of an individual not proceeding in the Steamer after his name is entered as a passenger, he shall forfeit the third of the passage money paid into the Treasury.

XIII. Ten days previous to the period on which the Steamer is advertised to depart, each passenger is to pay the remaining two-thirds of his passage money into the Treasury, in default of which his passage will be considered forfeited, together with the amount paid into the Treasury. Every passenger's berth will then be allotted forthwith, according to their respective claims, and the allotment will be reported to Government. This arrangement will not come into operation until the 1st of March next,

XIV. The baggage of each passenger must not exceed three boxes of the following dimensions:—

| | Feet. | Inches. |
|---------------|-------|---------|
| Length | 2 | 6 |
| Breadth | 1 | 3 |
| Depth | 1 | 6 |

with two, three-dozen cases: and as there will not be stowage on board the vessel for small tents, those articles will be supplied by Government, at Suez and Cairo, at the rate of a small Bechoova for two persons.

XV. In the event of the Hugh Lindsay, or other Steamer of small capacity stowage, being sent to the Red Sea, the

baggage of each passenger must be limited to four boxes of the size above-mentioned.

XVI. All passengers, who are not unwell, are expected to take their meals at the public table. The breakfast hour will be half-past Eight, dinner at Three, and tea at Sunset, with a sandwich at Nine P. M.

XVII. Independent of the table, passengers will have the attendance of a servant.

XVIII. Passengers will be allowed twenty-four hours after the arrival of the vessel to make their arrangements, but should they remain any time after that on board, it must be at their own expense, paying at the rate of eight Rupees per diem, and the same on embarkation: should they wish to live on board before the day appointed for sailing, the commander may receive them upon their paying the same sum.

XIX. Deck passengers are only to be taken after the cabins and saloon berths are filled.

XX. Every passenger will pledge his word (in the letter, stating his intention of complying with the Regulations), that he will carry no letters with him whatever, on board the Steamer, without having paid the usual postage at the Post Office.

XXI. Passengers having occasion to complain of the neglect of servants, or of improper conduct on the part of any individual on board, will make the same known to the commander, who will adopt such measures as he may deem necessary on the occasion: all complaints to the commander, by passengers, must be made either upon the quarter-deck, or by writing to the commander, who will exert the general control he has over all on board.

XXII. The vessel being commanded and officered by commissioned officers of the Indian Navy, and navigated under Martial Law, it is expected that all passengers will conduct themselves with the same circumspection as passengers on board Her Majesty's or the Honorable Company's Vessels of War; at the same time, every indulgence and consideration will be given to their comfort and accommodation, so long as it does not infringe on discipline.

XXIII. It is to be understood, that Government reserves to itself the right of appropriating a cabin or cabins for the use of public functionaries proceeding on duty as passengers in any of the Honorable Company's Steamers.

E. M. WOOD, Lieut. Col.

Secretary to Government.

NOTIFICATION.

STEAM DEPARTMENT.

The Right Honorable the Governor in Council has been pleased to resolve, that whenever an individual, who may have taken his passage in one of the Honorable Company's Steamers, shall withdraw his name, after having paid the full amount of his passage money, a moiety of the amount so paid shall be refunded to him, should his place be supplied by another applicant; but if his place be not supplied by another, the whole amount will be forfeited.

By order of the Right Honorable the Governor in Council,
E. M. WOOD, Lieut. Col., *Secty. to Govt.*

Bombay Castle, 7th March, 1838.

By the foregoing, it will be seen that early applications for passages are very advisable, as those whose names are first inscribed have the first choice of cabins. The further importance of this is manifest when it is known that, on an average, the present Bombay steamers have only cabin accommodations for from twelve to fifteen persons; while the saloon berths (literally the bare couches) may afford room for only half-a-dozen more; leaving the remainder of the thirty passengers (for few vessels will take less, now that the communication is well established) to sleep and dress on deck, or wherever they can find it possible to do so. The rule, that whilst accommodation remains in the saloon, or in the cabins, such must be taken at the cost of eight hundred rupees, is stringently enforced, and many, who by choice lie on deck rather than below, are still compelled to pay

the full sum should all such berths not be occupied. A portable bed is thus sometimes a necessary adjunct to an overland traveller's baggage, and if not requisite here, the chances are that it will be so in crossing the desert, and in going up and down the Nile and canal between Cairo and Alexandria. In the Appendix, among other hints to parties travelling overland, will be found a description of the bedding most recommended.

Steam packets in India have not always the same punctuality of despatch as those of the mother country, and the passengers of the good ship Cleopatra considered themselves lucky in the letter-boxes arriving within two or three hours of the fixed time, and enabling her to leave the harbour between seven and eight o'clock in the evening of the 1st of December.

*Bombay
Dec. 6
1840*

The muster-roll of parties bidding adieu to the "land of the sun," was on this occasion but meagre, in consequence of the disturbed state of Egypt, and the probability of a rupture with France being generally entertained. This feeling had but recently been considerably increased by the arrival of the Berenice without the mail, which had been needlessly detained by the authorities at Malta. From these circumstances, not more than half the number of passengers that would otherwise have proceeded to England by this opportunity, were found venturesome enough to run the risk, and these did so against the advice of most of the people in Bombay, who predicted the impracticability of the passage

through Egypt, and the certain return of those so daringly attempting it. It must not be concealed, that the government were well known secretly to share in this belief, and that the propriety or the contrary of charging the passengers for the return voyage, in case it should have to be undertaken, had been canvassed, besides provision having been made for sending another vessel to the Persian Gulf with duplicate despatches, immediately after the departure of the regular monthly steamer.

It is but right to pay due honour to the courage of the fair sex by saying, that of the "desperate dozen," who thus resolved to brave the threatened danger, two were ladies; owing to whose society and the attention and kindness of the clever commander of the vessel, Capt. Webb, the time passed pleasantly and unharassed by those evils, the anticipation of which the friends of all parties had so freely indulged in.

In less than two hours, the light-house bore E. N. E. distance fifteen miles, and no land was made until daylight of the 8th, when Kisseen point, on the coast of Arabia, was visible at fifteen miles distance, bearing N. $\frac{3}{4}$ W. Steering direct for Aden, the Cape was made at two in the morning of the 10th. Announcing our arrival by the thunder of artillery, and the lightning of rockets and signal-lanterns, duly replied to from the shore, we shortly afterwards anchored in Back Bay, having accomplished the distance of one thousand six hundred and eighty-three miles in less than eight days and a half, with fine

Dec 15th

Aden

Dec 40

weather, smooth sea, and light winds, varying from North to West, throughout.

The appearance of the shore from the bay of Aden, is by no means prepossessing; presenting nothing but barren rocks, a sandy beach, and a few buildings interspersed along the former, temporarily occupied by those whose calling renders their constant vicinity to the harbour necessary, and who can immediately join their vessels in the event of hostile attacks from the Arabs, the whole of this region being without the pale of security. The shipping, with the exception of the native merchant craft, comprised the company's sloop of war *Clive*, brig *Euphrates*, schooner *Constance*, and several gun-boats; these are kept in constant readiness, as the Arabs do not often give much notice previous to making an attack. Besides these, there is the *Semiramis Steamer*, condemned for active service, since she unfortunately went ashore; and, her engines having been taken out, she is now used as the receptacle for coals for the Bombay steamers, which go alongside of her, and have their wants supplied much more quickly than could be done by means of shore-boats. The arrangements, however, are very costly, and those who profess to be competent judges state, that they are seven times more so than is needful, the coal-hulk being regularly commanded and officered as if she were a sailing vessel in commission.

A class of men called *Seedies*, chiefly from the coast of *Zanzibar*, are employed to tranship the coal,

the labor of which is exceedingly trying, and the loss of life resulting from it is never less, on an average, than one man for every hundred tons of coals delivered; the fated individuals after their work is over, lying down and never rising again. The *tout ensemble* of a party of these men is almost fearfully grotesque; the vociferations they utter, and the horrid dancing they practise while at work, suggesting the idea of demons engaged in unearthly revels.

The Bombay papers had recently a ludicrous story of the accommodations of the Semiramis having been turned by Captain Haines into a drawing-room, to the detriment of the public interest. No charge could be more unfounded or absurd; a view of the exterior alone, without proceeding further, would be sufficient to refute it in the eyes of any reasonable person.

A glimpse of the town of Aden, faced by a lofty fortified island, is obtainable on first nearing the land. The water is, however, so shoal between them, that none but the smallest boats can venture there, and shipping must proceed from this, the *front*, to the *back* bay already named; to do so, various headlands and detached rocks are passed so closely, as to be within stone's throw. The only other mode of reaching the town, is by a well-made road of two or three miles long, principally along the beach, until the pass is approached, when it retires from the sea, and runs beneath frowning cliffs, which have the similitude of massive walls pierced every where with

ports and embrasures for cannon; a gradual ascent of half a mile takes to the gate of the pass, and there are military preparations first beheld, in the shape of bristling cannon and pacing sentinels; the Turkish wall in the distance below, from the scenes it has already witnessed, being looked upon with no slight degree of interest. The pass is cut through the solid rock, and has been widened since the place fell into British possession. At the extremity, the eye embraces the valley or dell in which Aden is situated, not more than two or three miles either in length or breadth, and surrounded on every side, but that of the sea, by rocks, mostly precipitous, varying from five hundred to one thousand five hundred feet in height; small batteries frowning from every point liable to assault, or capable of defence.

Protected as this naturally strong place is by three hundred and seventy-nine cannon, and two thousand bayonets, the garrison may well laugh at any force the enemy may bring against them; and this fact was fully borne out by the scorn with which a well-founded report of an approaching attack of 35,000 men, led on by a fanatic, assuming the dignity of Saint, was received by the gallant band. The amazing increase of the place may be imagined from one other statement, that the inhabitants now number 12,000, whereas but a year or two since, they were only 600. No Arab is permitted to come armed within the gate. Aden is not now so unhealthy as at first it was supposed to be, and there is not that

lack of supplies which was formerly so much complained of. Depending, however, as it does, upon foreign aid for every article of its consumption, it is questionable how far a determined or passive resistance, on the part of the neighbouring hostile tribes, might not effectually annihilate a force which armed incursions would not damage; this, probably, may be the cause of nothing having yet been decided on by government with regard to cantonments,—a circumstance so strange, considering that years have now elapsed since so large a body of troops has been located there. The habitations are all of the most wretched description, and it is surprising how parties, ever accustomed to comfortable quarters, can reconcile themselves to so total a change. The best place in the town is that belonging to the political agent, who is in possession of the palace, (a sad misnomer by the bye) formerly occupied by the Sultan. The bazaar is extensive and well-supplied, the proprietors of the principal shops therein being Jews. A stranger is first struck here by the number of people he sees with red hair; this is among certain of the Arabs of the coast esteemed highly becoming, and great pains are taken by many to dye it such a colour, by the application of lime, and other means. A stranger, upon arriving at Aden, was formerly prized and fêted in no common way; but since the enlargement of the society, and the addition to it of many of the fair sex, this is no longer the case; and ladies and others, who have been led to believe

that the extreme of hospitality still prevailed, have been sadly disappointed in their expectations of receiving invitations, and having conveyances sent for them to go into the town. To hire any vehicle, or even donkeys, is quite out of the question ; while a walk for miles along a sandy beach, in the heat of the day, is almost insupportable.

Depending as Aden does for its supplies from a distance, it naturally follows that, at times, some articles must be scarce : during the Author's visit, those which were most rare were boots and shoes ; gold could not purchase either, and many of the residents were compelled to move about with apologies for them, such as many English beggars would be ashamed to be seen in. Miss Roberts, in her " Notes of an Overland Journey to Bombay," writes much of Aden ; and a reference to that work is recommended to all anxious to obtain other details of this interesting settlement.

10th Dec 40 Leaving Aden the same evening, the narrow straits of Babelmandeb were passed after a run of twelve hours. The passage of the Straits in bad weather, on a dark night, is somewhat perilous ; and few navigators will venture to undertake it, until under more favorable auspices. The channel between Perim Island, off the Peak of Babelmandeb, and the cluster of small volcanic rocks called the Brothers, being but a few miles in width.

Four hours more brought us abreast of Mocha, conspicuous from its tall minaret in the midst of the

white houses of the town; date trees flourishing to the southward, and a white tomb and fort in view to the northward, with, in the rear of all, ranges of hills of different elevations. It cannot be long before Aden, as a commercial sea-port, will be of far more importance than the once-celebrated Mocha. The exposed situation of the latter, and the sand-banks off the roads, being the grand bars to its success, when placed in comparison with such a fine bay and harbour as that of Aden.

In less than three hours from Mocha, the Harnish islands were in sight a-head, and shortly afterwards, Jibbel Zoogur; the good ship soon leaving them astern.

During the following day, much land was also visible, consisting of the Zebayer islands, Jibbel Teer, &c. &c., glimpses being only occasionally obtained on either hand of the distant coasts of Arabia and Abyssinia. Jiddah was not seen.

Until the 13th, the weather had been very favorable, fair southerly winds prevailing, as usual, at the lower part of the Red Sea; but on the morning of that day, as the Gulf of Suez was approached, the wind shifted to the N. N. W., and so continued until the termination of the voyage; whilst immediately upon entering the gulf, it increased to a gale, rendering it necessary to strike the topmasts and yards. None but those accustomed to these regions would have anticipated such weather, but it is that which almost invariably happens, and against which steamers

alone are capable of contending ; even they at times finding it difficult to do so. Sailing vessels are constantly three weeks, and even longer, performing the last five hundred miles of the run to Suez, making it most advisable for all who can do so, to disembark at Cosseir, as they may thereby have an opportunity of visiting the ruins of Thebes, and being at Cairo long before their vessel reaches Suez.

Early on the morning of the 15th, passed St. John's Island, previously sighting the Elba Mountains, on the coast of Nubia, the peaks of which vary in height from five thousand to seven thousand feet. Abreast of St. John's are the mountains of Berenice, the highest peak of which is about four thousand five hundred feet, and beyond them the Emerald Mountains, one portion of which, known by the name of Jibbel Waddy, is so lofty as to be visible one hundred and twenty miles. At midnight of the same day, passed two other small dangerous coral isles, also called the Brothers, and whose elevation from the surface of the water cannot exceed fifty feet. Abreast of these is the town of Cosseir, the hills in the rear of it being alone visible.

Beyond these, on the coast of Egypt, more mountains are seen, of which the principal, the Cap and Sugar Loaf, are of great magnitude. On the 16th, soon after daylight, Ras Mahommed, the extreme promontory, separating the gulfs of Suez and Akabah, came in sight, and at noon, the islands of Shadwan and Jubal were passed, at the entrance of the former.

This is an interesting neighbourhood ; on the one hand, Mount Agrib towers most loftily ; and on the other, Mounts Sinai and Horeb. Tafariana Point, where we anchored for the night, is said to be the spot whence the children of Israel crossed, on their flight from Egypt ; and few could look upon the valley of their encampment, the rocks in which assume at a distance the appearance of tents, without reflecting upon the wonderful works of the Almighty, as evinced in the miraculous deliverance, and throughout the interesting pilgrimage, of his chosen people.

The water was here so clear, that though anchored in seven fathoms, the rocks at the bottom were distinctly visible. On the following day, at noon, the Cleopatra anchored at Suez, having been eight days and a half accomplishing the distance of one thousand three hundred and twenty-four miles from Aden.

Before bidding adieu to the vessel, a few words on the subject of steamers of her class appear not uncalled for. It will be evident at a glance, that on the score of expedition, they are unfitted for carrying the mails between Egypt and India ; and that, much as they are superior to the Hugh Lindsay, and the first batch sent to Bombay, they are still far behind the Great Liverpool and Oriental, whose voyages from England to Alexandria, and *vice versa*, are made with such admirable regularity, and occupy several days less than the Cleopatra, in running the same distance. No reasonable doubt can be entertained of vessels of their size and power being fully able to contend

17 Dec '46

successfully against the south-west monsoon, at its height. With regard to comfort and accommodations, no comparison can be instituted; and, unless these are greatly improved on the Indian side, the overland route must suffer a very considerable drawback, for many would prefer being two months longer on their voyage out or home, and be surrounded by every convenience, than be subject to the privations which are entailed upon the traveller during a three weeks' journey, especially when the very exorbitant charge for so comfortless a passage is taken into consideration. The Author would wish it to be expressly understood, that it is of the system he complains, and not of individuals; as from all the officers of steamers with whom he is acquainted, the most kind and gentlemanly conduct may safely be looked for by every passenger. Of the eight hundred rupees charged for the trip, the Government take to themselves five hundred, and the balance, it will be allowed by every judge, cannot more than remunerate the commander for his outlay in the shape of provisions, stores, liquids, furniture, &c. &c.

The Cleopatra's engines are two hundred and twenty horse power; the average expenditure during the twenty-four hours being, of coal fifteen tons, tallow twenty-five pounds, oil two and a half gallons, and oakum three pounds. The coal taken at Aden was extremely bad, and the expenditure was increased in consequence more than twenty per cent. This arose from the ships' discharging their cargoes

on the beach, and much sand being thereby mixed up with the coal. The Government are perfectly aware of the inconveniences of the Cleopatra's accommodations, and upon her return to Bombay, Captain Webb's suggestions were to be acted upon, and she will be made much more commodious. The crew musters nearly one hundred, of whom thirty are Europeans, the remainder Africans and Lascars, including a detachment of twelve of the Marine Battalion, who are regularly drilled by their naig (or corporal in command), morning and evening. The vessel was especially well armed for this occasion, such precaution being needful in case of war in Egypt. The European portion of the crew were constantly exercised, and became very expert both with the great and small arms. This discipline was not relaxed even after learning at Aden that all was quiet at Suez, as, some hours before reaching that place, every gun was double-shotted, and the muskets and pistols were all loaded, and served out, with sixty rounds of ball-cartridge.

The passengers were given to understand they would find a good collection of books on board the steamer; but in this they were disappointed, as, with the exception of the Bibles and Prayers, they were informed all had been taken on shore by the authorities at Bombay. The saloon of the Cleopatra is very elegant, and her few cabins are fitted up with standing bed-places, washing-stands, and looking-glasses. It is impossible to give an idea of the

nuisance of the coal-dust, which literally pervades everything ; and to find oneself free from it for a single hour, whether below or above, is totally out of the question.

The appearance of Suez from the sea is anything but inviting, not a blade of vegetation being visible ; indifferent-looking houses and buildings alone protruding, as it were, from a vast expanse of sand ; the only pleasing variation being the lofty hills, which extend along the margin of the sea, almost to the town itself. The warlike preparations that had been made were soon found to have been needless, the only vessels in the roads being some peaceful buggalows, and the Pasha's steamer. The plague of flies is still prevalent in Egypt : on approaching the coast from the sea, they congregated on board the steamer in vast quantities. The anchoring-place at Suez is shallow, and extensive banks run out from the shore, requiring a circuit of at least three miles to reach the town, unless for very small boats at the height of the tide.

CHAPTER XII.

SUEZ TO ENGLAND.

THE Cleopatra's passengers had hardly congratulated themselves upon the pacific appearance of the Suez roads, rendering their unmolested transit through Egypt almost certain, when the arrival of Mr. Raven, and the communication of his budget of news, somewhat damped their pleasure. The belief generally entertained throughout the country, that the reign of Mehemet Ali would speedily be at an end, had caused the appearance of many parties of Bedouin Arabs, hitherto kept quiet and held in subjection by fear of the very name of the Pasha; but who, now that they fancied he would no longer prove an obstacle to the indulgence of their lawless pursuits, had spread over the desert and committed various depredations, occasionally attended with violence and murder. His highness, unable effectually to repress these acts, all his energies being necessarily directed to other and more important objects, had, nevertheless, with his accustomed regard for the safety and comfort of English travellers, (for which every person who

traverses his territories has reason to be thankful), provided an escort, consisting of twenty of his cavalry, to be in attendance upon the passengers and mails: the former were strongly urged to travel in one body, and not in detached parties, since the latter mode would afford more temptation to plunderers than a large caravan.

The wretchedness of Suez has been often described, but never in terms too severe; the hotels belonging to the rival agents, Mr. Waghorn, and Messrs. Hill and Raven, are both uncomfortable; that of the former, is certainly the best, and has the additional advantage in the eyes of ladies of an European female attendant attached to it. In Messrs. Hill's there is but little accommodation for a large party, and that is of the worst kind: the bed-rooms are few, and the ultimate resort is the divan (the broad-cushioned seat) of the dining room; or the bare floor, with the cold night air from the desert freely blowing on the sleepers from numerous broken panes of glass.

Without the walls of Suez, on the sea-beach, is the tomb of a celebrated saint, whose jewels, enclosed in a casket, are placed upon a slab covering his remains; there are mementos also of unfortunate Englishmen, who have met with their deaths while travelling, and been interred at this inhospitable spot.

Eighteen hours were unnecessarily passed here, and in consequence of such bad arrangements, the final departure of the caravan did not take place until past mid-day of the 19th of December, rendering it impos-

sible to reach the centre station in the desert the same evening, that being the only one affording fit sleeping accommodation for half-a-dozen people. The appearance the cavalcade assumed when collected together, was not more ludicrous than picturesque, consisting of scarcely less than two hundred people ; with camels, horses, and donkeys, amounting to considerably beyond a hundred. There was ample choice for each individual as to the mode of his conveyance, and all had it in their power to make an exchange whenever it pleased them so to do ; when tired of the high paces of the Egyptian steeds, or shaken by the shuffling tread of the dromedary, seeking relief, in the gentle ambling of the donkeys, or obtaining shelter from the glare of the sun in a canopied chair slung securely between two of them ; or, in the covered cart or van, styled *par-excellence* a carriage, with its novel team of two horses preceded by a camel. The danger of crossing the desert had been much exaggerated, and an indent had been made on the Cleopatra for a large supply of carbines and pistols, with one or other of which weapons almost every man was armed ; while all the gentlemen of the party found it equally necessary to assume the costume of brigands, divesting themselves of the appearance of the peaceful persons they in reality were. So motley a group as the whole formed, it would be difficult again to meet with. For the first few miles out of Suez, no objection was made to parties straggling as they pleased, but afterwards, until near the termination of the journey, the whole

formed one compact body, the baggage being kept as much as possible in the centre, and the Pasha's horse-men being placed at the flanks, the van, and the rear. Their evolutions were at times not a little laughable, for the evening had no sooner set in, than the sight of a stunted bush was sufficient to cause a detachment to deploy and examine the suspicious object, as if that which could not have sheltered a single horseman, had been ample ambush for a hundred. At eight in the evening, station No. 6 was attained, and a meagre dinner proved a poor preparation for the total want of sleeping accommodation which the bungalow presented, without reference to the coldness of the atmosphere, in such striking contrast to the heat of the day. The next morning, after an apology for breakfast, the caravan was once more *en route*, and the middle station was reached at two o'clock, where a tolerable dinner was provided. Here a long debate ensued as to the propriety of proceeding further until the following day, as some travellers had arrived in the morning, who had been maltreated by the Bedouins, and fear in consequence spread throughout the Egyptian camp. Urgent remonstrances to move onward had the desired effect, and by midnight all the party had reached No. 2 station in safety, and vainly endeavoured to sleep there; finally arriving at Cairo shortly before noon of the 21st.

The distance from Suez to Cairo has been variously estimated; it would not be far wrong to consider it eighty miles, making an average of ten miles between

each station : of these there are seven, No. 1 being ten miles from Cairo—No. 7, the same distance from Suez. These two consist of stables and two small rooms, and are intended merely as halting-places, being unprovided with servants, supplies or accommodation of any kind whatever. Nos. 3 and 5 are precisely similar, while Nos. 2 and 6 are a grade better, having, in addition to stables and kitchen, four small rooms for refection and sleeping, partly fitted up with divans. No. 4, or the centre station, is a superior place altogether, of considerable elevation, and possessing seven bed-rooms fitted up as neatly as any in Cairo itself, with dining-room, drawing-room, and every thing else to match. It is evident that this should be the only resting-place in the desert, and by starting early in the morning, from either extremity, it can be made such without the slightest difficulty. The management of all the bungalows on the line rests with Hill and Raven, who are empowered to demand from each person making use of them, the sum of one pound ; they also supply travellers with provisions, conveyances, &c. &c., at tariff prices ; but to those unwilling to be at any trouble on this account, there rests the option of contracting with that firm, for their conveyance from Suez to Alexandria, including every charge, for twelve pounds per head. This was arbitrarily raised to fifteen pounds on the present occasion, upon the plea that the escort must be fed by the contractors, and so considerably qualifying the Pasha's kindness. The passengers had no alternative

but submitting to the charge, with which, their treatment on the journey, and their fare throughout, they had every reason to be much dissatisfied. The station houses are well supplied with tanks for fresh water, but they are seldom filled, camels conveying the quantity that may be required, in company with the traveller. By the side of the sixth station is a ridiculously deep and extensive excavation, originally intended to hold water, but now only used as a receptacle for refuse.

It need hardly be said that the desert is destitute of aught that can be termed agreeable scenery. Two miles from Suez is a building of some strength, walled round, at which there is a spring of brackish water, the only one before reaching Cairo; and seven miles further on, is another and somewhat more considerable building of the same kind, both used as garrisons for small bodies of cavalry; these, the station houses, and the tomb of a Sheik who died when in progress of pilgrimage to Mecca, about midway, are the only specimens of architecture met with. The route scarcely alters from a perfect level throughout, and at times two of the station houses can be seen at one time far in advance. It is perfectly adapted for wheeled carriages, nine-tenths of the distance may, indeed, be termed a capital gravelled road, the remainder being occasionally sandy, and at parts rocky; a very trifling outlay might make the whole line available for a rapid coach transit, and, with relays of horses, the mails might be transported across in ten hours with

the greatest ease, instead of occupying, as they now do, nearly forty-eight. But very few hills either to the right or left of the course, diversify the sameness of the journey. Throughout, there is but one large tree, situated about two miles from the centre station. Small bushes are more frequent, and there is one moderate-sized specimen of the babul, or acacia, two miles from the fifth station on the Cairo side.

The rat is the only animal that crosses one's path; it burrows in the sand every where, feeding upon the camels which too often perish by the way; the detached bones and perfect skeletons of which, are almost alone sufficient to indicate to a stranger the correct line of march. Of the inhabitants of the air, three crows alone made their appearance during the entire passage of the desert, one near Suez, two a short distance from Cairo.

Persons intending to travel by day should be lightly clad. Gauze or wire spectacles will at times be found useful, while a light broad-brimmed hat and an umbrella are literally indispensables; a boat-cloak for the night being another. A clever servant, who understands English, can be hired at Suez to go to Cairo for ten dollars, or from Suez to Alexandria, and *vice versa*, for fifteen. It is unnecessary to state the cost of camel, horse, or donkey-hire, as it constantly varies, and whatever may be the starting-point, there can be no difficulty in ascertaining there the fullest particulars.

The Egyptian donkey-drivers are a quarrelsome race of people, and will bite, scratch, and tear each

other, in their quarrels, until each party is covered with blood, returning to the combat the moment they have gained fresh breath, and unwillingly separating by the exertion only of the main force of their employers. Their animals are as patient under privation of food and water as the camel itself, not being supplied with either in the desert (or between Cairo and Suez), however long the time occupied in crossing it may be ; yet they look in good condition and are hardly ever tired.

The delusive mirage may constantly be witnessed by travellers in the desert.

The boxes containing the mails are transported by camels, and are so mixed up with baggage, that it is wonderful none are lost.

After even so short a journey amid the arid sands of the desert, the first sight of the green cultivated spots, in the vicinity of Old Cairo, is particularly gratifying ; while the view obtained of the majestic pyramids, the numerous mausolea, and the gradual approach once more to the hum and bustle of a populous city, afford ample room for pleasing reflection. For many acres, the ground is covered with graves, well entitling this spot to its designation the " City of Tombs."

The time of detention in Cairo being very uncertain, it was impossible to become acquainted with the wonders of the Pyramids from actual observation ; the inundation having scarcely subsided, it was necessary to make a detour of almost twice the direct

distance and which would have occupied nearly an entire day. The view from the desert already alluded to, that gained from the terrace of the citadel, and a final one in descending the Nile, were all that compensated for the loss. All the day of the 21st was, however, afforded for exploring the city itself, and with the aid of the extraordinarily swift donkeys, for which Cairo is so famed, much gratification in this respect may be obtained in a short time.

The Pasha's palace in the citadel demands especial attention, most of its apartments being thrown open to the European visitor, who cannot but admire the taste, combined with simplicity, exhibited by his highness in all that relates to his domestic arrangements.

Cairo is too near to England, and the facilities for reaching it are too many, and have been too often made available by travellers, to render it necessary, especially for a transient visitor, like the Author, who could notice prominent objects merely, to attempt a minute description of it. The magnificent view from the terrace of the citadel is that which has perhaps most frequently been praised, and never too highly. The mosque, now building as an appendage to the palace, bids fair to vie in point of splendour with those of Agra and Delhi, and it is to be hoped that nothing will occur to prevent the Pasha from completing it. Joseph's well is in this neighbourhood, and not far from it is the grand and lofty mosque and tomb of Sultan Hassan ; at which the attendant

points out the floor still marked with blood, the scene of the well known conflict of years by-gone; supplying the infidel visitors with slippers, or linen rags, to put over their boots and so preserve the sacred place from desecration.

The female slave market will naturally attract the curiosity of an European; the dens, flanking the open space in the centre, have been aptly represented as more fitted for wild beasts than human beings; yet neither in these, nor in the gallery above, did the inhabitants (of many countries) seem, strange to say, otherwise than contented and happy.

The gardens of Shoubra are at some distance from the citadel, but are well worth the time expended in riding over to see them. The bazaars are numerous and extensive, each being appropriated to a particular trade and calling; those, however, which are general and combining all, being the most attractive to a stranger. They are kept principally by Maltese and Italians, and there are few things that can be asked for which are not procurable. The money-changers also reside there. The sovereign passes for ninety-seven piastres, each equal to about two-pence-halfpenny English; single piastres are of silver, greatly alloyed; others of nine and ten pieces are made of debased gold; forty paras are equal to one piastre, and are current in small copper pieces of five. Cairo generally, not excluding the hotel, swarms with mosquitos and other vermin. Many Englishmen are resident in the city, most of them adopting the

Turkish dress, conceiving that it secures to them a greater degree of respect in moving about, than their own habiliments. It is a strange fact that neither in Cairo, nor among the supplies furnished for the passengers in the desert, was there any brandy; this spirit seems indeed exceedingly scarce throughout Egypt.

The Port of Boulac is two miles distant from Cairo, from which, at 7 o'clock on the morning of the 22nd December, the little steamer Jack-o-lantern started with nine of the Indian passengers *en route* to Alexandria. This vessel is perhaps the smallest passenger boat in the world propelled by steam; she has the credit of having six horse power, but a wag, who recently alluded to her in a letter to a friend in India, described her as of three Cairo donkey power; as much perhaps with reference to the vigour of the animal in question, as to the insignificant dimensions of the boat. Her accommodations comprise a lady's cabin, about four feet by five, and a general one, ten feet by five; in the latter, no less than eight individuals passed the night, any other than a sitting posture being of course out of the question. She draws but a few inches water, and the minuteness of her engines, boilers, &c., renders her quite a curiosity. To trim her, it is only necessary for one or two individuals to move about. The vessel swarms with cockroaches, and the other vermin with which Egypt abounds. Provisions &c. are supplied by the contractors for the journey. A small steamer belong-

ing to the Peninsular and Oriental Steam Navigation Company has been built purposely for transporting the mails on the Nile; she is called the Lotus; of thirty-six tons burthen, and with two twelve horse power engines; she reached Malta safely, on her way out, in the middle of March last.

The Nile throughout its course is studded with islands. The strength of the current in December was about three miles per hour. A few miles from Cairo, the river is divided into two great branches, which form the Delta; that to the right, conducts to Damietta; that to the left, to Rosetta; but the traveller to Alexandria leaves the latter at Atfé, to embark on the Mahmoudieh Canal for his ultimate destination. The villages on the banks of the river are numerous, and portions of the land well cultivated; the principal place is Fouah, almost opposite to Atfé; apparently a thriving place, and exhibiting several architectural specimens of magnitude.

The steamer proceeds throughout the night without any stoppage, and, considering the darkness, great credit is due to the pilots for their knowledge of the river. Not until long past daylight did any accident occur, when on a sudden the steamer was left nearly dry on a sand-bank, and five hours were occupied before she could be got off. But for this, Atfé would have been reached in twenty-four hours from Cairo; in consequence of it, nearly thirty were expended. Boats proceeding up the river without the use of steam, and obliged from the wind being unfavorable,

to track against the current, were five days in performing the same distance at this season, which may probably be one hundred and thirty miles, though during the inundation it may be shortened to less than one hundred, by proceeding through channels which are then filled.

At Atfé is another steamer belonging to the Pasha.

When the inundation has entirely subsided, the mails are conveyed overland, by which much time is saved in proceeding to India, but none in coming from it. The cost of boat-hire from Cairo to Alexandria may be estimated at between three to four pounds for each individual; but this, with provisions, transport of baggage, and all incidental expenses, is included in the sum contracted for with the agent, in the event of that plan being adopted.

Although the distance between the points of debarkation on the Nile, and embarkation on the canal, is not above one hundred yards, camels, instead of men, are used to transport the baggage from one to the other, thereby losing much time and subjecting every package to additional injury beyond that already sustained in its passage across the desert.

The boats on the canal are drawn by horses, the number employed being according to the weight.

The passage is necessarily long, and attended with constant interruptions, in consequence of the tow-rope having to be passed over every one of the numerous craft met with on the same side of its

progress, throughout the entire course of fifty miles; a man at the stern of the boat announces his approach and his desire that all should be got in readiness, by sounding a horn. A steersman in addition completes the crew of an ordinary sized vessel. The horses and postilions are changed every five or six miles.

The canal is broad and deep, without locks, and boats of immense size are constantly passed, moving at a rapid pace under a large spread of canvas, when the wind is favorable. High embankments on each side protect it from the destructive effects of the inundation of the Nile, which frequently extends thus far inland; both it and Lake Mareotis being discernible from the summit of the banks. When a large party has to traverse the canal, a boat of above one hundred and twenty tons burthen, of great size and with good accommodations, is made use of; but its progress is less rapid than that of smaller boats. Telegraphic towers, of very recent erection, extend all along the borders, forming a portion of the series which keep up a constant communication between Cairo and Alexandria.

Twelve hours completed this portion of the journey, and at midnight, the party, sufficiently fatigued by passing many sleepless nights, found camels and donkeys on the banks of the canal prepared to receive and convey them two miles further to Alexandria. On arriving at the gates, the pass-word, which Messrs. Hill and Raven had led them to be-

lieve would have acted as an "open sesame," had no avail whatever, and no promise of reward, or threat of punishment, would induce the sturdy sentinel to give the weary travellers admission; they had consequently no alternative but to retire from the scene of their mortification, and by knocking up the proprietor of a low place of entertainment in the suburbs, seek from him the shelter of his roof; this, which was granted upon payment of an ample remuneration, was the means of introducing them into the midst of a sleeping party of very disgusting individuals, whom, under any other circumstances, they would, with the fear of the plague before their eyes, have anxiously sought to avoid. The regulations both in Cairo and Alexandria for shutting the gates at sunset, and not re-opening them till sunrise, are very stringent, and travellers would do well to bear them in mind. No sooner did the day break, than all were too glad to leave the unwholesome tenement in which they had taken refuge, and had ample time before the hour arrived for an undisputed passage into the town, to examine the surrounding neighbourhood, the far-famed Pompey's pillar, and the numerous humble tombs congregated around its base.

A traveller from India purposing to go to England by the Steamer in waiting for the mails, has but little time allowed him for an inspection of the curiosities of Alexandria, unless important political matters happen to detain the vessel for any length of time, a circumstance which has latterly occurred more than

once since Egypt has been the scene of so many thrilling events. From the moment of his arrival, the contract with the Desert agent is at an end, and he must at once see to the clearing of his baggage through the Custom House, arrange for its transport to the boat, and his own passage with it to the steamer, or pay a handsome gratuity to the agent for doing so. Such at least is the case as regards Messrs. Hill and Raven; it has been stated that Mr. Waghorn is more liberal in this respect, and will include all this in the amount of the original contract, which certainly should be the case. While waiting for his turn to pay his passage-money at the steam-boat agent's, in the great square, the stranger will have the opportunity of admiring its spacious area, the beauty and great size of the buildings in it, and the picturesqueness of the inhabitants and their costume.

In this square are situated the residences of the consuls of various nations; many of them having elegant spiral staircases rising far above the roofs, from which fine views of the surrounding country can be obtained, and vessels descried at sea very far off.

Proceeding but a very short distance from the square, (and for which there will also be ample time,) the stranger will find himself amidst the hillocks and ruins of Old Alexandria, where excavations are constantly going on, and fresh discoveries of interesting objects of antiquity as frequently being made. But a few steps onward, and he is at the foot of Cleopatra's Needle, after inspecting which, to his

satisfaction, he may speedily return to his hotel, with the consciousness that he has seen almost everything of interest that Alexandria can furnish. On his way to the boat to convey him to the steamer, he will pass through narrow lanes and alleys, exhibiting so much dirt and misery, that he will no longer wonder at the plague making Alexandria its perpetual resting-place, and will be pleased to find the free air from the ocean blowing on him. Winding among the dismantled Turkish fleet, and the Pasha's ships of war. the travellers soon found themselves on board the splendid steamer, Great Liverpool.

The channel exit from the harbour is extremely narrow, and it would appear to be a matter of no great difficulty, by sinking a vessel at the mouth, effectually to prevent the intrusion of all foreign shipping; and certainly quite as easy to effect a perfect blockade of the port from without. Though the passage of it is the labor only of a few minutes, a pilot is required for its navigation, and the rocks and breakers on either hand literally appear to be within reach of a boat-hook.

The good ship steamed away on her voyage to England at two P. M. of the 24th December, and after a succession of fine winds, but a rough sea, sighted Malta, at eleven P. M. of the 27th, performing the distance of seven hundred and seventy miles in eighty hours, being less than the time allowed for the transit under post-office contract. The weather not being such as would authorize her going into the harbour on

a dark night, the vessel was hove-to until day, and then ran into the quarantine harbour, delivered the mails, and landed passengers for the lazaretto; thence proceeding into the harbour of Valetta for the greater convenience of coaling, the wind being very high.

Malta is well-known, and requires no description, nor would it be possible for one who was not allowed to land elsewhere than at the parlatorio of the lazaretto to attempt one. The appearance of the place is highly pleasing after the towns to which a person coming from India has been accustomed. The church, building at the cost of her Majesty the Queen Dowager, is fast progressing towards completion, and will be a great ornament to the place. The harbour was very gay, several men of war having arrived there to refit, after the memorable bombardment of Acre and subsequent dreadful gale on the coast of Syria; the damage they sustained by the latter event being far in excess of that suffered from the former. At Malta, a steamer is always kept in readiness to start in a few hours after the arrival of that from Alexandria, for the conveyance of the mails intended to go by France; they then reach Marseilles, on the average, in four days and a half, and are subsequently transported by the malle-poste through Paris to Calais at a rate never short of nine miles per hour. By this means the packets necessarily forestall those of the vessels going round by Gibraltar to Falmouth. It not unfrequently happens, however, that the Falmouth packets have to wait at Malta many

hours, sometimes three days, in going to Alexandria, from the non-arrival of the steamer from Marseilles with the London letters of the 4th of each month.

Left Malta at noon of the 29th of December, after taking in two hundred and thirty tons of coal; obtaining a distant view of the Sicilian coast and Mount Etna, and passing during the day, Gozo (Calypso's Island); and on the following, Pantellaria, Zembra, and Galeta. On the 31st, the African coast was visible throughout the day; and shortly before midnight, the lighthouse of Algiers was in sight, distant between seven and eight miles. At daylight of the 2nd of January, the vessel was running along the Spanish coast, the Sierra Nevada mountains in the rear, their tops covered with eternal snow. Notwithstanding the near neighbourhood to these, and the season of the year, the climate was beautifully mild, and in the cabin, indeed, oppressively warm, causing no surprise to any one that the south of Spain should be so strongly recommended by the faculty in maladies requiring absence from the bleak winters of the north of Europe. At eight in the evening of this day, the Great Liverpool anchored at Gibraltar, having had the rock in view at least fifty miles previously. Here, more coals were found requisite, those taken at Malta having proved bad, causing an expenditure of from thirty-five to forty tons per diem, in lieu of twenty-four to twenty-six. In a voyage out and home of a vessel of this class, the expenditure is about eight hundred tons.

Leaving Gibraltar at daylight on the 3rd, an agreeable view was obtained of this far-famed rock; with Ceuta and Tangiers on the African coast, Algesiras, Tarifa, &c., on that of Spain. Cape Trafalgar next succeeded; and in twelve hours from the time of departure, Cape St. Mary was abreast. Early on the morning of the 4th, after passing Cape St. Vincent, a strong gale of wind set in from the north, with constant rain and heavy squalls; these continued throughout the day and night, all but nullifying the immense power of the steamer, since in twelve hours she did not make twenty miles. With no appearance of a lull, and fuel being thus only wasted, it was deemed advisable to make for Lisbon; and shortly before noon of the 5th, the shelter of that friendly port was gained. The entrance of the Tagus is almost as difficult as that of the harbour of Alexandria, a pilot being necessary to take strangers in; the heavy surf, breaking on the bar, being sufficiently frightful to deter them from attempting it without one. The anchor was dropped just above the fantastic fort of Belem, and the quarantine laws being as strict in Portugal as elsewhere, no other acquaintance with Lisbon was permitted than that obtainable in the distant view of it from the vessel, the same *veto* attaching to a closer proximity to the Palace of the Necessidades, so temptingly situated on a hill but a short distance from the place of anchorage.

The weather having somewhat moderated, and a hundred tons of coals having been taken, we put to

sea at six o'clock on the evening of the 6th, and proceeding with good effect, though the wind was still unfavorable, anchored at Falmouth, at eight o'clock in the evening of the 10th, delivered the mails, and reached the quarantine station off the Isle of Wight, at four the next afternoon, from which time until Saturday the 16th, all hands had the satisfaction of knowing from experience the pleasures of quarantine, and discovering how slowly the time passes, within as it were the grasp of dear and long absent friends, yet totally unable, personally, to communicate with them.

The Author thinks he will be justified in asserting that no person who has ever made a voyage in that splendid vessel the Great Liverpool, will not bear willing testimony to her excellent qualities as a sea boat, to the comfort and elegance of her accommodations and internal arrangements, and above all, to the kindness and invariable attention of her gallant commander, Captain Engledue, and all his officers. To parties coming from India, some of these points must be particularly striking; and they cannot but look upon their life after passing Alexandria as one of pure luxury, compared with that which adverse circumstances compelled them to lead during the previous voyage. It has been recently announced, that the junction of the Peninsular and Oriental Steam Navigation and the Great Comprehensive Companies, fostered by the liberal patronage of the East India Company, will soon allow of vessels of the largest

class plying between Suez and Calcutta. This is the desideratum so long looked for, and which will be hailed with acclamation by every person connected with India. The spirited projectors cannot fail to reap an ample reward in the vast increase of traffic and of passengers which must be the result ; and it is confidently expected, that many, who have hitherto thought of India only in their dreams, will visit it in reality ; and none who do so, will say that their time or money has been misspent.

APPENDIX.

A

For the following valuable Tables, the Author is indebted to "The Revised Tables of Routes and Stages" lately published at Calcutta, and compiled from official documents, by Major William Garden, Deputy Quarter Master General of the Army.

No. 1.

DISTANCES FROM CALCUTTA TO CAWNPORE, RIVER ROUTE.

| <i>Names of Places.</i> | <i>Distance.</i> | | <i>Distance from Fort William.</i> | <i>On Right or Left Bank.</i> |
|--------------------------|------------------|-----------|------------------------------------|-------------------------------|
| | <i>M.</i> | <i>F.</i> | | |
| Cossipore, | 5 | 4 | 5 $\frac{1}{2}$ | Left. |
| Sooksur, | 4 | 4 | 10 | Left. |
| Tettahgurh, | 4 | 0 | 14 | Left. |
| Barrackpore, | 1 | 4 | 15 $\frac{1}{2}$ | Left. |
| Pulta Ghat, | 4 | 4 | 20 | Left. |
| Ishapore, | 1 | 0 | 21 | Left. |
| Chandernagore, | 3 | 0 | 24 | Right. |
| Chinsurah, | 3 | 0 | 27 | Right. |
| Hooghly, | 1 | 4 | 28 $\frac{1}{2}$ | Right. |
| Bandel, | 1 | 0 | 29 $\frac{1}{2}$ | Right. |
| Haleeshur, | 1 | 4 | 31 | Left. |
| Bansbera, | 1 | 6 | 32 $\frac{3}{4}$ | Right. |
| Nya Serai, | 4 | 2 | 37 | Right. |
| Sook Sagur, | 6 | 0 | 43 | Left. |
| Ballahgurhee, | 6 | 0 | 49 | Right. |
| Santipore, | 8 | 0 | 57 | Left. |
| Kulna, | 7 | 4 | 64 $\frac{1}{2}$ | Right. |
| Mirzapore, | 4 | 0 | 68 $\frac{1}{2}$ | Right. |
| Nuddeah, | 12 | 0 | 80 $\frac{1}{2}$ | Right. |
| Bailpokreah, | 6 | 0 | 86 $\frac{1}{2}$ | Left. |
| Baladunga, | 5 | 0 | 91 $\frac{1}{2}$ | Left. |
| Burgatchea, | 2 | 0 | 93 $\frac{1}{2}$ | Left. |
| Dum-Duma, | 9 | 0 | 102 $\frac{1}{2}$ | Right. |
| Augurdeep, | 8 | 4 | 111 | Right. |
| Dewangunge, | 5 | 4 | 116 $\frac{1}{2}$ | Right. |
| Kutwa, | 4 | 0 | 120 $\frac{1}{2}$ | Right. |

| Names of Places. | Distance. | | Distance from Fort William. | On Right or Left Bank. |
|------------------------------|-----------|----|-----------------------------------|------------------------------|
| | M. | F. | | |
| Seetahuttee, | 4 | 4 | 125 | Right. |
| Hurcenatpore, | 3 | 4 | 128 $\frac{1}{2}$ | Left. |
| Kagdeepara, | 5 | 4 | 134 | Right. |
| Plassee, | 1 | 4 | 135 $\frac{1}{2}$ | Left. |
| Magunpara, | 3 | 4 | 139 | Left. |
| Doudpore, | 6 | 0 | 145 | Left. |
| Kamnugur, | 1 | 2 | 146 $\frac{1}{4}$ | Right. |
| Komeerpore, | 3 | 2 | 149 $\frac{1}{2}$ | Left. |
| Rungamuttee, | 6 | 0 | 155 $\frac{1}{2}$ | Right. |
| Berhampore, | 5 | 4 | 161 | Left. |
| Moorshedabad, | 5 | 4 | 166 $\frac{1}{2}$ | Left. |
| Jaffergunge, | 2 | 0 | 168 $\frac{1}{2}$ | Left. |
| Azeemgunge, | 3 | 0 | 171 $\frac{1}{2}$ | Right. |
| Beernugur, | 1 | 4 | 173 | Right. |
| Gysabad, | 4 | 0 | 177 | Right. |
| Balagatchee, | 4 | 4 | 181 $\frac{1}{2}$ | Right. |
| Koolgatcha, | 9 | 4 | 191 | Left. |
| Mahmoodpore, | 2 | 4 | 193 $\frac{1}{2}$ | Right. |
| Shazadpore, | 3 | 2 | 196 $\frac{3}{4}$ | Left. |
| Chunka, | 1 | 4 | 198 $\frac{1}{4}$ | Right. |
| Jungeepore, | 2 | 0 | 200 $\frac{1}{4}$ | Left. |
| Kiddurpore, | 1 | 0 | 201 $\frac{1}{4}$ | Right. |
| Futulapore, | 5 | 4 | 206 $\frac{1}{2}$ | Right. |
| Sootee, | 3 | 4 | 210 $\frac{1}{4}$ | Right. |
| Chokah, | 11 | 0 | 221 $\frac{1}{4}$ | Right. |
| Mohungunge, | 3 | 0 | 224 $\frac{1}{4}$ | Right. |
| Furuckh ka Thana, | 9 | 0 | 233 $\frac{1}{4}$ | Right. |
| Bhagnugur, | 3 | 0 | 236 $\frac{1}{4}$ | Left. |
| Chandpara, | 6 | 0 | 242 $\frac{1}{4}$ | Left. |
| Rajmahal, | 7 | 0 | 249 $\frac{1}{4}$ | Right. |
| Mussaha, | 8 | 0 | 257 $\frac{1}{4}$ | Right. |
| Sickree, | 11 | 0 | 268 | Right. |
| Purtagunge, | 14 | 0 | 282 $\frac{1}{4}$ | Right. |
| Peerpointee, | 7 | 0 | 289 $\frac{1}{4}$ | Right. |
| Puttur Ghatta, | 14 | 0 | 303 $\frac{1}{4}$ | Right. |
| Colgong, | 6 | 0 | 309 $\frac{1}{4}$ | Right. |
| Hybutgunge, | 4 | 0 | 313 $\frac{1}{4}$ | Right. |
| Bhaugulpore, | 13 | 0 | 326 $\frac{1}{4}$ | Right. |
| Bissounee, | 15 | 0 | 341 $\frac{1}{4}$ | Left. |
| Jehangeera, Rocks, | 5 | 4 | 346 $\frac{1}{4}$ | Right. |
| Sooltangunge, | 0 | 6 | 347 $\frac{1}{2}$ | Right. |
| Monghyr, | 24 | 0 | 371 $\frac{1}{2}$ | Right. |
| Russoolpore, | 8 | 0 | 379 $\frac{1}{2}$ | Right. |
| Soorajgura, | 10 | 0 | 389 $\frac{1}{2}$ | Right. |
| Gungapersad, | 14 | 0 | 403 $\frac{1}{2}$ | Left. |
| Deriapore, | 4 | 0 | 407 $\frac{1}{2}$ | Right. |
| Mookaya, | 5 | 0 | 412 $\frac{1}{2}$ | Right. |

| Names of Places. | Distance. | | Distance from Fort William. | On Right or Left Bank. |
|------------------------------|-----------|----|-----------------------------|------------------------|
| | M. | F. | | |
| Mokra, | 5 | 0 | 417 $\frac{1}{4}$ | Right. |
| Bar, | 11 | 0 | 428 $\frac{3}{4}$ | Right. |
| Julgobin, | 3 | 0 | 431 $\frac{1}{2}$ | Right. |
| Ranee Serai, | 6 | 0 | 437 $\frac{1}{2}$ | Right. |
| Bukhteearpore, | 4 | 0 | 441 $\frac{1}{2}$ | Right. |
| Ruttunpore, | 6 | 0 | 447 $\frac{1}{2}$ | Right. |
| Phoolbarea, | 4 | 0 | 451 $\frac{1}{2}$ | Right. |
| Futwa, | 2 | 4 | 454 | Right. |
| Patna, (Centre of) | 10 | 0 | 464 | Right. |
| Dinapore, | 12 | 0 | 476 | Right. |
| Cheeran, | 14 | 0 | 490 | Left. |
| Revelgunge, | 14 | 0 | 504 | Left. |
| Peepurpointee, | 11 | 0 | 515 | Right. |
| Berjah, | 3 | 0 | 518 | Right. |
| Bhorunpore, | 4 | 0 | 522 | Left. |
| Madoopore, | 5 | 0 | 527 | Right. |
| Purboodpore, | 5 | 0 | 532 | Left. |
| Gay Ghat, | 9 | 0 | 541 | Right. |
| Dubowlee, | 4 | 0 | 545 | Right. |
| Bhulea, | 7 | 0 | 552 | Left. |
| Kaisoobpore, | 4 | 4 | 556 $\frac{1}{2}$ | Right. |
| Buxar | 10 | 0 | 566 $\frac{1}{2}$ | Right. |
| Kurruntadee, | 0 | 6 | 567 $\frac{1}{4}$ | Left. |
| Chounsah, | 7 | 0 | 574 $\frac{1}{4}$ | Right. |
| Baree, | 2 | 0 | 576 $\frac{1}{4}$ | Left. |
| Ghospore, | 14 | 0 | 590 $\frac{1}{4}$ | Left. |
| Ghazeepore City, | 8 | 0 | 598 $\frac{1}{4}$ | Left. |
| Ghazeepore Cantt., | 3 | 0 | 601 $\frac{1}{4}$ | Left. |
| Bairea, | 6 | 0 | 607 $\frac{1}{4}$ | Left. |
| Zimaneah, | 4 | 0 | 611 $\frac{1}{4}$ | Right. |
| Boorainee, | 9 | 0 | 620 $\frac{1}{4}$ | Right. |
| Sanowlee, | 4 | 0 | 624 $\frac{1}{4}$ | Right. |
| Chochuckpore, | 1 | 0 | 625 $\frac{1}{4}$ | Left. |
| Thanapore, | 4 | 4 | 629 $\frac{3}{4}$ | Right. |
| An Indigo Factory, | 1 | 0 | 630 $\frac{3}{4}$ | Right. |
| Deochunpore, | 6 | 0 | 636 $\frac{3}{4}$ | Left. |
| Saidpore, | 5 | 0 | 641 $\frac{3}{4}$ | Left. |
| Kytee, | 4 | 0 | 645 $\frac{3}{4}$ | Left. |
| Chandrowtee, | 2 | 4 | 648 $\frac{3}{4}$ | Left. |
| Bullooa, | 5 | 0 | 653 $\frac{1}{4}$ | Right. |
| Misrowlee, | 3 | 0 | 656 $\frac{1}{4}$ | Left. |
| Marowa, | 3 | 0 | 659 $\frac{1}{4}$ | Right. |
| Kytee, | 3 | 0 | 662 $\frac{1}{4}$ | Right. |
| Shewar, | 4 | 4 | 666 $\frac{3}{4}$ | } Left. } Right. |
| Koondée, | | | | |
| Benares, Raj Ghat, | 3 | 0 | 669 $\frac{3}{4}$ | Left. |
| Ramnugur, | 4 | 0 | 673 $\frac{3}{4}$ | Right. |

| Names of Places. | Distance. | | Distance from Fort William. | On Right or Left Bank. |
|-------------------------------|-----------|----|-----------------------------------|------------------------------|
| | M. | F. | | |
| Sooltanpore Cantt., | 14 | 0 | 687 $\frac{3}{4}$ | Left. |
| Chunar Fort, | 4 | 0 | 691 $\frac{1}{4}$ | Right. |
| Chunka, | 7 | 4 | 699 $\frac{1}{4}$ | Right. |
| Kutchwa, | 6 | 4 | 705 $\frac{3}{4}$ | } Left. } Right. |
| Budowlee, | | | | |
| Bhowgaon, | 8 | 4 | 714 $\frac{1}{4}$ | Left. |
| Peepragaon, | 4 | 0 | 718 $\frac{1}{4}$ | Right. |
| Mirzapore Cantt., | 1 | 2 | 719 $\frac{1}{2}$ | Right. |
| Mirzapore City, | 1 | 2 | 721 $\frac{1}{4}$ | Right. |
| Bindachun, | 5 | 0 | 726 $\frac{1}{4}$ | Right. |
| Buboora, | 4 | 0 | 730 $\frac{1}{4}$ | Right. |
| Rampore, | 3 | 4 | 733 $\frac{3}{4}$ | Left. |
| Bahaderpore, | 2 | 0 | 735 $\frac{3}{4}$ | Left. |
| Gopalpore, | 1 | 2 | 737 | Left. |
| Noagaon, | 1 | 6 | 738 $\frac{3}{4}$ | Right. |
| Goura, | 4 | 0 | 742 $\frac{3}{4}$ | Right. |
| Nugurda, | 3 | 4 | 746 $\frac{1}{2}$ | Left. |
| Bareepore, | 3 | 0 | 749 $\frac{1}{4}$ | } Left. } Right. |
| Missurpore, | | | | |
| Khyra, | 3 | 0 | 752 $\frac{1}{4}$ | } Right. } Left. |
| Deega, | | | | |
| Gogaon, | 4 | 4 | 756 $\frac{3}{4}$ | } Right. } Left. |
| Kutchwa, | | | | |
| Bhourubpore, | 2 | 0 | 758 $\frac{3}{4}$ | Right. |
| Mahewa, | 4 | 0 | 762 $\frac{3}{4}$ | Right. |
| Aleepora, | 4 | 0 | 766 $\frac{3}{4}$ | Right. |
| Jeerah, | 2 | 4 | 769 $\frac{1}{4}$ | Right. |
| Mahadeopore, | 1 | 4 | 770 $\frac{3}{4}$ | Left. |
| Burgudda, | 1 | 0 | 771 $\frac{3}{4}$ | Left. |
| Mundura, | 1 | 0 | 772 $\frac{3}{4}$ | Right. |
| Bijowlee, | 2 | 0 | 774 $\frac{3}{4}$ | Left. |
| Lutcheegurhee, | 2 | 0 | 776 | Left. |
| Puranpoora, | 3 | 0 | 779 $\frac{1}{4}$ | Right. |
| Pukree, | 2 | 0 | 781 $\frac{3}{4}$ | Right. |
| Bijowree, | 1 | 4 | 783 $\frac{1}{4}$ | Right. |
| Sirsah, | 2 | 0 | 785 $\frac{1}{4}$ | Right. |
| Luktaha, | 3 | 4 | 788 $\frac{3}{4}$ | } Right. } Left. |
| Dum Duma, | | | | |
| Deeha, | 7 | 0 | 795 $\frac{3}{4}$ | Right. |
| Kubara, | 1 | 4 | 797 $\frac{1}{4}$ | Right. |
| Monaya, | 2 | 2 | 799 $\frac{1}{2}$ | Right. |
| Allahabad Fort, | 9 | 0 | 808 $\frac{1}{2}$ | Right. |
| Daragunge, | 1 | 4 | 810 | Right. |
| Papamow, | 5 | 4 | 815 $\frac{1}{2}$ | Right. |
| Kankara, | 7 | 0 | 822 $\frac{1}{2}$ | Left. |
| Singapore, | 13 | 0 | 835 $\frac{1}{2}$ | Left. |
| Jehanabad, | 3 | 4 | 839 | Left. |

| <i>Names of Places.</i> | <i>Distance.</i> | | <i>Distance from Fort William.</i> | <i>On right or Left Bank.</i> |
|-------------------------|------------------|-----------|------------------------------------|-------------------------------|
| | <i>M.</i> | <i>F.</i> | | |
| Kurrah, | 17 | 0 | 856 | Right. |
| Manickpore, | 5 | 4 | 861 $\frac{1}{4}$ | Left. |
| Kantoah, | 4 | 0 | 865 $\frac{1}{2}$ | Right. |
| Banderpore, | 4 | 0 | 869 $\frac{1}{2}$ | Right. |
| Jurrah, | 5 | 0 | 874 $\frac{1}{2}$ | Right. |
| Ramnuggur, | 5 | 0 | 879 $\frac{1}{2}$ | Right. |
| Doogdoogy, | 2 | 4 | 882 | Right. |
| Dalmow, | 13 | 0 | 895 | Left. |
| Gopalpore, | 3 | 0 | 898 | Right. |
| Bittorah, | 8 | 0 | 906 | Right. |
| Lahenee, | 11 | 0 | 917 | Right. |
| Mohear, | 3 | 4 | 920 $\frac{1}{2}$ | Right. |
| Sirajpore, | 4 | 4 | 925 | Right. |
| Nujjgurh, | 10 | 0 | 935 | Right. |
| Rajapore, | 5 | 0 | 940 | Right. |
| Jaujmw, | 9 | 0 | 949 | Right. |
| Cawnpore, | 5 | 0 | 954 | Right. |

No. 2.

DISTANCES FROM CALCUTTA TO CAWNPORE BY THE SUNDERBUNDS.

| <i>Names of Places.</i> | <i>Distance.</i> | | <i>Distance from Fort William.</i> | <i>On Right or Left Bank.</i> |
|---------------------------------|------------------|-----------|------------------------------------|-------------------------------|
| | <i>M.</i> | <i>F.</i> | | |
| Tollygunge, | 5 | 0 | 5 | — |
| Guryahat, | 4 | 0 | 9 | — |
| Tollyabad, | 2 | 0 | 12 | — |
| Tarda, | 8 | 0 | 20 | — |
| Pulta, | 6 | 0 | 26 | — |
| Ballagatchee, | 1 | 0 | 27 | — |
| Budurtulla, | 1 | 0 | 28 | — |
| Bussuntpore, Dum-Dum, | 44 | 0 | 72 | — |
| Asosoonee, | 19 | 0 | 91 | — |
| Katlee, | 2 | 0 | 93 | — |
| Taika, | 3 | 0 | 96 | — |
| Goraghat, | 1 | 4 | 97 $\frac{1}{2}$ | — |
| Koolna, | 50 | 4 | 148 | — |
| Aleepore, | 4 | 4 | 152 $\frac{1}{2}$ | — |
| Choukhola, | 9 | 4 | 162 | — |
| Gopalgunge, | 14 | 0 | 176 | — |
| Kupmareea, | 11 | 0 | 187 | — |

| Names of Places. | Distance. | | Distance from Fort William. | On Right or Left Bank. |
|---|-----------|----|-----------------------------|------------------------|
| | M. | F. | | |
| Potturghatta, | 5 | 0 | 192 | — |
| Koolna, | 3 | 0 | 195 | — |
| Jalnugur Kurukdee, | 8 | 0 | 203 | — |
| Kaleegunge, | 3 | 0 | 206 | — |
| Tide limit, | 12 | 4 | 218 $\frac{1}{2}$ | — |
| Margunge, | 34 | 0 | 252 | — |
| Moolgunge | 5 | 0 | 257 | — |
| Rokesa, | 7 | 0 | 264 | — |
| Commercolly, | 6 | 0 | 270 | — |
| Kooshtee, | 11 | 0 | 281 | — |
| Damadooa, | 9 | 0 | 290 | Right. |
| Hurrysunker, | 17 | 0 | 307 | Right. |
| Head of Jellinghee, | 11 | 0 | 318 | Right. |
| Surdah, | 18 | 0 | 336 | Left. |
| Nuwabgunge, | 13 | 0 | 349 | Left. |
| Bogwangola, | 11 | 0 | 360 $\frac{1}{2}$ | Right. |
| Mohanagunge, at head of Bhauguretty, | 41 | 0 | 401 $\frac{1}{2}$ | Right. |
| Furrukhka Thana, | 9 | 0 | 410 $\frac{1}{2}$ | Right. |
| Bhagnugur, | 3 | 0 | 413 $\frac{1}{2}$ | Left. |
| Chandpara, | 6 | 0 | 419 $\frac{1}{2}$ | Left. |
| Rajmahal, | 7 | 0 | 426 $\frac{1}{2}$ | Right. |
| Hence to Cawnpore, as in No. I. | 704 | 4 | 1131 | |

No. 3.

DISTANCES FROM CALCUTTA TO LOODIANNA BY
THE NEW LINE OF ROAD.

| TERRITORY. | Civil Authorities. | Names of Stages. | Distance. | |
|---------------|--------------------|--|-----------|----|
| | | | M. | F. |
| 24-Pergunahs. | Calcutta. | Cox's Bungalow, | 10 | 0 |
| Hooghly. | Hooghly. | Right Bank Hooghly River, Ghyretty Ghat, | 9 | 0 |
| | | | 8 | 4 |
| | | Tarragonea, | 11 | 0 |
| | | Boinchee, | 10 | 4 |

| TERRITORY. | Civil Authorities. | Names of Stages. | Distance. | |
|--------------|--------------------|-----------------------------|-----------|----|
| | | | M. | F. |
| Burdwan. | Burdwan. | Dulla Bazaar, | 13 | 0 |
| | | Burdwan, | 11 | 4 |
| | | Surool, | 11 | 4 |
| | | Bood Bood, | 11 | 4 |
| | | Gopalpore, | 11 | 0 |
| Bancoorah. | Bancoorah. | Undal, | 11 | 0 |
| | | Bograh, | 12 | 0 |
| Maunbhoom. | Maunbhoom. | Neamutpore, | 12 | 0 |
| | | Neersa, | 12 | 0 |
| | | Gobinpore, | 12 | 0 |
| | | Rajafeta, | 12 | 0 |
| Hazareebagh. | Hazareebagh. | Paopore, | 11 | 0 |
| | | Doomree, | 11 | 0 |
| | | Bagodur, | 11 | 0 |
| | | Uthka, | 10 | 0 |
| | | Dhourara, | 11 | 0 |
| | | Burhee, | 13 | 0 |
| | | Churparun, | 12 | 0 |
| Behar. | Gyah. | Bulwah, | 9 | 0 |
| | | Surwah, | 12 | 0 |
| | | Sheerghatty, | 11 | 0 |
| | | Mundunpore, | 16 | 0 |
| | | Nourunga, | 14 | 0 |
| | | Baroon, | 14 | 0 |
| Shahabad. | Arrah. | Dharie, | 3 | 0 |
| | | Sasseram, | 12 | 0 |
| | | Jehanabad, | 16 | 0 |
| | | Mohunea, | 14 | 2 |
| | | Nobutpore, | 14 | 4 |
| Benares. | Benares. | Mogul Serai, | 15 | 4 |
| | | Benares Cantt., | 12 | 2 |
| | | Mohun ke Serai, | 7 | 2 |
| | | Tamashabad, | 11 | 4 |
| | | Gooseeah, | 10 | 4 |
| | | Oojke Chowke | 13 | 4 |
| Allahabad. | Allahabad. | Sydabad, | 13 | 4 |
| | | Jhoosee, | 13 | 6 |
| | | Allahabad Cantt., | 4 | 6 |
| | | Moolti ka Poorwa, | 13 | 4 |
| | | Kusseah, | 15 | 4 |
| | | Synie, | 10 | 0 |
| Futtehpore. | Futtehpore. | Katonghun, | 12 | 4 |
| | | Thurriao, | 11 | 4 |
| | | Futtehpore, | 13 | 0 |
| | | Mulwa, | 10 | 0 |
| Cawnpore. | Cawnpore. | Aoong, | 12 | 2 |
| | | Maharajp re, | 13 | 2 |
| | | Cawnpore, | 12 | 6 |

| TERRITORY. | Civil Authorities. | Names of Stages. | Distance. | |
|------------------------|------------------------|--|-----------|----|
| | | | M. | F. |
| Cawnpore. | Cawnpore. | Kullianpore, | 7 | 0 |
| | | Chobeepore, | 9 | 0 |
| | | Poorah, | 10 | 6 |
| | | Urroul, | 13 | 4 |
| Furrukhabad. | Futtehgurh. | Meerun ke Serai, | 9 | 4 |
| | | Goorsaigunge, | 14 | 0 |
| | | Chiberamow, | 15 | 0 |
| Mynpoorie. | Mynpoorie. | Bewur, | 13 | 2 |
| | | Bowgong, | 7 | 6 |
| | | Korowlee, | 16 | 0 |
| | | Mullawan, | 10 | 1 |
| Allygurh. | Allygurh. | Etah, | 12 | 2 |
| | | Budwas, | 10 | 6 |
| | | Secundrarao, | 9 | 4 |
| | | Akbarabad, | 10 | 4 |
| | | Allygurh Cantt., | 14 | 4 |
| Boolund-shehur. | Boolund-shehur. | Somnagunge, | 14 | 4 |
| | | Khoorja, | 14 | 4 |
| | | Choolah, | 7 | 0 |
| | | Secundra, | 10 | 1 |
| Meerut. | Meerut. | Dadree, | 11 | 4 |
| Delhi. | Delhi. | Ghazeenugur, | 11 | 4 |
| B. D. Delhi. | At Delhi. | Delhie Cantt., | 14 | 4 |
| Nn. Division of Delhi. | Paneput. | Near Aleepoor, | 10 | 0 |
| | | Barotah, | 10 | 4 |
| | | Burki Chokey, near Rujeroo or Rujuloo, | 13 | 4 |
| | | Somalka, | 11 | 0 |
| | | Paneput, | 12 | 0 |
| | | Gurounda, | 10 | 0 |
| | | Kurnaul Cantt., | 12 | 0 |
| Protected Sikh States. | Pol. Agent at Umballa. | Leelakheree, | 10 | 0 |
| | | Thannesir, | 13 | 4 |
| | | Shahabad, | 14 | 2 |
| | | Kotekutchoa, | 8 | 0 |
| | | Umballa, | 9 | 4 |
| Protected Sikh States. | Pol. Agent at Umballa. | Rajpoorah, | 13 | 0 |
| | | Pattarsee, | 8 | 4 |
| | | Sirhind, (west side of) | 9 | 0 |
| | | Kunha ke Serai, | 11 | 0 |
| | | Douraha ke Serai, | 14 | 0 |
| | | Loodianna Cantt., | 14 | 0 |

Total 1102 $\frac{3}{4}$ miles from Calcutta.

No. 4.

DISTANCE FROM CALCUTTA TO LOODIANNA BY BANCOORAH, HAZAREEBAGH, BENARES, ALLAHABAD, CAWNPORE, MYNPOORIE, ALLYGURH, DELHI AND KURNAUL.

| TERRITORY. | Civil Authorities. | Names of Stages. | Distance. | |
|----------------------------|---|---|-----------|----|
| | | | M. | F. |
| B. D. Hooghly | At Hooghly. | Sulkea, a Stage Bungalow here, . . . | 3 | 0 |
| | | Chundeetola, . . . | 9 | 0 |
| | | Aleepore, . . . | 8 | 0 |
| | | Paharpore, . . . | 8 | 0 |
| | | Right Bank of the Damooda River, | 8 | 0 |
| | | Right Bank of the Dalkeesur River near Jehanabad, | 9 | 0 |
| B. D. Burdwan. | At Burdwan. | Kotulpore S. B., . . . | 14 | 4 |
| | | Rajhath or Jeypore S. B., | 10 | 4 |
| | | Bishenpore, | 10 | 0 |
| | | Oondah, | 10 | 0 |
| Jungle Mehals and Ramgurh. | Assistant to G. G.'s Agent S. W. Frontier in Manbhoom. | Bancoorah, S. B. . . | 11 | 0 |
| | | Chatna, | 9 | 0 |
| | | Arrara, | 8 | 0 |
| B. D. Jungle Mehals. | Assistant to G. G.'s Agent in Manbhoom. | Gowrandee | 8 | 0 |
| | | Rogonathpore, S. B., | 10 | 0 |
| | | Dobra, S. B. | 11 | 0 |
| | | Chundunkearee, S. B. | 11 | 0 |
| Jungle Mehals and Ramgurh. | Assistant to G. G.'s Agent S. W. Frontier at Hazareebagh. | Chass, S. B. | 14 | 4 |
| | | Angballee, S. B. . . | 16 | 0 |
| | | Gomeah, S. B. | 13 | 2 |
| | | Chittrochuttee, S. B. | 13 | 4 |
| | | Deigwar, S. B. | 14 | 2 |
| B. D. Ramgurh. | Asst. to G. G.'s Agent S. W. Frontier at Hazareebagh. | Hazareebagh, S. B. | 10 | 4 |
| | | Kutkumsandee, S. B. | 12 | 4 |
| | | Penarkoon, S. B. . . . | 9 | 4 |
| | | Kanachuttee, S. B. . . | 8 | 4 |

| TERRITORY. | Civil Authorities. | Names of Stages. | Distance. | |
|--------------------|--------------------|---|-----------|----|
| | | | M. | F. |
| B. D. Gyah. | At Gyah. | Dunghye, S. B. | 12 | 6 |
| | | Sheerghatty, S. B. | 14 | 6 |
| | | Mudunpore, S. B. | 16 | 0 |
| | | Nourunga, S. B. | 14 | 0 |
| | | Baroon, S. B. | 14 | 0 |
| B. D. Shahabad. | At Arrah. | Derhee or Dearee, | 3 | 0 |
| | | Sasseram, S. B. | 12 | 0 |
| | | Jehanabad, S. B. | 16 | 0 |
| | | Mohunea, S. B. | 14 | 2 |
| | | Nobutpore, S. B. | 14 | 4 |
| B. D. Benares. | At Benares. | Mogul Serai, S. B. | 15 | 4 |
| | | Benares Cantt., S. B. | 12 | 2 |
| | | Mohun ke Serai, | 7 | 2 |
| | | Tamashabad, | 11 | 4 |
| | | Gooseah, | 10 | 4 |
| | | Ooj ke Chokey, | 13 | 4 |
| | | Sydabad, | 13 | 4 |
| B. D. Allahabad. | At Allahabad. | Jhoosee, | 13 | 6 |
| | | Allahabad Cantt., Staging Bungalow, | 4 | 6 |
| | | Moofli ka Poorwa, | 13 | 4 |
| | | Kusseah, | 15 | 4 |
| | | Daranugur, near Kurrah, | 10 | 4 |
| B. D. Futtehpore. | At Futtehpore. | Chobee ke Serai, | 14 | 4 |
| | | Munda ke Serai, | 13 | 4 |
| | | Futtehpore, | 13 | 0 |
| | | Mulwah, | 10 | 0 |
| B. D. Cawnpore. | At Cawnpore. | Aoung, | 12 | 2 |
| | | Maharajpore, | 13 | 2 |
| | | Cawnpore, | 12 | 6 |
| | | Kullianpore, | 7 | 0 |
| | | Chobeehpore, | 9 | 0 |
| B. D. Furruckabad. | At Futtehgurh. | Poorah, | 10 | 6 |
| | | Urrowl, | 13 | 4 |
| | | Meerun ke Serai, | 13 | 4 |
| | | Goorsaignunge, | 14 | 0 |
| | | Chibberamow, | 15 | 0 |
| B. D. Mynpoorie. | At Mynpoorie. | Bewur, | 13 | 2 |
| | | Bowgong, | 8 | 0 |
| | | Mynpoorie Cantt., | 7 | 4 |
| | | Jeontee, | 10 | 2 |
| | | Sukeet, | 13 | 6 |
| | | Etah, | 11 | 2 |

| TERRITORY. | Civil Authorities. | Names of Stages. | Distance. | |
|--------------------------------------|--------------------|--------------------------|-----------|----|
| | | | M. | F. |
| B. D. Allygurh. | At Allygurh. | Budwas, | 11 | 4 |
| | | Secundra Rao, | 9 | 0 |
| | | Akbarabad, | 10 | 6 |
| | | Allygurh Cantt., | 15 | 0 |
| | | Somnagunge, | 15 | 7 |
| B. D. Bolundshehur | At Bolundshehur | Khoorja, | 14 | 0 |
| | | Choolah, | 7 | 0 |
| | | Secundra, | 10 | 1 |
| B. D. Delhi. | At Delhie. | Soorujpore, | 14 | 0 |
| | | Putpurgunge, | 14 | 6 |
| | | Delhie Cantonment, | 8 | 0 |
| | | | 90 | 2 |
| From Delhi to Loodianna as in No. 3. | | | 202 | 9 |
| Total from Calcutta to Loodianna | | | 1103 | |

No. 5.

DISTANCES FROM ONE MILITARY STATION TO ANOTHER THROUGHOUT
THE BENGAL PRESIDENCY.

| No | From | To | Number of Stages. | Number of Miles. |
|----|------|--|-------------------|------------------|
| 1 | AGRA | Ajmeer by Weer, Jeypore and Kishengurh, | 21 | M. 228 F. 4 |
| 2 | " | Allygurh | 5 | 55 6 |
| 3 | " | Bareilly by Khasunge and the Peeproul Ferry, | 12 | 137 5 |
| 4 | " | Bhurlpore Residency by Futtehpore Sickree, | 4 | 39 4 |
| 5 | " | Bhurlpore City, | 3 | 34 0 |
| 6 | " | Etawah, | 6 | 72 0 |
| " | " | Gwalior Residency, vide No. 14, | 6 | 71 3 |
| " | " | Jeypore, vide No. 1, | 13 | 145 4 |
| 7 | " | Mhow by the Lukheree and the Muckundra Passes, | 38 | 415 0 |
| 8 | " | Muttra, | 3 | 35 5 |
| 9 | " | Mynpoorie, | 6 | 71 4 |
| 10 | " | Neemuch by Hindoun, Khoosalgurh, Shahpoora and Chittore, | 31 | 329 6 |
| 11 | " | _____ and Mundulgurh, | 29 | 312 2 |
| 12 | " | Nusseerabad by Weer and the Balahera Pass, | 21 | 223 5 |
| 13 | " | Ditto by Biana and Lalsonth, | 21 | 221 6 |

| | | | | | | | |
|----|-----------|--|--|----|-------|-----|---|
| 14 | | | | | | 273 | 4 |
| 15 | AKYAB | Saugor by Gwalior, Dutteah, Jhansi and Tehree, | | 5 | | 115 | 0 |
| 16 | " | Aeng by water | | 2 | | 50 | 0 |
| 17 | " | Arracan, ditto | | " | | 205 | 4 |
| 18 | " | Chittagong, | | 3 | Days. | 65 | 0 |
| 19 | " | Kyook Phyoo, by water | | 8 | " | 170 | 0 |
| 20 | ALLAHABAD | Sandoway, ditto | | 10 | " | 111 | 2 |
| 21 | " | Banda by the Rajapore Ferry | | 10 | " | 127 | 2 |
| 22 | " | Ditto by Futtepoore and the Chilla Tara Ferry | | 7 | " | 74 | 6 |
| 23 | " | Benares, | | 13 | " | 153 | 2 |
| 24 | " | Calpee, | | 10 | " | 128 | 6 |
| " | " | Cawnpore, | | 8 | " | 79 | 0 |
| " | " | Chunar by Sooltanpoore Benares, vide No. 132, | | 18 | " | 215 | 0 |
| 25 | " | Etawah, | | 6 | " | 66 | 1 |
| 26 | " | Juanpoore, | | 25 | " | 271 | 7 |
| 27 | " | Jubbulpore by the Kuttra Pass and Rewah, | | 21 | " | 222 | 3 |
| 28 | " | Ditto by the Sohagee Pass and Rewah, | | 11 | " | 112 | 0 |
| 29 | " | Kallinger by Terowah, | | 12 | " | 128 | 2 |
| 30 | " | Lucknow, | | 7 | " | 61 | 0 |
| 31 | " | Mirzapore by Right Bank of Ganges, | | 5 | " | 53 | 2 |
| 32 | " | Mirzapore by Left Bank of Ganges. | | 3 | " | 31 | 0 |
| 33 | " | Pertabgurh, | | 30 | " | 313 | 7 |
| 34 | " | Saugor, by Rewah and Lohargone, | | 5 | " | 55 | 6 |
| " | ALLY-GURH | Agra, vide No. 2. | | 10 | " | 106 | 3 |
| 35 | " | Bareilly by Ramghat and Chandousee, | | 10 | " | 102 | 0 |
| 36 | " | Ditto by Ditto and Bisowlee, | | 10 | " | 113 | 0 |
| 37 | " | Ditto by Khagunge and the Peeproul Ferry, | | 7 | " | 83 | 6 |
| 38 | " | Delhi Cantonment, | | 9 | " | 100 | 7 |
| 39 | " | Etawah, | | | | | |

| No. | From | To | Number of Stages. | Number of Miles. | |
|-----|-----------|--|-------------------|------------------|----|
| | | | | M. | F. |
| 40 | ALLY-GURH | Futtehgurh, | 10 | 111 | 3 |
| 41 | " | Meerutt, | 7 | 83 | 4 |
| 42 | " | Moradabad, | 8 | 85 | 0 |
| 43 | " | Muttra, | 4 | 41 | 2 |
| 44 | " | Mynpoorie, | 7 | 81 | 4 |
| 45 | ALMORA | Bareilly, | 10 | 113 | 4 |
| 46 | " | Dehra by Srinugur and Hurdwar, | 19 | 215 | 0 |
| 46 | " | Lohoghat, | 4 | 53 | 0 |
| 47 | " | Moradabad by Rampore, | 11 | 107 | 0 |
| 48 | " | Ditto by Chilkea and Kasipore, | 9 | 98 | 0 |
| 49 | " | Petoragurh, | 5 | 53 | 2 |
| 49 | " | Thibet frontier through the Jooowair Pass, | 13 | 156 | 4 |
| 50 | AZIMGURH | Ghazeepore, | 4 | 44 | 0 |
| 51 | " | Gorruckpore by Gopalpore, | 6 | 61 | 4 |
| 52 | " | Ditto by Burhal, | 6 | 65 | 0 |
| 53 | AZIMGURH | Juanpore, | 4 | 43 | 0 |
| 54 | " | Secrova, | 13 | 128 | 0 |
| 55 | " | Sooltanpore, | 7 | 78 | 0 |
| 56 | BAITTOOL | Asseergurh, | 11 | 120 | 0 |
| 57 | " | Ellichpore, | 7 | 68 | 0 |
| 58 | " | Gurwarra by Hoshungabad, | 16 | 173 | 6 |
| 59 | " | Hoshungabad, vide No. 58, | 6 | 66 | 1 |
| 59 | " | Mhow by Hindia, | 18 | 185 | 7 |
| 60 | " | Nagpore, (Kamptee Cantonment,) | 11 | 112 | 2 |

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|----|-----------|---|-------------|-----------------|---|
| 61 | " | Neemuch by Hindia and Oojein, | 28 | 312 | 1 |
| 62 | " | Seoce by Sindwara, | 11 | 123 | 1 |
| 63 | BANCOORAH | Barrackpore, | 10 | 101 | 0 |
| " | " | Berhampore by Surool, vide No. 96, | 10 | 115 | 4 |
| 64 | " | Burdwan, | 5 | 56 | 0 |
| " | " | Fort William, vide Part 1, No. 177, | 11 | 101 | 0 |
| " | " | Hazareebagh, vide Part 2, No. 177, | 11 | 138 | 0 |
| 65 | " | Midnapore, | 6 | 68 | 3 |
| 66 | BANDA | Adjeegurh | 4 | 47 | 6 |
| " | " | Allahabad by the Rajapore Ferry, No. 20, | 10 | 111 | 2 |
| " | " | Ditto by Chilla Tara and Futtehpore, vide No. 21, | 10 | 127 | 2 |
| 67 | " | Calpee, | 6 | 68 | 4 |
| 68 | " | Cawnpore by Hameerpore, | 7 | 74 | 0 |
| 69 | " | Ditto by Chilla Tara, | 7 | 77 | 2 |
| 70 | " | Gwalior by Chirkaree, Keitah, Jhansi and Dutteah, | 19 | 204 | 3 |
| 71 | " | Jubbulpore by Bisramunge Ghat and Myher, | 22 | 231 | 6 |
| 72 | " | Ditto by the Bisramunge and Piperea Ghats, | 19 | 195 | 5 |
| 73 | " | Kallinger, | 3 | 34 | 4 |
| 74 | " | Pertabgurh, | 12 | 136 | 6 |
| 75 | " | Rewah by the Bursaker Ghat, | 10 | 112 | 1 |
| 76 | " | Saugor by the Bisramunge Pass, | 20 | 196 | 2 |
| 77 | " | Ditto by the Heerapone Pass, | 16 | 172 | 7 |
| " | BAREILLY | Agra by Khasgunge, vide No. 3, | 12 | 137 | 5 |
| " | " | Allygurh, vide Nos. 35, 36, and 37, | 10, 10 & 10 | 106½, 102 & 113 | |
| " | " | Almorah, vide No. 45, | 10 | 113 | 4 |
| 78 | " | Delhie by Anoopshehr and Boolundshehr, | 14 | 151 | 0 |
| 79 | " | Futtehgurh, | 6 | 76 | 6 |
| " | " | Lohoo Ghat by Pillibeet, vide No. 82, | 11 | 123 | 0 |

| No. | From | To | Number of Stages. | Number of Miles. | |
|-----|-------------|---|-------------------|------------------|----|
| | | | | M. | F. |
| 80 | BAREILLY | Meerut by Chandousee, Sumbul and Gurmooktesir, . | 13 | 134 | 0 |
| 81 | " | Moradabad, | 5 | 59 | 0 |
| 82 | " | Petragurh, | 14 | 146 | 3 |
| 83 | " | Seetapore by Mahomdy, | 9 | 105 | 4 |
| 84 | " | Shahjhanpore, | 4 | 47 | 6 |
| 85 | BARRACKPORE | Berhampore by Kishnagurh, (two Routes), | 11 | 112 | 0 |
| 86 | " | Ditto by Hooghly, | 10 | 101 | 0 |
| " | " | Chinsurah, vide No. 86, | 2 | 9 | 4 |
| " | " | Bancoorah, vide No. 63, | 10 | 101 | 0 |
| 87 | " | Burdwan, | 6 | 58 | 4 |
| 88 | " | Dacca by Jessore, | 18 | 180 | 6 |
| 89 | " | Dum-Dum, | 1 | 15 | 0 |
| 90 | " | Fort William, | 1 | 16 | 4 |
| 91 | " | Midnapore passing near Keerpoy, | 10 | 96 | 4 |
| " | BENARES | Allahabad, vide No. 22, | 7 | 74 | 6 |
| 92 | " | Chunar, | 2 | 16 | 0 |
| 93 | " | Ghazeepore, | 4 | 46 | 0 |
| " | " | Hazareebagh, vide Part 3, No. 177, | 15 | 189 | 4 |
| 94 | " | Juanpore, | 3 | 38 | 0 |
| 95 | " | Mirzapore Cantonment, | 3 | 27 | 0 |
| " | BERHAMPORE | Sooltanpore Benares, vide No. 92, | 1 | 12 | 4 |
| 96 | " | Bancoorah by Surool, | 10 | 115 | 4 |
| " | " | Barrackpore by Kishnagurh, 2 Routes, vide No. 85, . . | 11 | 112 | 0 |
| " | " | Ditto by Hooghly, vide No. 86, | 10 | 101 | 0 |

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|-------|--|-----|----|
| 96* | Burdwan, | 72 | 0 |
| 97 | Dacca, | 178 | 6 |
| 98 | Dinapore, | 293 | 6 |
| 99 | Fort William, | 118 | 4 |
| 100 | Hazareebagh, | 227 | 4 |
| 101 | Jumalpoore, | 183 | 3 |
| 102 | Mullye by Monghyr, | 333 | 2 |
| 103* | Purneah by Maldah, | 164 | 1 |
| 103 | Rungpore via Dinagapore, | 185 | 5 |
| 104 | Jorhath, | 85 | 0 |
| 105 | Jumalpoore, | 356 | 6 |
| 106 | Rungpore in Assam, | 119 | 3 |
| 107 | Ditto in Bengal, | 324 | 6 |
| 108 | Sylhet, | 195 | 4 |
| " | Bancoorah, vide No. 64, | 56 | 0 |
| " | Barrackpore, vide No. 87, | 60 | 6 |
| " | Berhampore, vide No. 96, | 72 | 0 |
| 109 | Kishnagurb, | 47 | 6 |
| 110 | Midnapore, | 72 | 4 |
| 111 | Sooree by Surool, | 52 | 2 |
| " | Allahabad, vide No. 23, | 153 | 2 |
| " | Banda, vide No. 67, | 68 | 4 |
| 112 | Cawnpore, | 50 | 6 |
| 113 | Etawah, | 72 | 0 |
| 114 | Futtehgurh by Tirwah, | 103 | 2 |
| 115 | Ditto by Belah, | 101 | 6 |
| 116 | Goonah by Jhansi and the Mynapore Pass, | 205 | 0 |
| 117 | Gurrawara by Keitah, Heerapore Pass and Dumnnow, | 290 | 5 |
| <hr/> | | | |
| " | Burdwan, | 6 | 6 |
| " | Dacca, | 16 | 16 |
| " | Dinapore, | 27 | 27 |
| " | Fort William, | 12 | 12 |
| " | Hazareebagh, | 20 | 20 |
| " | Jumalpoore, | 18 | 18 |
| " | Mullye by Monghyr, | 30 | 30 |
| " | Purneah by Maldah, | 15 | 15 |
| " | Rungpore via Dinagapore, | 17 | 17 |
| " | Jorhath, | 8 | 8 |
| " | Jumalpoore, | 35 | 35 |
| " | Rungpore in Assam, | 11 | 11 |
| " | Ditto in Bengal, | 31 | 31 |
| " | Sylhet, | 21 | 21 |
| " | Bancoorah, vide No. 64, | 5 | 5 |
| " | Barrackpore, vide No. 87, | 7 | 7 |
| " | Berhampore, vide No. 96, | 6 | 6 |
| " | Kishnagurb, | 4 | 4 |
| " | Midnapore, | 6 | 6 |
| " | Sooree by Surool, | 6 | 6 |
| " | Allahabad, vide No. 23, | 13 | 13 |
| " | Banda, vide No. 67, | 6 | 6 |
| " | Cawnpore, | 5 | 5 |
| " | Etawah, | 7 | 7 |
| " | Futtehgurh by Tirwah, | 10 | 10 |
| " | Ditto by Belah, | 10 | 10 |
| " | Goonah by Jhansi and the Mynapore Pass, | 19 | 19 |
| " | Gurrawara by Keitah, Heerapore Pass and Dumnnow, | 27 | 27 |

| No. | From | To | Number of Stages. | Number of Miles. |
|-----|------------|--|-------------------|------------------|
| 118 | CALPEE | Gwalior by Konch and Seunda, | 12 | M. 124 |
| 119 | " | Jubbulpore by Keitah and the Heerapore Pass, | 26 | F. 5 |
| 120 | " | Kotah by Jhansi, Nurwur and Shahabad, | 30 | 269 4 |
| 121 | " | Pertabgurh, | 15 | 321 0 |
| 122 | " | Saugor, | 19 | 160 6 |
| " | CAWNPORE | Allahabad, vide No. 24, | 10 | 201 0 |
| " | " | Banda by Hameerpore, vide No. 68, | 7 | 128 6 |
| " | " | Ditto by Chilla Tara, vide No. 69, | 7 | 74 0 |
| " | " | Calpee, vide No. 112, | 7 | 77 2 |
| 123 | " | Etawah, | 5 | 50 6 |
| 124 | " | Futtehgurh, | 8 | 100 4 |
| 125 | " | Lucknow Cantonment, | 8 | 83 0 |
| 126 | " | Mynpoorie, | 5 | 53 0 |
| 127 | " | Pertabgurh by Futtehpore, | 10 | 107 0 |
| 128 | " | Ditto by Dalmow, | 12 | 136 2 |
| 129 | " | Sooltanpore, (Oude), | 11 | 116 0 |
| " | CHITTAGONG | Akyab, vide No. 17, | 12 | 135 3 |
| 130 | " | Dacca, | 22 | 205 4 |
| 131 | " | Sylhet, | 15 | 154 4 |
| 132 | " | Allahabad by Sooltanpore, Benares, | 27 | 219 0 |
| " | CHUNAR | Benares, vide No. 92, | 8 | 79 0 |
| 133 | " | Dinapore, | 2 | 16 0 |
| 134 | " | Hazareebagh, | 13 | 146 3 |
| 135 | " | Mirzapore Cantonments, | 16 | 194 2 |
| | | | 2 | 21 4 |

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|-----|---------|---|----|-----|---|
| 136 | CUTTACK | Ganjam by Juggernath, | 10 | 116 | 2 |
| 137 | " | Ditto by Khoorda, | 0 | 0 | 0 |
| 138 | " | Khoorda, vide No. 137, | 3 | 31 | 4 |
| 139 | " | Midnapore, | 19 | 179 | 2 |
| 140 | " | Nagpore by Raepore, | 51 | 627 | 7 |
| " | " | Pooree Juggernath, vide No. 136, | 4 | 49 | 0 |
| " | " | Sumbhulpore, | 0 | 0 | 0 |
| " | DACCACK | Barrackpore, vide No. 88, | 18 | 180 | 6 |
| " | " | Berhampore, vide No. 97, | 16 | 178 | 6 |
| 141 | " | Chittagong, vide No. 130, | 15 | 154 | 4 |
| 142 | " | Fort William by Jessore, Barasut and Dum-Dum, | 16 | 187 | 2 |
| 143 | " | Jumalpoore, | 12 | 126 | 0 |
| " | " | Sylhet, | 17 | 145 | 0 |
| " | DEHRA | Almorah by Hurdwar and Srinugur, vide No. 46, | 19 | 215 | 0 |
| 144 | " | Landour | 2 | 12 | 7 |
| 145 | " | Meerut by Hurdwar, | 10 | 113 | 7 |
| 146 | " | Moradabad by Do. | 11 | 125 | 7 |
| 147 | " | Mussoorie, | 2 | 12 | 7 |
| 148 | " | Seharunpoore, | 5 | 41 | 6 |
| 149 | " | Simla by Mussoorie and Thana Tongra, | 18 | 152 | 3 |
| 150 | " | Soobathoo by Sidowrah and Barh, | 13 | 127 | 5 |
| 151 | " | Ditto by Kyarda and Nahn, | 8 | 108 | 0 |
| " | DELHI | Allyguri, vide No. 38, | 7 | 83 | 6 |
| 152 | " | Alwur by Ferozepore, | 9 | 110 | 0 |
| 153 | " | Ditto by Rewaree, | 9 | 108 | 1 |
| " | " | Bareilly by Boolundshehr and Anoopshehr, vide No. 78, | 14 | 151 | 0 |
| 154 | " | Hansi, | 8 | 89 | 0 |
| 155 | " | Kurnaul, | 7 | 78 | 0 |

| No. | From | To | Number of Stages. | M. | F. |
|-----|-------|---|-------------------|-----|----|
| 156 | DELHI | Meerutt. | 4 | 43 | 4 |
| 157 | " | Mhow by Jeypore, Tonk, Boondee, Kotah and Oojein, | 47 | 507 | 5 |
| 158 | " | Muttra, | 8 | 97 | 4 |
| 159 | " | Neeemuch, | 33 | 371 | 0 |
| 160 | " | Nuseerabad, | 22 | 243 | 2 |
| " | " | Berhampore, vide No. 98, | 27 | 293 | 6 |
| " | " | Chunar, vide No. 133, | 13 | 146 | 3 |
| 161 | " | Ghazeepore, | 10 | 99 | 2 |
| 162 | " | Gorruckpore by Chuppra, | 13 | 148 | 7 |
| 163 | " | Hazareebagh, | 11 | 137 | 2 |
| 164 | " | Junalpoore by Rajmahal and Malda, | 41 | 442 | 3 |
| 165 | " | Kathmandoo, | 20 | 197 | 6 |
| 166 | " | Mullye by Muzufferpore, | 10 | 100 | 6 |
| 167 | " | Purneah by Poozah, Durbungah, and Nathpore, | 19 | 201 | 6 |
| 168 | " | Sheerghatee, | 7 | 88 | 0 |
| " | " | Agra, vide No. 6, | 6 | 73 | 0 |
| " | " | Allahabad, vide No. 25, | 18 | 215 | 0 |
| " | " | Allygurh, vide No. 39, | 9 | 100 | 7 |
| " | " | Calpee, vide No. 113, | 7 | 72 | 0 |
| " | " | Cawnpore, vide No. 123, | 8 | 100 | 4 |
| 169 | " | Futtehgurh, | 5 | 61 | 4 |
| 170 | " | Gwalior Residency, | 8 | 83 | 6 |
| 171 | " | Lucknow by Belah and Nanamow Ghat, | 13 | 132 | 0 |

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|--------------|---|--|----|------|---|
| 172 | " | Mutra, | 8 | 98 | 6 |
| 173 | " | Mynpoorie, | 3 | 32 | 4 |
| " | " | Barrackpore, vide No. 90, | 1 | 16 | 4 |
| " | " | Bancoorah, vide No. 177, Part 1, | 11 | 101 | 0 |
| " | " | Berhampore, vide No. 99, | 12 | 118 | 4 |
| 174 | " | Cawnpore, River Route by the Bahgiretty, | 0 | 954 | 0 |
| 174* | " | Ditto ditto by Soonderbun Passage, | 0 | 1131 | 0 |
| " | " | Chinsurah, ditto, vide No. 174, | 0 | 27 | 0 |
| 173 | " | Dacca by Dum Dum, Barasut and Jessore, | 19 | 187 | 2 |
| 176 | " | Diamond Harbour, | 3 | 29 | 0 |
| 177 | " | Loodianna by Bancoorah, Hazareebagh, Benares, &c., | 96 | 1102 | 6 |
| 177* | " | Delhie by the New line of Road, | 76 | 887 | 0 |
| 178 | " | Midnapore by Budge Budge, | 8 | 68 | 3 |
| 179 | " | Tumlook, (by water), | 0 | 48 | 4 |
| " | " | Allygurh, vide No. 40, | 10 | 111 | 3 |
| " | " | Bareilly, vide No. 79, | 6 | 76 | 6 |
| " | " | Calpee, vide Nos. 114 and 115, | 10 | 103 | 2 |
| " | " | Cawnpore, vide No. 124, | 8 | 83 | 0 |
| " | " | Etawah, vide No. 169, | 5 | 61 | 4 |
| 180 | " | Lucknow, | 11 | 111 | 2 |
| 181 | " | Meerutt by Khasgunge and Boolundshehr, | 16 | 182 | 0 |
| 182 | " | Mynpoorie, | 4 | 40 | 2 |
| 183 | " | Seetapore, | 9 | 82 | 7 |
| 184 | " | Shahjehanpore, | 5 | 49 | 3 |
| " | " | Azingurh, vide No. 50, | 4 | 44 | 0 |
| " | " | Benares, vide No. 93, | 4 | 46 | 0 |
| " | " | Dinapore, vide No. 161, | 10 | 99 | 2 |
| 185 | " | Goruckpore, | 8 | 91 | 4 |
| FORT WILLIAM | | | | | |
| FUTTEHGURH | | | | | |
| GHAZEEPORE | | | | | |

| No. | From | To | Number of Stages. | Number of Miles. |
|-----|-------------|---|-------------------|-----------------------|
| 186 | GHAZEERPORE | Hazareebagh, | 16 | M. 192 |
| 187 | " | Juanpore, | 6 | F. 2 |
| 188 | " | Mullye by Sarun Chuprah, | 17 | 6 |
| " | GOONAH | Calpee, vide No. 116, | 19 | 182 |
| 189 | " | Gwalior, | 11 | 205 |
| 190 | " | Mhow, | 16 | 135 |
| 191 | " | Neemuch, | 17 | 185 |
| 192 | " | Nusseerabad by Kotah and Boondee, | 22 | 183 |
| 193 | " | Oojein, | 14 | 228 |
| 194 | " | Saugor, | 12 | 152 |
| 195 | " | Sehore, | 11 | 128 |
| " | GORRUCKPORE | Azimgurh, vide Nos. 51 & 52, | 6 & 6 | 117 |
| " | " | Dinapore, vide No. 162, | 13 | 61 $\frac{1}{2}$ & 65 |
| 196 | " | Lucknow, | 15 | 148 |
| 197 | " | Mullye by Bettiah, | 14 | 166 |
| 198 | " | Secrora, | 11 | 149 |
| 199 | " | Soottanpore, (Oude) | 10 | 122 |
| " | GURRAWARRA | Baitool, vide No. 58, | 16 | 109 |
| " | " | Calpee, vide No. 117, | 27 | 173 |
| " | " | Hoshungabad, vide No. 58, | 10 | 290 |
| 200 | " | Jubbulpore, | 5 | 107 |
| 201 | " | Nagpore, | 14 | 55 |
| 202 | " | Ditto by Sindwara, | 14 | 147 |
| | | | | 155 |

5 86
 0 118
 0 283
 0 89
 0 15
 2 81
 6 94
 2 136
 6 174
 6 383
 0 243
 0 138
 4 189
 2 194
 2 137
 6 60
 2 192
 0 574
 6 230
 6 141
 1 66
 5 107
 6 160
 1 144
 4 148
 3 274
 1 358
 5 137

8 9
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 12 12
 15 15
 34 34
 22 22
 11 11
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 16 16
 11 11
 5 5
 16 16
 49 49
 23 23
 14 14
 6 6
 10 10
 16 16
 15 15
 14 14
 25 25
 35 35
 14 14

Saugor,
 Bhuneeer,
 Bhawalpore,
 Delhi, vide No. 154,
 Hissar, Town of, vide No. 204,
 Kurnaul by Jheend,
 Ditto by Paneput, vide No. 229,
 Loodianna,
 Muttra,
 Neemuch,
 Nusseerabad,
 Bancoorah, vide No. 177, Part 2,
 Benares, vide No. 177, Part 3,
 Chunar, vide No. 134,
 Dinapore, vide No. 163,
 Doorundah, vide No. 211,
 Ghazepore, vide No. 186,
 Nagpore by Sirgooja and Ruttenpore,
 Sumbulpore,
 Asseergurh,
 Baitool, vide No. 58,
 Garrawarra, vide No. 58,
 Mhow, 1st Route
 Ditto, 2d Route
 Ditto, 3d Route
 Neemuch
 Nusseerabad
 Saugor by Bhilsa

HANSI

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HAZAREEBAGH

HOSHUNGABAD

| No. | From | To | Number of Stages. | Number of Miles. |
|-----|--------------|---|-------------------|------------------|
| 219 | HOSHUNGABAD. | Ditto by Searnow | 10 | M. 114 |
| " | JUANPORE. | Allahabad, vide No. 26 | 6 | F. 4 |
| " | " | Azingurh, vide No. 53 | 4 | 66 |
| " | " | Benares, vide No. 94 | 4 | 43 |
| " | " | Ghazepore, vide No. 187 | 4 | 0 |
| 220 | " | Mirzapore | 6 | 38 |
| 221 | " | Pertabgurh | 4 | 60 |
| 222 | " | Sooltanpore, (Oude) | 3 | 43 |
| " | " | Allahabad by Rewah and the Kuttra Pass, vide No. 27 | 5 | 38 |
| " | " | Ditto by Rewah and the Sohagee Pass, vide No. 28 | 25 | 58 |
| " | " | Banda by Myher and Bisramunge Ghat, No. 71 | 21 | 271 |
| " | " | Ditto by Piperea and Bisramunge Ghats, vide No. 72 | 22 | 222 |
| " | " | Calpee, vide 119 | 19 | 231 |
| " | " | Gurrawara, vide No. 200 | 26 | 195 |
| " | " | Mirzapore | 5 | 269 |
| 223 | " | Saugor | 22 | 55 |
| 224 | " | Berhampore, vide No. 101 | 14 | 245 |
| 225 | " | Bishnath, vide No. 105 | 12 | 156 |
| " | " | Dacca, vide No. 142 | 12 | 111 |
| " | " | Dinapore by Malda and Rajmahal, vide No. 164 | 18 | 180 |
| " | " | Purneah by Rungpore and Dinagepore | 35 | 366 |
| 226 | " | Sylhet by Mymensing | 12 | 126 |
| 227 | " | " | 41 | 440 |
| " | " | " | 22 | 211 |
| " | " | " | 16 | 169 |

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|------|--------------|---------------------------------------|--------|---|
| 228 | KURNAUL. | Titalya by Rungpore | 167 | 4 |
| " | " | Delli, vide No. 155 | 78 | 0 |
| 229 | " | Hansi by Jheend, vide No. 205 | 81 | 2 |
| 230 | " | Ditto, by Paneput | 94 | 6 |
| " | " | Khytul | 39 | 2 |
| 231 | " | Loodianna, vide No. 177, Part 10 | 124 | 6 |
| 232 | " | Meerut | 71 | 4 |
| 233 | " | Muzafferpore | 53 | 2 |
| 233* | " | Rewaree by Paneput, Rohtuk and Jhujur | 126 | 0 |
| 234 | " | Roopur | 105 | 5 |
| 235 | " | Seharunpore | 42 | 4 |
| " | " | Soobathoo | 110 | 0 |
| " | " | Akyab, vide No. 18 | 65 | 0 |
| 236 | " | Arracan | 120 | 0 |
| 237 | " | Ava by Aeng and Sembeghewn | 359 | 7 |
| 238 | " | Sandoway | 95 | 0 |
| 239 | " | Ferozepore | 79 | 0 |
| " | " | Hansi, vide 206 | 136 | 2 |
| " | " | Kurnal, vide No. 177, Part 10 | 124 | 6 |
| 240 | " | Lahore by Umritsir | 122 | 6 |
| 241 | " | Seharunpore by Umballa | 129 | 1 |
| 242 | " | Simla by Roopur and Rangurh | 103 | 6 |
| 243 | " | Soobathoo by Roopur and Buddee | 86 | 2 |
| 244 | " | Ditto by Pinjore | 95 | 2 |
| " | " | Allahabad, vide No. 30 | 128 | 2 |
| " | " | Cawnpore, vide No. 125 | 53 | 0 |
| " | " | Etawah, vide No. 171 | 132 | 0 |
| " | " | Futtelgurh, vide No. 180 | 111 | 2 |
| | KYOUK PHYOO. | | | |
| | LOODIANNA. | | | |
| | LUCKNOW. | | | |
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| | | | 12 | |
| | | | 5 | |
| | | | 13 | |
| | | | 11 | |

| No. | From | To | Number of Stages. | Number of Miles. |
|------|----------|--|-------------------|------------------|
| 244 | LUCKNOW | Goruckpore, vide No. 196 | 15 | 169 |
| 245 | " | Mynpoorie | 13 | 135 |
| 246 | " | Pertabgurh | 10 | 110 |
| 247 | " | Secora | 5 | 56 |
| 248 | " | Seetapore | 4 | 51 |
| 249 | " | Shahjehanpore by Shahabad | 10 | 125 |
| 250 | " | Sooltanpore | 9 | 92 |
| " | MEERUTT. | Allygurh, vide No. 41 | 7 | 83 |
| 251 | " | Bijnour | 4 | 42 |
| " | " | Dehra by Hurdwar, vide No. 145 | 10 | 113 |
| " | " | Delhi, vide No. 156 | 4 | 43 |
| " | " | Futtehgurh by Boolundshehr & Khasgunge, vide No. 181 | 16 | 182 |
| " | " | Kurnaul, vide No. 231 | 7 | 71 |
| 252 | " | Moradabad | 7 | 75 |
| 253 | " | Muttra | 10 | 112 |
| 254 | " | Seharunpore | 6 | 72 |
| " | MHOW. | Agra, vide No. 7 | 38 | 415 |
| 255 | " | Asseergurh by the Semrole Ghat and Murdana Ferry | 12 | 128 |
| 255* | " | Ditto by the Jaum Ghat and Mundlaisir | 11 | 103 |
| " | " | Baitool, vide No. 59 | 18 | 185 |
| 256 | " | Baroda | 21 | 216 |
| " | " | Bhopawur; vide No. 226 | 5 | 55 |
| 257 | " | Bombay by Mallygaum and Nassick | 29 | 364 |

| | | | | | |
|-----|---|--|--------------|-------------------------|--------|
| 258 | " | Ditto by Asseergurh, Aurungabad and Poona | 48 | 528 | 5 |
| 259 | " | Deesa by Jabboah, Loneewara, Morassa and Eedur | 29 | 326 | 0 |
| 260 | " | Ditto by Bansaara, Dooogopore and Eedur | 30 | 301 | 5 |
| " | " | Delhi, vide No. 157 | 47 | 507 | 5 |
| " | " | Goonah, vide No. 190 | 16 | 185 | 0 |
| 261 | " | Hoshungabad, vide Nos. 213, 214, and 215 | 16, 15, & 14 | 160, 6, 144, 1 & 148, 4 | |
| " | " | Hursole | 20 | 233 | 0 |
| " | " | Mallygaum, vide No. 227 | 17 | 190 | 0 |
| 262 | " | Mahidpore " | 6 | 72 | 1 |
| 263 | " | Mandoo | 3 | 33 | 2 |
| " | " | Mundlaisir, vide No. 227 | 3 | 30 | 5 |
| " | " | Muttra, vide No. 277. | 38 | 414 | 4 |
| 264 | " | Neemuch | 13 | 155 | 4 |
| 265 | " | Saugor. | 21 | 237 | 6 |
| " | " | Bancoorah, vide No. 64 | 6 | 68 | 3 |
| " | " | Barrackpore vide No. 91 | 10 | 101 | 0 |
| " | " | Burdwan, vide No. 110 | 6 | 72 | 4 |
| " | " | Cuttack, vide No. 138 | 19 | 179 | 2 |
| " | " | Fort William, vide No. 178 | 8 | 68 | 3 |
| 266 | " | Hidjeee | 7 | 62 | 1 |
| 267 | " | Nagpore by Sumbhulpore | 68 | 646 | 6 |
| 268 | " | Tumlook | 4 | 40 | 0 |
| " | " | Allahabad vide Nos. 31 and 32 | 7 & 5 | 61 | 0 & 53 |
| " | " | Benares, vide No. 95 | 3 | 27 | 0 |
| " | " | Chunar, vide No. 135 | 2 | 21 | 4 |
| " | " | Juanpore, vide No. 220 | 4 | 43 | 4 |
| " | " | Jubbulpore, vide No. 223 | 22 | 245 | 2 |
| 269 | " | Pertabguri | 8 | 76 | 6 |

MIDNAPORE.

MIRZAPORE.

| No. | From | To | Number of Stages. | Number of Miles. | |
|-----|------------|---|-------------------|------------------|----------|
| | | | | M. | F. |
| 270 | MIRZAPORE. | Saugor by Rewah and Lohargong | 27 | 287 | 2 |
| " | MORADABAD. | Allypurl, vide No. 42 | 8 | 85 | 0 |
| " | " | Almorah, vide Nos. 47 and 48 | 11 & 9 | 107 | 0 & 98 4 |
| " | " | Bareilly, vide No. 82 | 5 | 59 | 0 |
| " | " | Dehra, vide No. 146 | 11 | 125 | 7 |
| " | " | Meerutt, vide No. 252 | 7 | 75 | 6 |
| 271 | " | Seharunpore, by Bijnoor and Muzuffernugur | 12 | 132 | 2 |
| " | MULLYE. | Berhampore by Muzufferepore and Monghyr, vide No. 102 | 30 | 333 | 2 |
| " | " | Dinapore, vide No. 166 | 10 | 100 | 6 |
| " | " | Ghazeepore, vide No. 188 | 17 | 182 | 6 |
| " | " | Gorruckpore, vide No. 197 | 14 | 149 | 4 |
| 272 | " | Kathmandoo. | 15 | 149 | 7 |
| 273 | " | Purneah | 16 | 182 | 4 |
| " | MUTTRA. | Agra, vide No. 8 | 3 | 35 | 5 |
| " | " | Allyguth, vide No. 43 | 4 | 41 | 2 |
| 274 | " | Alwur | 6 | 75 | 0 |
| " | " | Delhi, vide No. 158 | 8 | 97 | 4 |
| " | " | Etawah, vide No. 172 | 8 | 98 | 6 |
| 275 | " | Ferozepore by Deeg and Kamah | 5 | 69 | 0 |
| 276 | " | Ditto by Kossee | 6 | 65 | 6 |
| " | " | Hansi, vide No. 207 | 15 | 174 | 6 |
| " | " | Meerutt, vide No. 253 | 10 | 112 | 6 |
| 277 | " | Mhow | 38 | 415 | 4 |

| | | | | | |
|-------------------|---|--|---------|---------------|---|
| 278 | " | Mynpoorie | 8 | 97 | 2 |
| 279 | " | Neemuch | 31 | 330 | 2 |
| 280 | " | Nusseerabad by Bhurtpore, Balahera, and Deosir | 19 | 215 | 5 |
| 281 | " | Ditto by Rajgurh, Machery, and Deosir | 21 | 222 | 4 |
| " | " | Agra, vide No. 9 | 6 | 71 | 4 |
| " | " | Allygurh, vide 44 | 7 | 81 | 4 |
| " | " | Cawnpore, vide No. 126 | 10 | 107 | 0 |
| " | " | Etawah, vide No. 173 | 3 | 32 | 4 |
| " | " | Futtehgurh, vide No. 182 | 4 | 40 | 2 |
| " | " | Lucknow, vide No. 245 | 13 | 135 | 2 |
| " | " | Muttra, vide No. 278 | 8 | 97 | 2 |
| " | " | Agra, vide Nos. 10 and 11 | 31 & 29 | 329, 6 & 312, | 2 |
| " | " | Baitool, vide No. 61 | 28 | 312 | 1 |
| 282 | " | Baroda by Sulumber, Gulleakot, and Beerpore | 23 | 270 | 2 |
| 283 | " | Ditto by Pertabgurh, Banswara, and Jhallode | 21 | 239 | 5 |
| 284 | " | Ditto by Ruthum, Dewud, and Godra | 22 | 266 | 2 |
| 285 | " | Boondee | 10 | 109 | 0 |
| 286 | " | Deesa by Suloomber, Doongerpoore and Eedur | 25 | 260 | 6 |
| 287 | " | Ditto by Chitturbooj Pass and Sirohee | 22 | 251 | 3 |
| " | " | Delhi, vide No. 159 | 23 | 371 | 0 |
| " | " | Goonah, vide No. 191 | 17 | 183 | 7 |
| " | " | Hansi, vide No. 208 | 34 | 383 | 6 |
| " | " | Hoshungabad, vide No. 216 | 25 | 274 | 3 |
| 288 | " | Hursole | 20 | 218 | 4 |
| 289 | " | Jodhpore by the Chitturbooj Pass | 18 | 197 | 0 |
| 290 | " | Ditto by the Kotah Dewah Pass | 19 | 192 | 6 |
| 291 | " | Kotah by Ruttingurh Kheree | 12 | 104 | 1 |
| 292 | " | Ditto by Muckundura Pass | 11 | 122 | 5 |
| MYNPOORIE. | | | | | |
| NEEMUCH. | | | | | |

| No. | From | To | Number of Stages. | Number of Miles. |
|-----|---------|--|-------------------|------------------|
| 293 | NEEMUCH | Mahidpore | 8 | M. 96 F. 7 |
| " | " | Mhow, vide No. 264 | 13 | 155 |
| " | " | Muttra, vide No. 279 | 31 | 330 |
| 294 | " | Nusseerabad | 13 | 143 |
| 295 | " | Oodeypore | 7 | 80 |
| " | " | Pertabgurh, vide No. 283 | 3 | 33 |
| 296 | " | Saugor | 27 | 306 |
| " | " | Sirohee by Konkerowlee and the Chitturbooj Pass, vide No. 287 | 17 | 183 |
| 297 | " | Ditto by Oodeypore | 15 | 164 |
| " | " | Agra, vide Nos. 12 and 13 | 21 & 21 | 223, 5 & 221, 6 |
| 298 | " | Ajmeer | 1 | 15 |
| 299 | " | Alwur | 17 | 171 |
| 300 | " | Beawr | 2 | 30 |
| 301 | " | Bikaner | 14 | 162 |
| 302 | " | Deesa by Pallee and Sirohee | 21 | 250 |
| " | " | Delhi, vide No. 160 | 22 | 243 |
| " | " | Goonah, vide No. 192 | 22 | 228 |
| " | " | Gwalior by Khooshalgurh and Kerowlee | 23 | 241 |
| 303 | " | Hansi, vide 209 | 23 | 243 |
| " | " | Hoshungabad, vide No. 217 | 35 | 354 |
| " | " | Jessulmeer by Jodhpore and Pohkurn | 23 | 277 |
| 304 | " | Ditto by Nagour and Pohkurn | 26 | 294 |
| 305 | " | | | |

| | | | | | | | | |
|-----|---|--|--|--|--|---------|---------------|---|
| 306 | " | Jeypore | | | | 8 | 85 | 0 |
| " | " | Jodhpore, vide No. 305 | | | | 10 | 115 | 4 |
| " | " | Muttra, vide Nos. 280 and 281 | | | | 19 & 20 | 215, 5 & 219, | 0 |
| " | " | Neemuch, vide No. 294 | | | | 13 | 143 | 4 |
| 307 | " | Oodeypore | | | | 13 | 154 | 2 |
| 308 | " | Saugor | | | | 33 | 350 | 1 |
| 309 | " | Tonk | | | | 7 | 72 | 1 |
| " | " | Allahabad, vide No. 33 | | | | 3 | 31 | 0 |
| " | " | Banda, vide No. 12 | | | | 12 | 136 | 6 |
| " | " | Cawnpore, vide Nos. 127 and 128 | | | | 12 & 11 | 136, 2 & 116, | 0 |
| " | " | Juanpore, vide No. 221 | | | | 4 | 48 | 0 |
| " | " | Lucknow, vide No. 246 | | | | 10 | 110 | 2 |
| " | " | Mirzapore, vide No. 269 | | | | 8 | 76 | 6 |
| 310 | " | Sooltanpore, (Oude) | | | | 2 | 28 | 0 |
| " | " | Berhampore, vide No. 103 | | | | 15 | 164, | 1 |
| " | " | Bhagulpore | | | | 8 | 78 | 0 |
| " | " | Dinapore, vide No. 167 | | | | 19 | 201 | 6 |
| " | " | Jumalpure by Dinapore and Rungpore, vide No. 226 | | | | 22 | 211 | 4 |
| " | " | Mullye, vide No. 273 | | | | 17 | 188 | 4 |
| " | " | Titalya by Kishengunge | | | | 7 | 72 | 0 |
| 312 | " | Agra by Tehree, Jhansi and Dutteah, vide No. 14 | | | | 25 | 273 | 4 |
| " | " | Allahabad by Lohargong and Rewah, vide No. 34 | | | | 30 | 313 | 7 |
| " | " | Asseergurh by Sehore and Hindia | | | | 27 | 283 | 4 |
| 313 | " | Banda, vide Nos. 76 and 77 | | | | 20 & 16 | 198, 2 & 172, | 7 |
| " | " | Bhopal, vide No. 315 | | | | 10 | 106 | 2 |
| " | " | Calpee | | | | 19 | 201 | 0 |
| " | " | Goonah, vide No. 194 | | | | 12 | 128 | 6 |
| " | " | Gurrawarra, vide No. 203 | | | | 8 | 86 | 5 |

PERTABGURH

PURNEAH

SAUGOR

| No. | From | To | Number of Stages. | Number of Miles. |
|-----|-------------|--|-------------------|--------------------|
| 313 | SAUGOR | Hoshungabad, vide Nos. 218 and 219 | 14 & 10 | M. 137, 5 & 114, 4 |
| " | " | Jubbulpore, vide No. 225 | 12 | 111 |
| " | " | Mhow, vide No. 265 | 21 | 237 |
| " | " | Mirzapore, vide No. 270 | 27 | 287 |
| " | " | Neemuch, vide No. 296 | 27 | 306 |
| " | " | Nusseerabad, vide No. 309 | 33 | 350 |
| 314 | " | Sehore by Bhopal | 12 | 127 |
| " | SECRORA | Azimgurh, vide No. 54 | 13 | 128 |
| " | " | Gorruckpore, vide No. 198 | 11 | 122 |
| " | " | Lucknow, vide No. 247 | 5 | 56 |
| " | " | Seetapore, vide No. 317 | 7 | 80 |
| 315 | " | Sootanpore | 7 | 83 |
| " | " | Bareilly by Mahomdy, vide No. 23 | 8 | 105 |
| " | " | Futtehgurh, vide No. 183 | 9 | 82 |
| " | " | Lucknow, vide No. 248 | 4 | 51 |
| 316 | " | Secrora | 7 | 80 |
| 317 | " | Shahjehanpore | 6 | 62 |
| " | " | Dehra, vide No. 148 | 5 | 41 |
| 318 | " | Hurdwar | 3 | 40 |
| " | SEHARUNPORE | Kurnaul, vide No. 234 | 4 | 42 |
| " | " | Loodianna by Umballa, vide No. 241 | 12 | 129 |
| " | " | Meerut, vide No. 254 | 6 | 72 |
| " | " | Moradabad by Muzuffernugur | 12 | 132 |
| " | " | | | F. 6 |
| " | " | | | 6 |
| " | " | | | 2 |
| " | " | | | 5 |
| " | " | | | 4 |
| " | " | | | 4 |
| " | " | | | 6 |
| " | " | | | 4 |
| " | " | | | 7 |
| " | " | | | 4 |
| " | " | | | 0 |
| " | " | | | 0 |
| " | " | | | 3 |
| " | " | | | 5 |
| " | " | | | 5 |
| " | " | | | 0 |
| " | " | | | 0 |
| " | " | | | 4 |
| " | " | | | 7 |
| " | " | | | 4 |
| " | " | | | 0 |
| " | " | | | 0 |
| " | " | | | 6 |
| " | " | | | 6 |
| " | " | | | 1 |
| " | " | | | 1 |
| " | " | | | 0 |
| " | " | | | 2 |

| | | | | | | | | |
|-----|---|---|---|---|---|---------|---------|-------|
| 319 | " | Soobathoo by Sidowra and Pinjore | . | . | . | 11 | 103 | 7 |
| 320 | " | Ditto by ditto and Nahn | . | . | . | 10 | 112 | 1 |
| " | " | Bareilly, vide No. 84 | . | . | . | 4 | 47 | 6 |
| " | " | Futtehgurh, vide No. 184 | . | . | . | 5 | 49 | 3 |
| " | " | Lucknow by Shahabad, vide No. 249 | . | . | . | 10 | 125 | 4 |
| " | " | Seetapore, vide No. 318 | . | . | . | 6 | 52 | 4 |
| " | " | Barenda Pass, vide No. 323 | . | . | . | 11 | 100 | 0 |
| " | " | Dehrah by Thana Toongra and Mussoorie, vide No. 149 | . | . | . | 18 | 152 | 3 |
| " | " | Kotgurb, vide No. 324 | . | . | . | 4 | 50 | 2 |
| " | " | Loodianna by Rangurb and Roopur, vide No. 242 | . | . | . | 10 | 103 | 6 |
| 321 | " | Malown | . | . | . | 4 | 39 | 4 |
| 322 | " | Shealkur by the Barenda Pass and Nako | . | . | . | 20 | 192 | 4 |
| 323 | " | Ditto by Kotgurb and Rampore | . | . | . | 22 | 216 | 2 |
| 324 | " | Soobathoo | . | . | . | 2 | 23 | 4 |
| " | " | Dehra, vide Nos. 150 and 151 | . | . | . | 13 & | 127 5 & | 108 0 |
| " | " | Kurnaul, vide No. 235 | . | . | . | 10 | 110 | 0 |
| " | " | Loodianna, vide Nos. 243 and 244 | . | . | . | 8 & | 86 2 & | 95 2 |
| 325 | " | Malown | . | . | . | 3 | 29 | 0 |
| " | " | Seharunpore, vide Nos. 320 and 321 | . | . | . | 11 & 10 | 103 7 & | 112 1 |
| " | " | Simla, vide No. 325 | . | . | . | 2 | 23 | 4 |
| " | " | Azingurb, vide No. 55 | . | . | . | 7 | 78 | 0 |
| " | " | Cawnpore, vide No. 129 | . | . | . | 12 | 135 | 3 |
| " | " | Gorruckpore, vide No. 199 | . | . | . | 10 | 109 | 6 |
| " | " | Juanpore, vide No. 222 | . | . | . | 5 | 58 | 4 |
| " | " | Lucknow, vide No. 250 | . | . | . | 9 | 92 | 6 |
| " | " | Pertabgurb, vide No. 311 | . | . | . | 2 | 28 | 0 |
| " | " | Secrora, vide No. 316 | . | . | . | 7 | 83 | 0 |
| " | " | Bishnath, vide No. 108 | . | . | . | 21 | 195 | 4 |
| | | SHAJEHANPORE. | | | | | | |
| | | SIMLA. | | | | | | |
| | | SOOBATHOO. | | | | | | |
| | | SOOLTANPORE. | | | | | | |
| | | SYLHET. | | | | | | |

| No. | From | To | Number of Stages. | Number of Miles |
|-----|--------|---------------------------------------|-------------------|-----------------|
| 325 | SYLHET | Chittagong by Comillah, vide No. 131, | 27 | M. 219 |
| 326 | " | Comillah, (Blair's Route,) | 12 | F. 0 |
| " | " | Dacca, vide No. 143, | 17 | F. 6 |
| 327 | " | Gowahatty by Chirapoonjee and Nunklow | 13 | F. 0 |
| " | " | Jumalpoore, vide No. 227, | 16 | F. 5 |
| 328 | " | Munnypore, | — | M. 214 |

TABLE OF DISTANCES

FROM

CALCUTTA

TO SOME OF THE PRINCIPAL PLACES IN INDIA.

| | <i>British Miles.</i> | | <i>British Miles.</i> |
|---|-----------------------|-----------------------------|-----------------------|
| Adoni, S. W. | 1030 | Cuttack, S. W. | 251 |
| Ajmere, W. N. W. | 1030 | Cawnpore, W. N. W. | 700 |
| Agra, W. N. W. | 839 | Chatterpour, W. N. W. . . | 698 |
| Allahabad, W. N. W. | 544 | Cheitore, W. N. W. | 1063 |
| Amedabad, W. | 1234 | Chittagong, E. | 317 |
| Amednughur, W. | 1119 | Chunargur, W. N. W. | 469 |
| Anjengo, S. W. | 1577 | Chicacole, S. W. | 490 |
| Arracan, S. E. | 475 | Comorin Cape, S. W. | 1770 |
| Arcot, S. W. | 1070 | Condavir, or Guntoor, S. W. | 491 |
| Assam (Ghergong, capital of), N. E. | 660 | Corah, W. N. W. | 655 |
| Attock, N. W. | 1700 | Dacca, N. E. | 177 |
| Ava, E. | 1150 | Delhi, N. W. | 976 |
| Aurangabad, W. | 1022 | Dellamcotta, N. | 344 |
| Bahar, N. W. | 297 | Dinapore, N. | 233 |
| Balasure, S. W. | 141 | Dinapore, N. W. | 350 |
| Bareilly, W. N. W. | 910 | Dowlatabad, W. S. W. | 1020 |
| Broach, W. | 1220 | Ellichpour, W. | 844 |
| Basseen, W. | 1317 | Ellore, S. W. | 719 |
| Beder, W. N. W. | 980 | Etawah, W. N. W. | 768 |
| Bednore, N. W. | 1290 | Furruckabad, N. W. | 755 |
| Benares, W. N. W. | 460 | Futtyghur, N. W. | 730 |
| Bilsah, W. | 867 | Gangpour, W. | 393 |
| Beerbhoom, N. W. | 131 | Ganjam, S. W. | 369 |
| Bisnagur, S. W. | 1120 | Gazypour, N. W. | 450 |
| Boglipore, N. N. W. | 255 | Goa, W. S. W. | 1300 |
| Bombay, W. | 1301 | Gohud, W. N. W. | 783 |
| Bopaltol, W. | 892 | Golconda, S. W. | 907 |
| Berhampore, W. | 978 | Guntoor, see Condavir .. | 491 |
| Buxar, N. W. | 408 | Gwalior, W. N. W. | 805 |
| Cabul, N. W. | 1815 | Hurdwar, N. W. | 975 |
| Calberga, W. S. W. | 1018 | Hussingabad Ghaut, W. . | 909 |
| Calingapatam, S. W. | 480 | Hydrabad, W. S. W. | 902 |
| Calpee, W. N. W. | 699 | Indore, W. | 1030 |
| Cambay, W. | 1253 | Jagarnaut, S. W. | 311 |
| Candahar, N. W. | 2047 | Joinagur, or Jaépour, W. | |
| Canoge, W. N. W. | 824 | N. W. | 975 |
| Cashmere (capital of) | | Lahore, N. W. | 1356 |
| N. W. | 1564 | Lassa, N. N. E. | 850 |
| | | Lucknow, N. W. | 649 |

| | <i>British Miles.</i> | | <i>British Miles.</i> |
|------------------------|-----------------------|-------------------------|-----------------------|
| Madras, S. W..... | 1030 | Patna, N. W. | 340 |
| Madura, S. W..... | 1336 | Pondicherry, S. W..... | 1130 |
| Masulipatam, S. W..... | 764 | Poonah, W. S. W..... | 1208 |
| Meerta, W. N. W..... | 1092 | Purneah, N..... | 263 |
| Midnapore, W..... | 72 | Rajahmundry, S. W..... | 665 |
| Mindygaut, N. W..... | 713 | Ramghaut, N. W..... | 879 |
| Mirzapore, N. W..... | 493 | Ruttumpour, W..... | 493 |
| Monghyr, N. W..... | 275 | Sagur, W..... | 806 |
| Moorshedabad, N..... | 118 | Sattarah, S. S. W..... | 1232 |
| Moulton, W. N. W..... | 1470 | Seringapatam, S. W..... | 1170 |
| Mundilla, W..... | 634 | Sindy, or Tatta, W..... | 1602 |
| Muttra, W. N. W..... | 875 | Sirong, W..... | 849 |
| Mysore, S. W..... | 1178 | Sumbulpour, W. S. W. .. | 438 |
| Nagpour, W..... | 722 | Surat, W..... | 1238 |
| Napaul, N. N. W..... | 591 | Sylhet, N. E..... | 325 |
| Narwah, W. N. W..... | 817 | Tanjore, S. W..... | 1235 |
| Ongole, S. W..... | 829 | Trichinopoly, S. W..... | 1238 |
| Oude, N. W..... | 562 | Vizagapatam, S. W..... | 557 |
| Ougein, W..... | 997 | Viziapour, W. S. W..... | 1183 |

No. 7.

TABLE OF DISTANCES

FROM

MADRAS

TO SOME OF THE PRINCIPAL PLACES IN INDIA.

| | <i>British Miles.</i> | | <i>British Miles.</i> |
|-------------------------|-----------------------|--------------------------|-----------------------|
| Adoni, N. W..... | 310 | Bellary, N. W..... | 317 |
| Ajmere, N. N. W..... | 1152 | Benares, W..... | 1103 |
| Agra, N..... | 1158 | Bisnagur, N. N. W..... | 386 |
| Allahabad, N..... | 1055 | Bombay, N. W..... | 774 |
| Amedabad, N. W..... | 1049 | Berhampour, N. N. W..... | 675 |
| Anjengo, S. W..... | 476 | Cabul, N. N. W..... | 2134 |
| Arcoot, W. S. W..... | 73 | Calicut, W. S. W..... | 423 |
| Arnee..... | 81 | Calberga, N. W..... | 422 |
| Aurungabad, N. W..... | 689 | Cambay, N. W..... | 998 |
| Balasore, N. E..... | 689 | Cannanore, W. S. W..... | 418 |
| Bancapore, W. N. W..... | 416 | Canoge, N..... | 1141 |
| Bandamalanka, N. N. E.. | 358 | Canoul, N. W..... | 279 |
| Bangalore, W..... | 208 | Carangooly, S. W..... | 49 |
| Broach, N. W..... | 947 | Cashmere, N. N. W..... | 1882 |
| Beder, N. N. W..... | 470 | Cuttack, N. E..... | 812 |
| Bednore, W..... | 445 | Chandegherry, W. N. W | 91 |
| Belgaum..... | 515 | Chatterpour, N..... | 975 |

| <i>British Miles.</i> | <i>British Miles.</i> | | |
|-------------------------------------|-----------------------|-----------------------------|------|
| Cheitore, N. N. W. | 1065 | Narsingapatam, N. E. | 716 |
| Chicacole, N. N. W. | 566 | Negapatam, S. | 178 |
| Chingleput, S. W. | 36 | Nellore, N. N. W. | 111 |
| Chittledroog, W. N. W. | 345 | Nundydroog, W. | 199 |
| Chittoor | 99 | Ongole, N. | 19 |
| Coimbatore, S. W. | 332 | Oude, N. | 1163 |
| Combam, or Commum, N. N. W. | 228 | Ougein, N. N. W. | 1024 |
| Combacanum, S. S. W. | 179 | Palamcottah, S. S. W. | 388 |
| Comorin Cape, W. S. W. | 440 | Palaveram, | 12 |
| Condapilly, N. | 278 | Patua, N. N. E. | 1266 |
| Condavir, or Guntoor, N. | 255 | Paulghautcherry, S. W. | 364 |
| Conjaveram, W. S. W. | 45 | Pondicherry, S. S. W. | 88 |
| Corah, N. | 1080 | Poonah, N. W. | 672 |
| Cuddalore, S. S. W. | 104 | Poonamallée, W. S. W. | 13 |
| Cuddapah, N. W. | 165 | Pulicat | 27 |
| Calmacherry, W. N. W. | 115 | Quilon | 448 |
| Delhi, N. | 1295 | Rachore, N. W. | 349 |
| Dindigul, S. W. | 271 | Rajahmundry, N. | 370 |
| Dowlatabad, N. W. | 655 | Ramnad | 321 |
| Ellichpour, N. N. W. | 751 | Raolcondah, N. W. | 382 |
| Ellore, N. | 314 | Ruttumpore, N. N. E. | 903 |
| Ganjam, N. N. E. | 697 | Ryacottah, W. S. W. | 183 |
| Goa, S. S. W. | 589 | Salem, S. W. | 219 |
| Golconda, N. N. W. | 358 | Sankerrydroog, S. W. | 245 |
| Gooty, N. W. | 264 | Sattarah, N. W. | 616 |
| Guntoor, see Condavir. | 255 | Secunderabad | 394 |
| Gurramconda, W. N. W. | 149 | Seringapatam, W. | 284 |
| Gwalior, N. | 1078 | Siccacollam, N. | 267 |
| Hurryhur, W. N. W. | 400 | Sindy, or Tatta, N. W. | 1467 |
| Hyderabad, N. N. W. | 388 | Sirong, N. N. W. | 905 |
| Jargarnaut, N. E. | 719 | St. Thomas's Mount | 8 |
| Jaulnah | 668 | Surat, N. W. | 903 |
| Indore, N. N. W. | 902 | Tanjore, W. S. W. | 206 |
| Ingeram, N. N. E. | 390 | Tellicherry, W. S. W. | 405 |
| Innacondah, N. | 237 | Timerycottah, N. | 291 |
| Lahore, N. N. W. | 1675 | Tinnevelly, S. S. W. | 401 |
| Maddepollam, N. | 233 | Tranquebar, S. | 160 |
| Madura, S. S. W. | 289 | Travancore, S. W. | 515 |
| Mangalore, W. | 446 | Trichinopoly, S. S. W. | 207 |
| Masulipatam, N. N. E. | 265 | Tripassore, W. | 31 |
| Mirzapore, N. | 1074 | Tutacorin, S. S. W. | 421 |
| Moorshedabad, N. E. | 1148 | Vellore, W. | 87 |
| Mysore, W. | 294 | Visiapore, N. W. | 534 |
| Naggery, W. N. W. | 57 | Vizagapatam, N. N. E. | 498 |
| Nagore, S. | 174 | Wallajahbad, S. W. | 40 |
| Nagpore, N. | 704 | Warangole, N. | 414 |

No. 8.

TABLE OF DISTANCES

FROM

BOMBAY

TO SOME OF THE PRINCIPAL PLACES IN INDIA.

| | <i>British Miles.</i> | | <i>British Miles.</i> |
|-----------------------------|-----------------------|----------------------------|-----------------------|
| Ajmere, N. N. E. | 650 | Jansi, N. E. | 728 |
| Agra, N. E. | 848 | Jargarnaut, E. | 1052 |
| Allahabad, N. E. | 977 | Jesselmere, N. | 680 |
| Amedabad, N. | 321 | Indore, N. E. | 456 |
| Amednugur, E. | 181 | Joinagur, or Jaepour, N.. | 740 |
| Anjengo, S. S. E. | 900 | Lahore, N. | 1070 |
| Arcot, S. E. | 722 | Lucknow, N. E. | 923 |
| Aurungabad, E. | 260 | Madras, S. E. | 758 |
| Broach, N. | 221 | Mangalore, S. S. E. | 518 |
| Baroda, N. | 260 | Masulipatam, E. S. E. | 686 |
| Basseen, N. | 27 | Mirzapour, E. N. E. | 952 |
| Beder, E. S. E. | 426 | Moorshedabad, E. N. E. .. | 1259 |
| Bednore, S. S. E. | 452 | Moulton, N. | 950 |
| Benares, N. E. | 950 | Mysore, S. S. E. | 630 |
| Bisnagur, S. E. | 398 | Nagpour, E. N. E. | 552 |
| Berhampour, N. E. | 340 | Narwah, N. E. | 721 |
| Calberga, E. S. E. | 386 | Onore, S. S. E. | 398 |
| Calcutta, E. | 1301 | Oude, N. E. | 1013 |
| Callian, N. E. | 32 | Ougein, N. E. | 480 |
| Calpee, N. E. | 821 | Patna, E. N. E. | 1145 |
| Cambay, N. | 281 | Pawangur, N. | 286 |
| Canoge, N. E. | 889 | Pondicherry, S. E. | 805 |
| Cashmere, N. | 1277 | Poonah, S. E. | 98 |
| Cuttack, E. | 1034 | Ruttumpour, E. N. E. | 772 |
| Chatterpour, N. E. | 747 | Saler Moulter, N. E. | 182 |
| Cheitore, E. N. E. | 547 | Sattarah, S. E. | 146 |
| Cochin, S. S. E. | 780 | Seringapatam, S. S. E. .. | 622 |
| Corah, N. E. | 853 | Sindy, or Tatta, W. N. W. | 741 |
| Delhi, N. N. E. | 880 | Sirong, N. E. | 595 |
| Dowlatabad, E. | 258 | Sumbulpour, E. N. E. | 826 |
| Goa, S. | 292 | Surat, N. | 177 |
| Golconda, E. S. E. | 475 | Tellicherry, S. S. E. | 615 |
| Gwalior, N. E. | 768 | Viziapour, S. E. | 234 |
| Hussingabad Ghaut, E. N. E. | 500 | Vizrabuy, N. N. E. | 48 |
| Hyderabad, E. S. E. | 480 | | |

[The foregoing three Tables are extracted from the East-India Register.]

B.

EXPENSES OF THE AUTHOR'S JOURNEY.

IN the event of any one adopting the Author's route homeward, it may save some trouble, to place before him a summary of the expenses to which he will be subject in doing so, no portion of which, it may be remarked, can well be avoided. The calculations are made throughout for an individual; and, as it is assumed he will pay visits to the residents in the various places at which he stops, no expenses, under the head of living, during the periods of those stoppages, are included, though under a final head of sundries will be found comprised the items that the traveller may possibly have to disburse in gratuities to servants, &c.

| <i>Miles.</i> | | <i>Rupees.</i> |
|---------------|---|----------------|
| 808 | Passage in steam boat, Calcutta to Allahabad .. | 250 |
| | Table money, say 25 days at 3 | 75 |
| | Extras, wines, &c. | 60 |

Upon the understanding that the traveller is not possessed of articles for fitting up his cabin in the steamer, he will require a couch, table, chair, mosquito-curtains, and chillumchee or wash-stand; the first three of these he will have no use for beyond Allahabad; the loss on their being parted with at that place may be calculated at

20

The mosquito-curtains will always be useful, and can be carried in one of his petarrahs. The same with the chillumchee, which will travel behind the palankeen.

A palankeen should be bought at Calcutta rather than at Allahabad, though double the

| <i>Miles.</i> | | <i>Rupees.</i> |
|---------------|---|----------------|
| | sum might be so paid for it. A very good one, complete in every respect, may be had for | 100 |
| | Freight of the same in the steamer | 20 |
| | Four petarrahs of the best description, and made to express order, with banghies, say . . . | 40 |
| | In travelling dawk, the calculation is made for eight bearers, two banghy burdars and one mus-sauljee. One banghy burdar may only be required, when one-eleventh part of the following sums will have to be deducted. | |
| 80 | Dawk-hire—Allahabad to Futtehpoore | 37 |
| 48 | Ditto Futtehpoore to Cawnpore | 22 |
| 108 | Ditto Cawnpore to Mynpoorie | 50 |
| 72 | Ditto Mynpoorie to Agra | 33 |
| | Agra is out of the grand line of road, but it is confidently calculated that no traveller will object to go even ten times the trifling distance rather than lose a sight of that far-famed city. | |
| 56 | Dawk-hire—Agra to Allyghur | 26 |
| | A saving of six or seven miles may be made by going direct from Agra to Delhi by Muttra, and it is as well to do so unless the traveller has friends in, or desires to see, Allyghur. | |
| 84 | Dawk-hire—Allyghur to Delhi | 39 |
| 78 | Ditto Delhi to Kurnaul | 36 |
| 55 | Ditto Kurnaul to Umballa | 26 |
| 42 | Ditto Umballa to Bahr | 20 |
| 40 | Bahr to Simla; for jaumpaun, coolies, &c. in case the traveller's friends do not send horses for him | 15 |
| 80 | Simla to Nagkanda, and returning | 50 |
| | This item is given in the event of horses not being available, and includes jaumpaun for seven days, bearers, coolies, provisions, and liquids, every thing, indeed, but the khidmutghar and | |

| <i>Miles.</i> | <i>Rupees.</i> |
|---------------|--|
| | cook ; those servants must be borrowed, as they are not to be hired for a short period. |
| 40 | Simla to Bahr, as before 15 |
| 83 | Dawk-hire—Bahr to Loodianna 39 |
| 79 | Ditto Loodianna to Ferozepore 36 |
| | Nearly eight hundred miles have thus been travelled by dawk ; the number of stages may be calculated at eighty, and the gratuity to bearers at eight annas for each 40 |
| 500 | Ferozepore to Sukkur ; 3 months boat-hire at 44 132 |
| | Thatched house for living in 20 |
| | Provisions and liquids for fifteen days, say 52 |
| | Servant's wages, ditto, ditto, and for his return . 24 |
| | Couch, table, chair, knives, forks, plates, dishes, cooking utensils, and similar absolute necessaries, all of the cheapest kind, as being required only for a few days 36 |
| 400 | Sukkur to the sea ; boat-hire for two months and a half, as before 110 |
| | Provisions and liquids for seven days, ditto 24 |
| 450 | Boat-hire, mouth of the Indus to Bombay 60 |
| | Provisions, &c. for six days 20 |
| | Servant for ditto 10 |
| | No calculations it will be seen are made for a stay, or any expenditure, in Bombay. |
| 3000 | Bombay to Suez 800 |
| | <u>2337</u> |
| | say £234 |
| 230 | Suez to Alexandria 15 |
| 3300 | Alexandria to Southampton 45 |
| | Sundries 26 |
| <u>9633</u> | <u>miles</u> <u>£320</u> |

C.

OTHER OVERLAND ROUTES, AND GENERAL INFORMATION
FOR TRAVELLERS.

MANY other overland routes may be taken from India to England, and *vice versa*, besides that attempted to be described in the foregoing pages; it may be as well to name those that have been hitherto adopted.

1. Calcutta or Madras by sea to Cossier or Suez, without touching at Bombay. 2. Calcutta or Madras to Bombay by land. 3. Agra to Bombay. 4. Delhi to Bombay.

1. To Cossier or Suez, by sea.

At present there is but one English vessel laying herself out for this particular voyage,—the Colombo; she generally leaves Calcutta about the beginning of the year, touching at Madras and many other places for passengers, and her voyage to Suez cannot consequently be performed in much less than two months and a half. Her arrangements appear universally approved of, although a sea voyage of such a length, when one object of going overland is to shorten it, cannot but be most objectionable. The voyager is, however, thereby saved much fatigue and trouble, and will meet with little or none of either, until landing at Suez. The charge for a passage in her is from eight hundred rupees upwards.

A few Arab ships also leave Calcutta for the Red Sea, somewhat before the Colombo, but, unlike her, their passengers must provide themselves with provisions, liquids, cooking utensils, servants, and indeed every thing but wood and water. Their accommodations are said to be tolerably good, and the cost of passage about five hundred rupees; it is, therefore, a matter of calculation, whether it would be

worth while to pay that sum and be at so much trouble, or double the amount, and experience none. Many would object to embark in them on the score of safety; this is a groundless fear, the Arabs are quite equal in point of seamanship to the Lascars, and some of their ships are now commanded and officered by Europeans. The length of the voyage, without stoppages, may average seven weeks; but it should be distinctly ascertained, before entering into an engagement, where and of what duration these stoppages are to be, as otherwise they may be of such a length as completely to frustrate all the passenger's arrangements. Their voyages also generally terminate at Jiddah, whence a passage must be procured by some other opportunity, across or up the Red Sea, to Cossier or Suez; this may be difficult, if not impossible, should the traveller unfortunately arrive during the Hadjee or Pilgrimage, lasting several days, and during which, no business is transacted. The ceremony last year (1840) commenced in the first week of February, and it is about a fortnight earlier in each successive season.

2. Calcutta or Madras by land.

From Calcutta to Bombay by land, there are two routes,—one by Midnapore, Sumbulpore, Reypore, Nagpore, Aurungabad and Poona; the other by Cuttack, Vizagapatam, Ellore, Hyderabad, Secunderabad, Sholapore and Poona: the distance of the former is under 1,300 miles; of the latter somewhat beyond 1,400.

From Madras to Bombay, two routes are also practicable, one joining the latter of those from Calcutta at Moonegallah, one hundred miles distant from Hyderabad; the other by Cuddapah, Bellary, Beejapore and Poona; the former being in all nine hundred and seventy miles, the latter about eight hundred.

The statement of these distances alone will, it is apprehended, be sufficient to deter all but parties who are much pressed for time from adopting either route, even were no other

difficulties in the way. The Government Dawks only extend a comparatively short distance from the presidencies into the interior, and the traveller must, therefore, make strict enquiries, and perfect all his arrangements on this head, before starting, or he stands the chance of breaking down in the middle of his journey. It is useless here laying down any especial rules for his guidance; the routes are pointed out, and he must, from his own personal enquiries, be satisfied of their feasibility. It may further be remarked, that when away from the post-office tracks, the mileage-charges are generally higher.

In the cold season only should these journeys be attempted; during the hot winds and rains, it would be next to impossible, under any circumstances, to perform them. In conclusion, it is only necessary to refer the Dawk traveller to chapter 3, for hints that may be of service to him, if about undertaking so long a journey as the foregoing.

3. Agra to Bombay.

There is a choice of several routes also on this line, though all are difficult, two only need be named, viz. that by Jeypore, Ajmere, Nusseerabad, Neemuch, Indore, Mhow, Malligaum and Nassick; and the more direct one by Gwalior to Indore, thence pursuing the former, by adopting which, however, the celebrated cities of Ajmere and Jeypore are lost sight of. The distance of the former, is seven hundred and eighty miles; of the latter, eight hundred and fifty.

The post-office can lay a dawk, but for a very short distance of either route, when the traveller must depend upon other resources. By some it is occasionally marched, others have made long daily stages on camels, while it is more generally performed by starting with a treble or quadruple number of bearers, the labor of all becoming thereby comparatively light, and so enabling them to go for two hundred miles or more; at an average rate of forty or fifty in twenty-four hours, when there would perhaps be no great

difficulty in obtaining a fresh supply. The impossibility of laying down any exact rules on this subject must, however, once more be repeated. The *voyageur* will, more readily, and satisfactorily, ascertain full particulars on the spot, wherever that may be.

4. Delhi to Bombay. By Rewaree to Jeypore, and thence by the first of the Agra routes, all the remarks under the foregoing head being equally applicable here.

Upon landing at Bombay, parties desirous of proceeding on to Madras or Calcutta by ship, instead of dawk, will not experience much difficulty in finding vessels for their conveyance. The passages may be calculated as under :

| | | | | | | |
|-------------------|--------------------------|----------------|------|---|---------|---|
| Bombay to Madras, | during the s.w. monsoon, | 12 to 18 days, | | | | |
| „ | „ | „ | N.E. | „ | 30 „ 40 | „ |
| „ | Calcutta, | „ | s.w. | „ | 14 „ 20 | „ |
| „ | „ | „ | N.E. | „ | 40 „ 55 | „ |

Average cost to Madras or Calcutta, 500 rupees.

In the body of this work it has been recommended to parties leaving India in sailing-vessels, to land at Cossier, rather than subject themselves to the extraordinary delay attendant on the voyage up the Gulf of Suez, when unaided by steam. Many, to whom loss of time is no particular object, would also take this route in preference to that *viâ* Suez, from the opportunity thereby afforded them of beholding the most superb remains of architecture the world can produce. For the guidance of such parties, it may not be deemed irrelevant to introduce a few remarks upon the route they will have to pursue, and for the details of which, the Author, not having himself travelled it, stands indebted to the publications of contemporary writers.

The distance from Cossier to Luxor is one hundred and eleven miles, nearly one hundred being across the desert: probably the best daily halting places for those parties determined to travel leisurely, are :—

| | | |
|-------------------------------|----|--------|
| Beer-Inglese | 11 | miles. |
| Syalut-Aboo-Hoodada | 20 | „ |
| Waud-el-Ghush | 18 | „ |
| Nujaub-el-Ioghaut | 16 | „ |
| Legayta | 14 | „ |
| Hujazi | 15 | „ |
| Luxor | 17 | „ |

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Of the road itself, Mr. Hogg, in a pamphlet, entitled “Hints to the Overland Traveller,” lately published at Madras, thus writes:—

“The route from Cossier to Kenneh possesses a material advantage over that between Suez and Cairo, in having several springs at convenient distances: the first is at Ambawajee, about six miles from the coast. The margin of this spring will be found encrusted with salt, and its water is so brackish as to be only fit for cattle. The halting-place is in a narrow valley, with a range of precipitous rocks rising on either side, to a height of several hundred feet. On leaving Cosseir, the route lays for the first part in a westerly direction, passing through a succession of narrow valleys totally destitute of verdure, and bounded by hills of the most gloomy and barren appearance. The road itself is excellent; being wide and firm, with a very trifling ascent, and perfectly passable for any wheel-carriage. Between Ambawajee and Beer-Inglese, the road becomes more sandy, and some extraordinary fissures are visible in a mountain to the left, when, after rounding a projecting rock, the traveller comes on the wells of Beer-Inglese, the water of which is of better quality than the spring of Ambawajee. Here the road turns to the south-west, and continues to wind through rocky valleys, communicating with one another, though at times apparently without an opening, till a sudden turn round the rocks, shows its course in an opposite direction. Between Beer-Inglese and Syalut-Aboo-Hoodada, is a strong pass, defended in ancient times by a square fort, now completely in ruins; and overlooked by a watch-tower on the summit of the neighbouring mountain. After passing this

fort, the road ascends considerably; it also becomes more serpentine. Here a few stunted acacias are visible, and a prickly shrub which is eaten with avidity by camels and asses. The road still continues excellent to Syed-Hanjie Sooleimaun, where excellent water is procurable from the neighbouring mountains; here is also a ruined fort; further on, the road takes a south-easterly direction for a short time, and still continues to wind its way between two ranges of sterile hills, on which many of the same ruined watch-towers are still visible. The route then assumes a north-westerly direction, still ascending, passes a tableland and two ghauts, when it begins to take an inclination downward to Hummamaut. Beyond this place, the road descends through another strong pass, near which are the ruins of a considerable fort and town, to a more open country, where the sand increases. Another remarkable rock to the right is visible on this day's march, which will probably be found the most fatiguing on the route. It terminates, however, at Legayta, where the water is said to be both good and plentiful.

“In traversing the desert, although the heat is great during the day, the sun is not found by any means injurious; the morning air is bracing, and the nights indeed are very often chilly. Drove of camels are frequently met whose drivers have usually dates, water-melons, or vegetables for sale. The gazelle, the partridge, the rock and blue pigeon, are all to be found even in these desert arid wastes; the latter birds are so tame, that they frequently alight almost beneath the feet of the camel.

“When a party is not under the control of a private traveller, who of course suits his own convenience, the camels move on unceasingly, from sun-rise to sun-set, and often throughout great part of the night, at the average rate of two miles and a half per hour. The camel-drivers smoke at every opportunity; their usual food is bread and hard eggs. Fires of camel's-dung are quickly lighted at each halting-place; every man kneads his own cakes of flour in a leather carried for the purpose; the hot ashes are then swept from the sand, the cakes are laid thereon, and the ashes being replaced, the Arab's meal is soon ready. These cakes much resemble the *chepatties* of India.

“After about six hours’ travelling from Legayta, the cultivated valley of the Nile first becomes visible; and at Hujazi, fifteen miles distant, the traveller has the satisfaction of knowing that the desert is passed.

“Hujazi is situated on its extreme verge, and nothing can be more strongly marked than the line of barrenness and fertility here exhibited. On the one hand, far as the eye can reach, nought but a boundless sterile waste; on the other, the richest cultivation. The village of Hujazi is embosomed in foliage. Its pastures are covered with flocks and herds; its fields teem with luxuriant crops of every shade, which, with the murmur of waters raised by many wheels, the chirping of birds, and the sound of voices, contribute to form a strong and pleasing contrast to the dreary silent wastes from which the traveller has just emerged.

“At Hujazi, the road to Kenneh turns to the northward, almost parallel with the river; but that to Karnac and Luxor runs towards the south-west. From Hujazi to Luxor is seventeen miles; the road is chiefly along a raised causeway, through groves of date trees, and amidst rich crops of sugar-cane, wheat, and Indian corn. This part of the journey will much remind the traveller of the banks of the Ganges; except that he will observe a striking difference in the size of the cattle, which in Egypt are remarkable both for size and beauty.

“At a short distance from Luxor, the traveller, from a rising ground to the left of the road, first comes in sight of the temple of Karnac. The ruins of Thebes, the city of the hundred gates, and Egypt’s ancient capital, occupy both sides of the Nile, to a distance extending three leagues along the river; whilst both east and west they reach across the valley, overspreading an area twenty-seven miles in circumference. Thebes comprehends the villages of Karnac and Luxor, on the eastern bank, and Goornou and Medinet Aboo on the western bank of the river.

“The little village of Luxor has been raised in a corner of the great temple. The temple of Luxor is built on a Quay; the centre part is most ruinous; an enormous pediment fronts the river, supported by columns of proportionate magnitude. The other parts are in better preservation; particularly the northern angle,

which is accessible by a staircase in the wall, and commands a fine view of the ruins of Karnac, together with the Catacombs on the western bank. The most remarkable objects in the temple of Luxor are two superb obelisks, still in perfect preservation. The ruins of Karnac are infinitely more majestic than those of Luxor, they overwhelm the mind with astonishment at their magnitude and grandeur, and at the same time exhibit the most melancholy picture of the instability of human greatness. The grand alley of the Sphinxes, with that noble gateway to which it leads, once seen by a stranger, must ever live in his recollection.

The memnonium, catacombs, vocal statue, and tombs of the kings, are on the western bank of the river. The former occupy the whole face of the mountain forming the western boundary of Thebes; the latter are at Biban-ool-moolk, a considerable way distant. The wonders contained in these magnificent tombs amply compensate for the fatigue of reaching them. The paintings with which the walls are covered, in alto and basso-relievo, are in perfect preservation. They represent couches, chairs, and other articles of furniture, chintzes, and figured silks, such as might be found in a modern drawing-room. Every usage of the ancient Egyptians is here represented. In one chamber, the cook is seen dressing the meat, boiling the cauldron, and making bread. In another, a boy beaten for stealing fruit; a pleasure-boat, canal, fruit, and flowers, and the process of several arts, all here depicted faithfully to the life.

Khenneh is thirty-two miles below Thebes, and situated on the river, there, about three hundred yards in width. The town itself has a mean appearance, as the houses are built of sun-burnt brick, though several stories high. It is, however, a place of some commercial consequence; being the principal emporium for the merchandize which passes between Cairo and Judda; and in its bazaars, is bartered the corn of Egypt for the gums of Araby. Khenneh has a small garrison, and is governed by a chief, subject to the Governor of Upper Egypt. An Arab here bears the title of English Vice-Consul, who is very ready to afford assistance to travellers, as far as may lay in his power. This town is celebrated for its manufactory of porous jars, called *burdaks*, somewhat

similar to those made at Arcot in the Carnatic; they are very cheap and plentiful all over Egypt. The most agreeable manner of travelling in Egypt, is by water, as sailing down the Nile is attended with no trouble; the scenery is beautiful and climate exhilarating; but, whenever the wind is contrary, the traveller will do well to land, and taking his gun in hand, to ramble through the country, where he will always meet with civility from the inhabitants, who are ever ready to dispose of their delicious bread, (somewhat resembling English muffins) butter-milk, eggs, and fruit, for a very trifle. The Indian will find much to remind him of some parts of Bengal in the valley of the Nile; the banks of which river are adorned by stately palm groves, extending far as the eye can reach; and his path will often lead him through the richest and most highly cultivated plains, covered with luxuriant crops of white clover, wheat, indigo, cotton, lupines, (there an article of food) onions, sugar-cane, and beans. The fields are filled with cattle of all kinds, particularly cows of a very fine description, and in many parts of the plains, are to be found wild hog, hares, partridges, quails, ducks, and snipes innumerable.

Another traveller of high authority, Mr. D. Carmichael Smyth, of Calcutta, suggests that this journey may be performed in a much shorter time: the following are his remarks:—

“ March from Cossier at 5 o'clock, A.M., and encamp at Bir-Ingliss, distant eleven miles. At this place there are wells of brackish water. You will be about five hours making this march.

“ March from Bir-Ingliss at 5 o'clock, A.M., and encamp at Moo-ullah; you will reach Moo-ullah about 4 or 5 o'clock in the evening. This is a long, tiresome march of about thirty miles; the scenery towards the end of the march is, however, very striking. At Moo-ullah you encamp at a place that looks like an immense cave. Some wells of brackish water are about half a mile distant.

“The next day march again at 5 or 6 o'clock, A.M., and make a short march of four or five hours to Wad-ool-gush, distant about twelve miles. You encamp here in a mountainous open place, the wells being close to the encamping ground. The next march, to Ley-geetah, is a tremendously long one, being about forty-five miles; and some people halt half-way, at a place called Hum-meerah. As there are no wells there, however, and as, on your arrival at Ley-geetah, you may be considered to have got over all the difficulties of the desert, I should recommend all my friends to undertake the long march. You must start from Wad-ool-gush at 5 o'clock in the evening, and by marching all night you will arrive at Ley-geetah by about 7 or 8 o'clock the next morning. At Ley-geetah there is an abundant supply of water, and you will be able to purchase milk from the Bedouin Arabs, who are found at Ley-geetah in considerable numbers. You should here request the Bedouin chief to let you have some of his people to guard your tents at night. For this protection you must give him one or two dollars. The Bedouins are abominable thieves, and, should you not retain their services, will certainly rob you.

“March from Ley-geetah the next morning at 6 o'clock, for Huj-jazah; this is an easy march of about twelve miles, and you will come to your ground about 1 o'clock, P.M. Huj-jazah is on the borders of the desert, and you should ride on yourself, and select a good encamping ground, on the corn-stubble, or close by the corn-fields, on the north-west side of the village. At Huj-jazah there is an abundance of very fine well-water. You will be able to hire a horse here, which I recommend you to do forthwith, as the change, after riding a donkey so long, is delightful. From Huj-jazah you march into Luxor, being twelve miles; and should you leave Huj-jazah at 6 o'clock, A.M., you will arrive at Luxor by 10 or 11 o'clock. You pass by Carnac, which is about one or one and a-half miles distant from Luxor, and you can gratify your curiosity by riding through these wonderful ruins, leaving an examination of them for some other day.”

With reference to the mode of performing the journey, much information will be found in the following extract

from a clever pamphlet published in Calcutta by Mr. John Blackburn, sub-editor of the *Englishman* newspaper, who himself made it.

“ The adoption by many travellers of the route by Cossier having rendered it worth the while of Mr. Waghorn, Mr. Hill and other residents in Cairo, to arrange for the convenient transit of the traveller, for a reasonable consideration, it is deemed advisable to write from India beforehand to one of these persons, intimating the extent of party, the probable date of arrival at Cossier, &c., in order, on landing, that servants, Arabs to pitch tents, &c., may be found in readiness. Mr. Waghorn provides likewise *tukt-i-rowans*, donkeys furnished with side-saddles; also, a Janissary, a good cook and interpreters. The former will take charge of the tents, water, supplies, &c. &c. The same agents will provide boats at Luxor or Khenneh, according to your previously expressed desire, and it may be taken as a certain fact that, without this precaution, the voyage from those places down the Nile to Cairo will be attended with very serious annoyance and inconvenience.

“ Immediately on landing at Cossier, the traveller should proceed to the house of the Company’s agent, and, with his assistance, engage camels and donkeys for the trip to Luxor or Kenneh, if not already engaged for him. Camels cost about two dollars for the trip—Donkeys about a dollar. Of the comparative merits of these animals for the personal conveyance of the traveller, it is sufficient to say, that according to most writers, the donkey is the most agreeable—the camel the most dignified! Much, however, must depend on the traveller’s taste, or his physical powers: and perhaps the best way after all will be to vary the journey by riding three or four hours on each alternately. One traveller writes, ‘ I preferred riding the dromedary to the mule or ass, although most people prefer either of the latter to the former. You can change your position as often as you please on a good dromedary saddle, which cannot be done on either the ass or the mule, and the Turkish thickly stuffed and broad saddles are to a European most uncomfortable.’ The carriage engaged—the servants you have brought with you from India dismissed, (for it is allowed by all travel-

lers that beyond Cossier they are utterly unserviceable,) the next point is to arrange your baggage—of which, let us urgently repeat, a supply of fresh water and soda water brought from India should form a very large proportion—and then to load your animals. All small packages should be avoided, as they are liable to be lost, and it would be well to have every thing fitted into camel-trunks in India.—The camel loads should be so arranged, as to avoid unpacking more than may be absolutely necessary; thus one pair of trunks might contain the table-apparatus, metal cooking-utensils, and a small quantity of liquor; the latter to be replaced from the principal stock as it becomes expended.”

The traveller need hardly be reminded to take supplies of every kind with him; on this head Mr. Blackburn’s advice may be again quoted.

“ In arranging for the desert trip, let it be the first care of the traveller to provide himself with a servant who can speak both English and Arabic and understands the customs of the country; those who are deficient in these respects are utterly useless. A writer in the *Englishman* has declared that the best servants are to be had at Cossier or Suez.

“ As the climate is extremely variable, alternating, at times, from the excessive heat of a sirocco wind, with the thermometer in the day time at 104, to a temperature of from 70 to 80 at night, with a piercing cold wind, a wardrobe of warm clothing and a supply of blankets are matters of essential importance.

“ The traveller will materially consult not only his comfort but his health by securing a good wind and water-tight tent. A small one, ten feet long and about nine in height, in the form of a sepoy’s pall, will be found sufficiently large for the accommodation of one person with all his requisite paraphernalia; such a tent may be purchased in India for 30 or 40 rupees. To prevent the access of the cold winds in the winter season, the scorching hot ones of the summer, and the suffocating dust at all times of the year, a thick canvas lining attached to the bottom of the tent, so as to fall a foot or two on the floor of the interior of it will be found extremely

useful; any heavy article of furniture—bullock or camel-trunks—will answer the purpose of keeping the flap described close to the ground. A necessary tent will also be found extremely useful on the journey.

“ A good supply of bottled water is an item in the traveller’s wants to which the strictest attention should be paid; he must not only supply himself with a sufficient quantity, but be particularly careful that the bottles have been previously thoroughly cleaned and well corked. Although there are places in the desert in which tolerable water is procurable, they are extremely rare; a small quantity of powdered alum should be taken for its purification—a quarter of an ounce is sufficient to clarify seven gallons. Soda water will be found a very great luxury.

“ Arab bread being coarse, heavy, and unwholesome—excepting some, occasionally to be purchased on the banks of the Nile—a good supply of cabin biscuits and rusks should be taken.

“ Although milk is procurable at almost every village, a good milch goat, which can be purchased for a dollar and a half, is preferable, as it obviates tedious delays.

“ A lady should take a side-saddle, riding on donkeys being a much pleasanter mode of travelling than the *tukt-i-rowan*, (which is somewhat similar to a palanquin, with the shafts slung between two camels,) the motion of which is exceedingly irksome, particularly when the camels do not step well together. There is another conveyance, called the *Mahaffa*, a sort of couch slung on either side of the camel.

“ If children are of the party, panniers should be taken.

“ The pleasantest mode of travelling, for gentlemen, is with stirrups and a mattress on a dromedary saddle.

“ A light lined umbrella will be found very useful to those who purpose visiting the lions of Egypt, and we would recommend such travellers to provide themselves with donkeys, as they are not at all times procurable on the banks of the Nile; and trudging it, as the enthusiastic are sometimes tempted to do, is very apt to knock up those unaccustomed to such violent exercise in a hot climate.

“ Some travellers are addicted to the *argumentum baculinum* on occasions of trivial and very frequently of inevitable annoy-

ance. This is a very injudicious policy, entailing discontent, obstinacy, and very often desertion—to say nothing of an occasional *quid pro quo*, (when the majority happens to be in favor of the assailed) which by no means leaves the traveller a gainer in the fray. It is much more advisable to conciliate the Arabs with timely *douceurs* to expedite their labors in the camp equipage department—urging the camels, &c. &c., and nothing will be found more efficacious in that respect, than small presents of brandy, for which the Arabian palate has an exceeding relish.”

Mr. Hogg, before quoted, also writes :—

“ A traveller will of course regulate his preparations according to his resources, and when aware that there is little difference between travelling through the desert, and marching in India, he will experience no difficulty in making arrangements beforehand. He should bear in mind that by the overland route the expense of a large stock of clothes, necessary on a long sea voyage, is spared ; moreover, as he will find it conducive to his comfort to be but little encumbered with baggage, everything superfluous had better be left under the care of Mr. Waghorn’s agent at the port where he may disembark on the Red Sea ; since such may be found of after use when returning to India.

“ The climate of Egypt is so much cooler than that of India, during the winter months, that an equal stock of wearing apparel would prove but an encumbrance. For a lady, a cloth or cachmere gown, with a long petticoat that can be thrown off or put on, as she may be walking, or riding, is more convenient than a habit, and the best travelling dress possible.

“ The best travelling cots are those on brass triangles ; they should be provided with blankets, and have baize curtains round the head, to exclude the piercing night air of the desert, which is found distressing to ladies ; but a common sea cot, on a folding frame, is an excellent substitute : and it should be fitted up with pockets, to contain loose articles, such as writing materials, a change of linen, &c.”

Some further useful hints may be deduced from the following extracts of a letter addressed by Mr. Andrew Wight, late of Calcutta, to a friend who contemplated the same trip which he had himself performed.

“ Crossing the desert is a matter of neither great exertion nor difficulty, provided you have a good head servant accustomed to travel. But I must confess that I would not like to travel as some passengers have done ; for instance, taking their tents without men to pitch them, trusting to the camel-drivers (return camels from Egypt) to do so, and only taking one tent. The Company have six or seven pretty Bechur’s tents lying with the agent here, available to travellers ; and to a person accustomed to travel in India, who knows a little of what he is about, who will take a little personal trouble, and be at a very little additional expense, the trip may be made without any great sacrifice of comfort or of convenience. I picked out two of the best tents I could get, opened them out and satisfied myself that they were complete in every respect. I employed fine strong Arabs, who understood the pitching of them, for each tent. I got the agent’s mule and ass for riding across. Camels are procurable at Cossier in abundance ; we paid sixteen piastres each at Luxor ; they were return camels. Having got our baggage ashore and ready, I despatched, on the evening previous to my starting, the heavy baggage and one of the tents, with orders to pitch it at the first stage, and have all ready next morning by the time I came up. In charge I sent one of my servants, keeping the head servant with myself ; I thus had always my heavy baggage and a tent in advance of me, bringing up the rear myself with the few light articles required ; when I came up with the advance tent and baggage, every thing was as comfortable as it could be, under all circumstances, instead of having to wait until the camels came up with the tent and baggage, or being obliged to keep slow pace with them. I used to hurry on to the advance tent which was pitched, and arranged and ready for my reception, leaving the rear party to follow at the usual pace, travelling either at night or during the day. This plan is most convenient, for it is a great draw-back after a long journey to stand for an hour, either in the sun or during

a cold dark night in the desert without shade or even a seat to rest upon, until your tent is got down from the camels, unpacked and pitched."

As authentic information on this subject cannot be too full, the Author makes no apology for introducing the following extracts from the valuable brochure of Mr. Carmichael Smyth, already alluded to :—

" The following are a few of the principal items of expense that I myself incurred :—Camels from Cossier to Luxor, 1 dollar and 10 piastres each ; donkeys from ditto to ditto, 15 piastres each ; wages to seven Arab servants, 16 dollars ; boat from Thebes to Cairo, 38 dollars—the boat accommodated three ; cook-boat from Thebes to Cairo, 24 dollars ; boat from Cairo to Mamoodie, 55 piastres ; boat from Mamoodie to Alexandria, 125 piastres—the boats accommodated three ; Arab servant from Thebes to Cairo, 10 dollars ; present to Janissary for landing baggage at Cairo, 2 dollars ; present to Janissary for attendance during our stay at Cairo, 2 sovereigns—this was for three ; Hill's bill at Cairo for three, 12 sovereigns. On my being released from the lazaretto, I found that from the day I landed at Cossier, until the day I quitted the lazaretto, I had spent 120 dollars and 81 sovereigns. I landed at Cossier on the 24th February, and left the lazaretto on the 3d May.

" The baggage of a traveller should, I think, consist of the following articles :—

" Two camel-trunks, containing all the clothes, dressing apparatus, &c, that you may consider necessary for eight days,—*viz.* five days in crossing the desert, and some over, to wear until you have arranged your baggage at Luxor. The camel-trunks should be of a middling size, and have trays in them.

" A good strong sea-cot, with thick soft mattress, blankets, ri-zae, &c. ; the cot should be made to lap over well, and be secured with rope.

" Two camel-trunks, containing such additional quantity of clothes as you may consider necessary to use going down the Nile, and to wear at Cairo, Alexandria, and Malta.

“ Two large-sized camel-trunks, containing biscuits, rice, curry paste, preserved soups, preserved vegetables, prunes, tea, coffee (unburnt), sugar, wax candles, pepper, salt, mustard, pickles, sauces, cheese, marmalade, jams, jellies, and any thing else that you may wish to have. If two camel-trunks will not contain your stores, have four ; it will only cost you an additional dollar, or dollar and a-half, for a camel to carry them from Cossier to Luxor, and you must recollect that nothing is procurable until you reach Cairo.

“ Six dozen of good rain-water for each person, to be bottled and packed in Calcutta. I took plain rain-water, well corked and rosined down, with a small piece of charcoal put into each bottle. I drank a bottle of this water at Alexandria, after it had been in bottle more than three months, when it was perfectly sweet and good.

“ Six dozen of soda-water ; also beer, brandy, sherry, port, noyeau, &c., as you may consider requisite. The wines and water may be packed in strong deal six-dozen chests, with iron hinges and hasps, and strongly clamped with common hoop-iron. The stores may be packed in boxes of the same description, only the boxes should be lined with tin, to prevent the stores from being injured by the rats.

“ Two boxes of the above description, for the cooking utensils, and also for tea, sugar, pepper, salt, and such other petty stores as may be required by the servants for daily use.

“ One good strong teak-wood chair ; also a good rattan chair covered with leather. Portable chairs are sure to get out of order, or to be broken by the camel-drivers.

“ A common camp-table, with folding legs, made particularly strong, and with good hinges ; a good large chillumchee, (wash-basin) tinned over, with a rattan footstool, to wash on.

“ A common pail, with two pewter goblets or tumblers ; three common bottles, covered with rattan, to prevent them from being broken, and a canvas bag to carry them in ; a good sutringee, with a leather mattress and pillow : they should be strapped up together in a large piece of canvas, and carried with the tent, so

that you may have some place to lie down on coming to your camp.

“ Two good stable or horn lanterns ; two common sliding lamps : these must be placed in rattan baskets, lined with curwah and cotton, to prevent them from being broken.

“ A common English saddle, the girths to be taken up to fit a donkey, and with breeching to prevent the saddle from sliding forwards ; a small thin cushion should also be attached to the saddle, to prevent it from galling the donkey, and to make the saddle sit better on the animal ; a small leathern holder should also be fixed to the saddle, into which you may occasionally place the end of your chattah ; a snaffle bridle, taken up to fit a donkey.

“ A good strong chattah, covered with thick blue country cloth, the pole or stick to be about four feet six inches long.

“ A stick, three feet six inches long, with an iron goad at one end and a ring at the other ; it may be made of teak-wood or bamboo. This is meant to goad the donkey with, and also to use as a back-board. In the long marches, this stick will be found to afford great relief if so used.

“ Two tents, with sutringees, both rowties,—one a small one to send on, the other a larger one ; a common sepoy's pal is also required for the servants. Let the tent-pins be made two feet long, with iron points, and strong in proportion ; have also eight or ten iron tent-pins, with eye-holes at the head, for driving in at the four corners of the tents. The ground consists entirely of sand and stones, and it is very difficult indeed to get a common wooden tent-pin to hold. Have two large wooden mallets, bound round with iron, to prevent them from splitting.

“ Plates, dishes, knives, forks, spoons, tumblers, glasses, are all required ; also a frying-pan, a gridiron, a small spit, three or four saucepans of sizes, a coffee-pot, three or four triangles, an English chaffing-dish or ungeettee, a chopper, kitchen knives and spoons, a thick deal board for the use of the kitchen, charcoal, and wood. (Charcoal and wood must be purchased at Cossier, and again at Thebes.)

“ Wear a good drab shooting-jacket, with two or four large pockets ; into one of these put a small flask of brandy, a flannel

night-cap, and a towel; into another, a large hasp-knife with a cork-screw at the back, three or four captains'-biscuits, and a small tin box containing a few barley-sugar drops. A traveller should also take with him two good chintz dressing-gowns lined throughout with flannel, two flannel jackets, two pair of flannel night-drawers, and four pair of long flannel day-drawers; a comforter for the neck, a common English or French shawl will also be found pleasant in crossing the desert, to wear as a cummerbund; four pair of brown or dark coloured Holland or jean trowsers, lined with longcloth, to wear in Egypt; flannel or Merino baneans, worsted and cotton mixed stockings, wash-leather gloves, a cloth cap, patent Wellington boots (shoes are very inconvenient, from the quantity of sand and dust), and all such other articles of dress as you may be in the habit of wearing; bearing in recollection that until you reach Cairo,—or indeed I may say, until you reach Alexandria, from the time you leave Cossier, you will never be clean two hours after you have dressed yourself; and that you cannot get any linen *properly* washed until you reach Malta.

An English broad-brimmed white hat is the best kind of hat for the desert, and you should provide yourself with a pair of patent wire eye-preservers, and a veil; the veil should be a lady's riding veil, long enough to enable you to tuck it into your coat, for as the wind is very strong, it will blow a short veil entirely off your face. You should have strong ropes prepared for the camel-trunks, and also have several spare ones ready for use. The best kind of slings for camel-trunks are girths made of tarred rope, with eye-holes at each end, similar to the girths that are used to sling ships' boats with. These are not likely either to be stolen, being of no use to the camel drivers. A traveller should provide himself with a hammer, chisel, gimblet, hooks, nails, log-line, &c., as all these things will be occasionally required. A pair of pistols, I think, are also requisite: they ensure respect. I should also recommend every traveller to have two good, strong, large canvas bags, into which any odds and ends may be thrown. On coming to your ground, you should have your own tent pitched by the side of a mountain, to windward; next to your own tent pitch the servants' or kitchen tent; behind your own tent have your own baggage placed, and

behind the servants' tent, all the cook-room baggage and stores : outside of all should be ranged the camels, donkeys, and their drivers. Take several chowries and hand-punkahs with you, and also a piece of spare musquito-gauze, as the Arabs may steal your veil, if they have an opportunity of so doing : the best way is to have the veil sewed into the hat. Let the frame of your sea-cot be made very strong, and clamped at the joints, as the camel-drivers knock things about terribly, and if the frame is broken it cannot be repaired."

As regards the further journey down the Nile to Cairo, the Author again reverts to Mr. Wight's letter.

" Captain Head in his work advises the Indian traveller to cross to Luxor direct, instead of proceeding to Kennah, and upon this, several of the party from the steamer came to Luxor, and were thereby put to the greatest inconvenience and deprivation of every thing in the shape of comfort, for there is no place here to live in save among the ruins of Luxor or on the opposite bank in the tombs : there the traveller may find shelter from the sun, but that is all. Seven of these gentlemen were found on our arrival huddled together in two chambers of the ruins there—sea-cots serving them for beds and also as tables to eat their victuals from, without a chair or any article of furniture, and after remaining there for four or five days, unable to procure boats, they were at last obliged to descend the Nile to Kennah in the open ferry boat, which carries passengers across the river from Luxor to Goresnôre.

" If a person has a tent, canteen, stores and travelling equipage of even a tolerable description, he is of course independent of a boat at Luxor, for he can pitch his tent and bivouack, and after satisfying his curiosity here, he can strike his tent and march down the Nile to Kennah, which would be pleasant enough, as plenty of camels and donkeys are procurable. But unless he is provided with these, or has arranged to have a boat waiting for him beforehand at Luxor, he ought on no account to cross to Luxor direct, but to go to Kennah, for boats are only procurable there, and these of a very inferior description at exorbitant prices. All are filthy in the extreme, swarming with vermin. Dr. E. whom I met at Luxor

on my return from Assouan, came to Kennah from thence with us. He, at Kennah, procured a boat for Cairo—an open boat in which the Reis agreed to erect a mat covering, something like that on the Calcutta dinghies, for which four hundred piastres was to be paid. After the agreement was made, I proceeded with him to inspect the boat, and see it sunk to destroy the vermin, for unless you see this done, you are likely to have but an uncomfortable trip, as neither the boatmen nor your own servants will take the trouble to do so, although they will most barefacedly tell you that it has been done. We went on board and found it loaded to the gunwales, with a cargo of pigeon dung, over which it was proposed to erect a chopper house for the doctor's trip to Cairo. He of course abandoned the thoughts of travelling in this conveyance, and by remaining two or three days longer than we did at Kennah, he procured another boat for five hundred piastres, but very little better. From what I have myself seen and learnt from the party who came to Thebes and preceded us down the Nile to Alexandria, I certainly would never recommend either a gentleman with ladies, or a person in delicate health, to cross into Egypt from Cossier without having made previous arrangements at Cairo for servants and boats to meet him at Kennah or Luxor. A bachelor or gentleman travelling individually and in health may rough it; but unless he provides himself with good travelling material, he will find that it is a more serious undertaking than he anticipates. It may be a little more expensive to order boats and servants to proceed to Cossier, or Thebes, to wait the arrival of a traveller from India; but if health and comfort are to be studied, the expense is but trifling, compared to the inconvenience and discomfort of arriving at the Nile tired and fatigued from the trip across, and not a boat to be found to proceed on in, and even if the best up-country boats are to be procured, they are uncomfortable and most filthy, more-over most expensive. For two which I went on board of at Kennah, with much less accommodation than my largest boat, the Reis asked three thousand five hundred piastres each, to proceed to Cairo, in a voyage of fifteen or sixteen days, while, I paid twelve hundred piastres a month for my largest boat. I had two boats, the largest with two masts, something like a middle-sized Calcutta

pinnacle, manned with fourteen oars, fourteen men, and a Reis. It contained a fore cabin, seven feet long by ten broad, in which Dr. B. and I slept, one of us in each side, a good sleeping or dressing cabin behind, and abaft that a small bathing room, in which was a water-closet; on the deck between the front cabin door and the main mast was a space of twelve feet long by ten broad, over which an awning was spread, except when the wind was a-head. Under this awning we usually breakfasted and dined. There was an excellent cooking place, but I did not permit the cooking to go on here. The other boat had likewise two masts, with eight men and the Reis. The cabin was much less convenient than the other, being about ten or twelve feet long, but like all boats on the Nile, low in the roof; in fact it could only be used as a sleeping boat, there being in it room enough for two persons to place their beds on the floors of their boats; the height of the cabin was only four feet. Here the natives merely place on the deck cushions or divans and sit on them, native-fashion, and not as we do, on benches or chairs, and therefore the boats seldom have seats or benches, and are made low in the roof. To this boat there was no water-closet, a great want. In it Mr. H. slept and made the fore part of it the kitchen, using the large boat as a mess boat. For this boat I paid five hundred and fifty piastres a month. I had the Reis of each boat bound by an agreement in writing, which is absolutely necessary, and he was bound to obey my orders in every respect, to sail when and where I pleased, and morning or night. Contrasting the hire of these boats per month, their accommodations, &c., with the sums paid for boats by the party who proceeded down to Cairo from Kennah, I think that I was much under the expense incurred by them, comparatively speaking, and certainly far superior in accommodation and comfort. I had them most comfortably fitted up, and panelled, the expense of which I also was at and which was considerable; but this might have been dispensed with in a great degree: my servants, however, had seen that they had been well cleansed and sunk for three days, whereby all vermin was destroyed, and I had the consolation of having been entirely free from annoyance on this score, while I heard most grievous complaints from the others, who came from Kennah, of the

rapacity of the Egyptian vermin in them. Indeed, some were thereby entirely deprived of rest and sleep. My servants and boats were hired at Cairo on the 18th of March, and were ready for me when I arrived at Cossier and Thebes in April, and by the 18th of May, I had ascended the Nile to Philæ and the first Cataracts, and descended to Cairo and discharged the boats, after having had them two months. In all three thousand five hundred piastres for boats. Mr. H. had procured for me the firman of the Pasha, through the consul, for travelling in Egypt, which is sometimes of great use, not only as a protection for yourself and property, but for the boat and crew from being impressed into the Pasha's service, and moreover in applications which you may have to make to the authorities in passing; we had recourse to it on two occasions, and found it of great benefit."

Mr. Blackburn adds,

"One word more regarding these boats from Cairo. In bespeaking them, it is as well to specify whether you do or do not require English flags, chintz-covered cushions, musquito-curtains, tables, and table-covers, charcoal, provisions, (i. e. cheeses, hams, butter, pickles, olives, capers, sardines, tongues, brandy, beer, tea, coffee, candles, fruits, oranges, mustard, rice, flour, biscuits, macaroni, potatoes, gunpowder, shot, oil, &c.)—for, if you make no specification to the contrary, the chances are that you will find yourself supplied with all these, and duly charged for the same. Under any circumstances, in writing to the agent you may select, it will be as well to send him an order on a house in Alexandria for the expense he is to incur on your account.

To return to the journey. In making a bargain with the camel drivers, take care and stipulate that you are to stop and rest when, where, and as long as you please; you may have to pay a little more for this proviso, but otherwise, they will not fail to attempt to get you to proceed through at the usual rate, by the accustomed stages, and thus knock you up, backing their demand with the assertion that their camels will die for want of water, which is a mere pretence.

The party who went to Cossier in 1837, in the Ernaad, were carried on for twelve hours, (thirty miles,) without a halt, to their great fatigue and vexation. It is absolutely necessary to keep up determined authority with all Arabs, and particularly with boat and camel men, who make it a rule to try and usurp it. Many people commence with thrashing them at once, but this is not advisable or necessary; insist upon their doing as you wish, and they very soon come into your way.

Mr. Hogg also affords some further information.

“Leaving Luxor in the night we arrived at Kennah the following day, and after visiting the temple of Tentyra, or of Isis, on the opposite bank of the Nile, and remaining an hour or two at Kennah, we left that place for Cairo, arriving there in thirteen days. As the plague was raging in most, if not all, the towns and villages on the Nile between Kenneh and Cairo, particularly at Siout, where it was carrying off three or four hundred a day, we did not land at any place of note until we came within fifteen miles of Cairo, and had the pyramids of Dashores in sight. As in visiting the pyramids, the traveller has to come from Cairo to Gaza, which lies on the Nile above the port of Cairo about six miles, I resolved not to enter Cairo until I had visited the pyramids, which I found I could do more easily and in less time by going on shore from my boats, and thereafter dropping down to the port; so I came to under the village of Bedrasheen, for the purpose of visiting the pyramids of Saccara and the site of Memphis, which lately has been placed beyond a doubt by the discovery of the statue of Sesostris, which stood before the temple of Vulcan. This is the course an Indian traveller descending the Nile ought to pursue; for he visits these places with little trouble and time from his boats, while, if he comes from Cairo for the purpose, it will occupy him two or three days at least in doing so. I left my boats with Mr. H. at mid-day, and walked; we passed the village of Bedrasheen, and then across a plain, and entered the palm tree wood or grove, which covers the high ridge or mound formed by the ruins of the ancient Memphis. Passing through this wood, with these mounds on each side, the traveller approaches a small open circular

plain surrounded with these mounds, and which is supposed to have been the Acherusian Lake of the city; on the south side of this, close on the edge of the open space, but in the grove, the large colossal statue of Sesostris is to be seen. It was lately discovered and laid open by Mr. Sloan and Monsr. Caviglia, and certainly is the most perfect statue I have seen in Egypt, and the most beautifully formed. It lies with its face downward, which, with the statue from the ankle upwards, is perfect. It is broken off below the ankle, and the entire length of the block now remaining is thirty-six feet six inches. The ruins of the edifice before which it had stood are apparent under the rubbish which surrounds the place; there is close to this spot the village of Metrahine, and it took me forty minutes to walk from my boats to this place, and thirty-five minutes more to the pyramids of Saccara on the desert to the westward. The ancient Necropolis of Saccara, or, as some writers suppose, of the city of Memphis, extends for miles round the pyramids. Indeed I believe from the pyramids of Dashores to those of Cheops and Cephrenes, the large pyramids, is one continued burying-ground. The pyramids of Dashores to the south we had not time to visit, but they are remarkably well worth inspecting, I understand, and if a person leaves the boats in the morning, they, as well as the pyramids of Saccara, and the excavations and tombs in the rocks, may all be inspected in one day; we got asses at the village of Saccara to bring us back, and I returned to my boats much gratified with the excursion. Next morning we found ourselves off the village of Gaza. We landed and took donkeys and passed the day in visiting the large pyramids. The following morning we passed the island of Rhode, visited the Nilometer, and after sailing down about half a mile and passing the aqueducts of Lubuddia about one hundred yards, landed again on the island, and entered the gardens of Ibrahim Pasha already noticed. These gardens are most delightfully situated and tastefully laid out, and kept under the superintendence of Mr. T. and Mr. M., one a Scotchman, the other an Irishman. From this point we sent on our boats to the port of Boulac.

Mr. Carmichael Smyth, in addition to some valuable suggestions, gives the distances from Luxor to Cairo.

“ If you do not mind the expense, I should recommend your sending money and an order to Mr. Waghorn or to Mr. Hill, at Cairo, to send up boats for you to Luxor. Excellent clean boats are procurable at Cairo, with good boat-people; and by writing from Calcutta beforehand, and stating the time you expect to be at Luxor, they will be able to have the boats all ready waiting your arrival. The size and number of the boats must depend on your party; but this (if the number of persons is stated) may be safely left to them. A separate cook-boat is, however, at all events necessary, and should be indented for. If you do not choose to go to the expense of having boats up from Cairo, then, directly you land at Cossier, lose no time in sending an express to the Company’s agent at Kenneh, requesting him to send up boats for you to Luxor. These boats are country boats, and sometimes are very dirty indeed; they must always be well cleaned and purified before you can use them, to get rid of the vermin—rats, bugs, and fleas. The boats should be sunk in the river for twenty-four hours, and then well scoured and washed; you should take three or four bottles of chloride of lime with you, and have the cabins washed out with the mixture every day, not omitting to have some sprinkled over your cot and bedding. The front part of the boat, extending from the cabin to the mainmast, should be covered over with canvas, and if well done, it will make a very good place to sleep in; for in the cabins of a country boat I would not recommend any one to place his cot. For the purpose of fitting up the boats, you should take with you two pieces of canvas, made up—say, each piece about sixteen feet long and eight feet broad—with eye-holes drilled therein, so as to enable you to lace the canvas to the boat. You will also require three bamboos, or pieces of wood, each twenty feet long, and six smaller bamboos, each about five feet long, to make a house or cabin over the deck. The canvas should be covered with country mats, to keep out the sun. A filterer is indispensably necessary on the Nile. Take also hooks and nails with you, to fix up in the boat; the sutringees of your tent will also be of service in making the boats comfortable. The prin-

cial thing to be attended to in the boats is cleanliness, and that is only to be obtained by making your servants clean and wash the boats out carefully once, if not twice a day. Nothing fit to eat is to be got going down the Nile but eggs and sugar, and occasionally a few chickens; the bread is abominable, as is also the butter. If you have a gun, you may shoot plenty of pigeons and larks, and occasionally some quail.

“ Our party left Luxor the 7th March, and arrived at Cairo on the 26th; we met, however, with very strong northerly winds. The distances of the principal stations from one another are as follows:—

| | Miles. |
|------------------------------------|--------|
| From Luxor to Kenneh | 49 |
| From Kenneh to Gergeh | 73 |
| From Gergeh to Sciout | 97 |
| From Sciout to Minieh | 106 |
| From Minieh to Benisouef | 85 |
| From Benisouef to Cairo | 83 |
| Total . . | 493 |

“ Sciout is the capital of Upper Egypt.”

In addition to the route from Cairo to Alexandria by the way of the river Nile and Mahmoudieh Canal, as noted in the body of this work, there are two others: 1st viâ, Rosetta and the Delta by land; and 2d, across the desert; of the latter Mr. Hogg writes:—

“ Passing a vast canal, the road runs by Tookh-el-Nassera, Kafr Diami, Beyr, Sa-el-Hajjar, supposed to stand near Sais, once the capital of lower Egypt, to Deir Ibrahim, a large village celebrated for its mosque, where, according to Denon, two hundred thousand pilgrims resort annually. The villages, though small, are numerous in this part of Egypt; the road runs near the river till it reaches Fouah, a large town on the right bank of the Nile, where is the famous Military *Tarboosh* manufactory, as also one of *Ta-boots*, a kind of cloak. The river is again crossed at Tifeni, and the road passes through a marsh, abounding in snipes, ducks, and

other water fowl, till it reaches the desert, which is enlivened by small groves of date trees, and extends to the edge of the river.

“ The city of Rosetta or *Rashid*, is surrounded by low walls, and at a distance, has somewhat the appearance of an European town, but this resemblance vanishes on entering ; though its lofty houses, with projecting latticed windows in the form of Gothic turrets, its long streets, numerous mosques, and large squares, give it an imposing air. Rosetta was formerly a place of considerable commerce, but since the formation of the Mahmoodyeh canal, the trade between Cairo and the court has been almost entirely turned into another channel, and Fouah is now enriched, at the expense of Rosetta. The last town is still celebrated for its manufactory of cloths. The rice grown in its vicinity, called Sultani, is of a very superior description. Here, some years since, the Pasha expended large sums in the erection of mills worked by steam, for separating the rice from the husk. On trial, however, they were found to be a failure, as they crushed and spoiled the grain, which caused their discontinuance. The shoonah, or store-house of the Pasha, generally contains a vast quantity of grain, and a number of hands are then constantly employed.

“ The Government tannery, under the management of Monsieur Rossi, is a profitable establishment, and finds employment for about a hundred Arabs. The smithy is also a large and remarkably well-conducted establishment, containing about eighty forges, constantly employed in preparing iron work for the navy.

“ The gardens of Rosetta have always been celebrated for their extent and beauty ; they are situated to the south of the city near the Convent of Aboo-Mandoor, and are a perfect wilderness of pomegranate, fig, lemon, citron, and orange trees, growing in unpruned luxuriance. Near the convent of Aboo-Mandoor is a telegraph erected by Mahomed Ali, on an old tower on the summit of a lofty eminence, which commands an extensive and interesting view.

“ The road from Rosetta to Alexandria passes the village of Aboukir, along a strong embankment erected by the Pasha to exclude the waters of the bay from Lake Mareotis, thence across the desert near the ruins of Canopus, and enters Alexandria through the Rosetta or Canopic gate.

“ The time occupied in this route may be estimated at seven days, viz :—

| | |
|------------------------------|--------|
| To Bersham | 1 day. |
| „ Tookh el Nassera | 1 „ |
| „ El Kodabé | 1 „ |
| „ Fouah | 1 „ |
| „ Rosetta | 1 „ |
| „ Alexandria | 2 „ |

“ The journey from Cairo to Alexandria, across the desert, may be performed viâ Niguillah, along the western branch of the Nile, thence to Damanhour, a large military station, and from there to Keraoum, and along the bank of the Mahmoudyeh to Alexandria, or else on the eastern side of the river by the way of Shalakaum Penouf and Shabor to Damanhour, and so on to Alexandria. The distance may be easily performed on horseback in three days, or in four upon a camel.”

Of the antiquities in Egypt most worthy of a traveller's attention,* and which he will have the opportunity of inspecting in the event of Cossier being his starting point, Mr. Blackburn has collected from many sources the following account, and the reader will not, perhaps, consider his time lost in giving them perusal.

LUXOR. *Hamilton's Egyptiaca.* p. 114.—“ In approaching this temple from the north, the first object is a magnificent propylon, or gateway, which is two hundred feet in length, and the top of it fifty-seven feet above the present level of the soil. In front of the entrance are the two most perfect obelisks in the world, each of a single block of red granite, from the quarries of Elephantina; they are between seven and eight feet square at the base, and above eighty feet high; many of the hieroglyphical figures with which they are covered, are an inch and three quarters deep, cut with the greatest nicety and precision. Between these obelisks and the propylon are two colossal statues, also of red granite; though buried in the ground to the chest, they still measure twenty-one and twenty-two feet from thence to the top of their mitres. The atten-

tion of the traveller is soon diverted from these masses, to the sculptures which cover the eastern wing of the north front of the propylon, on which is a very animated description of a remarkable event in the campaigns of some Osymandyas or Sesostris. (See the whole description in Hamilton, pages 115 to 118.) The ruined portico, which is entered from the gateway, is of very large dimensions; (p. 119) from this a double row of seven columns, with lotus capitals, two and thirty feet in circumference, conducts you into a court, one hundred and sixty feet long, and one hundred and forty wide, terminated at each side by a row of columns, beyond which is another portico of thirty-two columns, and the adytum, or interior apartments of the building."

Richardson's Travels, vol. ii. p. 84.—"The temple of Luxor was probably built on the banks of the Nile for the convenience of sailors and wayfaring men; where, without much loss of time, they might stop, say their prayers, present their offerings, &c. Great and magnificent as it is, it only serves to shew us the way to a much greater, to which it is hardly more in comparison than a kind of porter's lodge; I mean the splendid ruin of the temple at Carnac. The distance from Luxor to Carnac is about a mile and a half or two miles. The whole road was formerly lined with a row of sphinxes on each side. At present, these are entirely covered up, for about two-thirds of the way, on the end nearest to Luxor. On the latter part of the road, near to Carnac, a row of criosphinxes (that is, with a ram's head and a lion's body) still exists on each side of the way."

CARNAC. *Hamilton*, p. 122.—"The name of Diospolis is sufficient to entitle us to call the grand temple at Carnac the temple of Jupiter. This temple has twelve principal entrances, each of which is composed of several propyla and colossal gateways, or moles, besides other buildings attached to them, in themselves larger than most other temples. One of the propyla is entirely of granite adorned with the most finished hieroglyphics. On each side of many of them have been colossal statues of basalt, breccia, and granite; some sitting, some erect, from twenty to thirty feet in height.

"The body of the temple, which is preceded by a large court, at whose sides are colonnades, of thirty columns in length, and through

the middle of which are two rows of columns fifty feet high, consists, first of a prodigious hall, or portico, whose roof is sustained by one hundred and thirty-four columns, some of which are twenty-six feet in circumference, and others thirty-four; there are four beautiful obelisks, marking the entrance by the adytum, near which the monarch is represented as embraced by the arms of Isis.

“ The adytum itself consists of three apartments, entirely of granite. The principal room, which is in the centre, is twenty feet long, sixteen wide, and thirteen feet high. Three blocks of granite form the roof, which is painted with clusters of gilt stars, on a blue ground. Beyond are other porticos and galleries, which have been continued to another propylon, at the distance of two thousand feet from that at the western extremity of the temple.

“ It may not be uninteresting to add a few particulars relative to this temple, the largest perhaps, and certainly one of the most ancient, in the world.

“ Two of the porticos within it appear to have consisted of pillars, in the form of human figures, in the character of Hermes, that is, the lower part of the body hidden, and unshapen, with his arms folded, and in his hand the insignia of divinity; perhaps the real origin of the Grecian Caryatides.

“ Exclusive of these columnar statues, which have been thirty-eight in number, and the least of them thirty feet high, there are fragments more or less mutilated, of twenty-three other statues, in granite, breccia, and basalt, seventeen of which are colossal, and have been placed in front of the several entrances. They are in general from twenty-five to thirty feet in height, and executed in the best Egyptian style.”

BIBAN-OOL-MOOLK; OR THE TOMBS OF THE KINGS. *Richardson's Travels*, vol. i. p. 264.—“ It is a most dismal-looking spot, a valley of rubbish, without a drop of water or blade of grass. The entrance to the tombs looks out from the rock like the entrance to so many mines; and were it not for the recollections with which it is peopled, and the beautiful remains of ancient art which lie hid in the bosom of the mountain, would hardly ever be visited by man or beast. The heat is excessive, from the confined dimen-

sions of the valley, and the reflection of the sun from the rock and sand. The whole valley is filled with rubbish that has been washed down from the rock, or carried out in the making of the tombs with merely a narrow road up the centre."

Richardson's Travels, vol. i. p. 266.—"Diodorus Siculus states, on the authority of the Egyptian priests, that forty-seven of these tombs were entered in their sacred registers, only seventeen of which remained in the time of Ptolemy Lagus. And in the 180th Olympiad, about sixty years B. C., when Diodorus Siculus was in Egypt many of these were greatly defaced. Before Mr. Belzoni began his operations in Thebes, only eleven of these tombs were known to the public. From the great success that crowned his exertions, the number of them is nearly double. The general appearance of these tombs is that of a continued shaft, or corridor, cut in the rock, in some places spreading out into large chambers, in other places small chambers pass off by a small door from the shafts, &c. In some places where the rock is low and disintegrated, a broad excavation is formed on the surface, till it reaches a sufficient depth of solid stone, when it narrows, and enters by a door of about six or eight feet wide, and about ten feet high.

"The passage then proceeds with a gradual descent for about a hundred feet, widening or narrowing according to the plan or object of the architect, sometimes with side chambers, but more frequently not. The beautiful ornament of the globe, with the serpent in its wings, is sculptured over the entrance. The ceiling is black with silver stars, and the vulture, with outspread wings, holding a ring and a broad feathered sceptre by each of his feet, is frequently repeated on it, with numerous hieroglyphics, which are white or variously coloured. The walls on each side are covered with hieroglyphics, and large sculptured figures of the deities of Egypt, and of the hero for whom the tomb was excavated. Sometimes both the hieroglyphics and the figures are wrought in intaglio; at other times they are in relief; but throughout the same tomb they are generally all of one kind. The colours are green, blue, red, black, and yellow, on a white ground, and in many instances are as fresh and vivid as if they had not been laid on a month. Intermixed with the figures, we frequently meet with

curious devices, representing tribunals where people are upon their trials, sometimes undergoing punishment: the preparation of mummies, and people bearing them in procession on their shoulders; animals tied for sacrifice, and partly cut up; and occasionally the more agreeable pictures of entertainments, with music and dancing and well-dressed people listening to the sound of the harp played by a priest, with his head shaved, and dressed in a loose flowing white robe, shot with red stripes."

Hamilton, p. 168.—"Two other colossal statues, called also by some, the statues of Memnon, are in the plain about half way between the desert and the river. The inundation had hardly left them early in January, and we had some difficulty in reaching them on that account. They are about fifty feet high, and seated each on a pedestal six feet in height, eighteen long, and fourteen broad. The stone of which they are formed is of a reddish grey.

"These two statues are, by the Arabs, familiarly called Shamy and Damy."

MEDINET HABOO. *Hamilton*, p. 137.—"One outward inclosure, or brick wall, seems to have contained three distinct, though connected buildings, to which we may arbitrarily assign the names of the chapel, the palace, and the temple. (p. 138.) The principal entrance to the palace from the plain being blocked up, it is only to be approached now by a side door-way from the pronaos of the chapel. Of this building, which may once have been the residence of the sovereigns of Egypt, one tower only is remaining. This was divided into three stories, in each of which are two apartments. The stone pavement of the lower rooms is still perfect, but the upper floors and the wooden beams which supported them, have entirely disappeared. The interior walls have not such a profusion of sculptures as those without. At each side of one of the windows is an Isis, with the hawk's wing, kneeling, and wearing the lunar crescent on her head. At another window are four projecting sphinxes; and in a corner of one of the rooms are two females, with baskets of lotuses on their heads, carrying a plate of cakes to the king, who is sitting; before him stands another female, with the same head dress, stretching out her arm, while he puts some of the delicacies into her mouth."

Hamilton, p. 150. —“Ebek, the most northern of all the Theban monuments, is only remarkable because the plain on which it is constructed is very different from that of all other temples in Egypt. It has a single row of columns in front, and the rest of the building is distributed into a variety of comparatively small apartments.”

MEMNONIUM. *Richardson's Travels*, vol. ii. p. 14.—“Having retraced our steps along the ancient avenue, to the edge of the rocky flat, we turned southward, and in a few minutes reached the Memnonium. On our way thither, we passed many immense piles of sunburnt brick, exactly like those large square piles that are erected for being burnt. I am rather disposed to think that they were only kept there till wanted, for the purpose of building. The term Memnonium is used by Strabo to designate that part of ancient Thebes, which lies on the west side of the river. The French savans, however, without any sufficient reason, have restricted it to the magnificent ruin which we are going to describe. This beautiful relic of antiquity looks to the east, and is fronted by a stupendous propylon, of which two hundred and thirty-four feet in length are still remaining. The propylon stands on the edge of the soil; but the area cultivable, or space for the dromos behind it, is floored by the solid rock, on which the rest of the temple is erected. The eastern wall is much fallen down, and both ends are greatly dilapidated. Every stone in the propylon appears to have been shaken and loosened in its place, as if from the concussion of an earthquake, for no human violence seems adequate to produce such an effect in such an immense mass of building as that under consideration. A stair enters from each end, by which to ascend to the top of the propylon, from which passages go off in a number of chambers, as in the temples of Phylæ, Edfou, &c.

“The reader is referred to Dr. Richardson's work, for a description of the sculpture on the walls of the temple.”

Hamilton, p. 167.—“Among other dimensions of this colossus, I found that it measured six feet ten inches over the foot, and sixty-two or sixty-three feet round the shoulders. This enormous statue has been broken off at the waist, and the upper part is now laid prostrate on the back; the face is entirely obliterated, and next to

the wonder excited at the boldness of the sculptor who made it, and the extraordinary powers of those who erected it, the labour and exertions that must have been used for its destruction are most astonishing. It could only have been brought about with the help of military engines, and must then have been the work of a length of time. Its fall has carried along with it the whole of the wall of the temple which stood within its reach. It was not without great difficulty and danger that we could climb on its shoulder and neck; and in going from thence upon its chest, I was assisted by my Arab servant, who walked by my side, in the hieroglyphical characters engraven on its arm."

DENDERA. *Hamilton*, p. 194.—"The great temple of Venus or Isis, which we were now come to, presented itself to us in all its original magnificence. The centuries it has seen have scarcely affected it in any important part; and have given it no greater appearance of age and ruin than what serves to render it more venerable and imposing. After seeing innumerable monuments of the same kind throughout the Thebaid, it seemed as if we were now arrived at the highest pitch of architectural excellence that was ever attained on the borders of the Nile. Here we found concentrated the united labour of ages, and the last effort of human art and industry in that regular uniform line of construction, which had been adopted in the earliest times. After admiring the general effect of the whole mass, its elegance, solidity, correct proportions, and graceful outlines, it was difficult to decide, what particular objects were to be first examined. Whether its sculptures or paintings, typical and ornamental, the distribution of the interior apartments, the details of the capitals and columns, the mystical meaning of particular representations here seen for the first time; the zodiacs, (the principal zodiac has since been removed) or the other celestial phenomena, sculptured on the ceilings; all seemed objects of high interest and importance, all invited a nearer and closer inspection. The portico consists of twenty-four columns, in three rows, each about twenty-two feet in circumference, thirty-two feet high, and covered with hieroglyphics. The peculiar form of the square capital, with a front face of the goddess on each side, is best understood by a view of the drawing which I have given of the building as it now appears. We were

at first struck by the singularity of an idea so foreign to the common notions of Greek architecture; but the eye is soon reconciled to it, and the solemn and mild monotony of these faces impresses the spectator with a silent reverential awe, a willing conviction of the immediate presence of the deity of the place in her most gracious character; and, indeed, the Greeks, in their Caryatides, seem in some degree to have added their sanction to the principle."

Hamilton, p. 197.—"The sekos, or interior of the temple, consists of several apartments, all the walls and ceilings of which are in the same way covered with religious and astronomical representations. The roofs are, like the rest in Egypt, flat; the oblong masses of stone resting on the side walls; and when the distance of these is too great, one or two rows of the columns carried down the middle of the apartment, by which the roof is supported. The capitals of these columns are very richly ornamented with the budding lotus, the stalks of which being carried down some way below the capital, give the shaft the appearance of being fluted, or rather scalloped."

Of the island of Philæ (above Thebes) Mr. Hogg writes:—

"The island of Philæ, is strictly speaking in Nubia, and although only six miles above Assowan, is perhaps more to be admired for its situation; the island itself is a gem in a desert. No person ought to leave Egypt without visiting Assowan and Philæ, particularly if he goes up as high as Thebes, for he can form no correct judgment of Egypt and her wonderful and gigantic works, remnants as they now are of what they once were, unless he sees the temples and shrubberies at Esneh, Edfou, Koom, Ombos, Assowan, and Philæ, as well as those in the Thebaid and at Tenetyra. By traversing Egypt from Alexandria to Assowan, you can with ease, and without leaving your boats for twenty-four hours, inspect all those wonderful remains of labour and art, unequalled, I believe, in the world for extent or size as architectural works, and which, to the mind of the observer, places beyond doubt the wealth, the power, the science, and great population of ancient Egypt. To attempt to convey to a person who has not seen structures of the kind any idea of what these ruins are, is, in my

opinion, out of the question. I could look upon them with feelings of astonishment mingled with awe, and from them receive impressions which it is out of my power to convey to others, as I cannot define them to myself. In the granite quarries at Assowan, from whence these immense monuments were taken, are two unfinished sarcophagi and an obelisk cut and formed, but still attached to the native rock. The obelisk is shaped out and cut round on all sides except its under one, a bed which still attaches it to the rock. Dr. B. and I measured it with my measuring line, and found it seventy-six feet in length and twelve feet broad, and in depth to the drift sand in which it was imbedded, six feet thick; we could not clear away the sand either at the base end or at the sides to see its full length and depth. The marks of the workman's chisel and wedge, with which instruments it appears these immense masses have been disjointed from the native rock, are as fresh as if they had been applied but yesterday. It is inconceivable how such entire masses could have been taken from their bed to the Nile, a distance of at least a mile and a half, and from thence transported to where we see them still standing, seventy, eighty, and ninety feet in height, and eight, ten, and twelve feet square at the base, as at Luxor, Carnac, Heliopolis, Ammon, and at Alexandria, covered with deeply engraved figures and hieroglyphics, in some places still bearing as glossy and fresh a polish as at the period of their erection. I must correct myself in the assertion that you can see all these remains without being absent from your boats twenty-four hours, for, on recollection, there are some magnificent ruins in the Typhonium, or rather I believe in the great Oasis, which it takes some days to cross to. In the island of Philæ there are some beautiful and extensive remains of Egyptian, as also one of Grecian, architecture.

Many parties will probably leave England on their way to India with the determination to explore the wonders of Egypt, to whom the following notes of a journey up the Nile from Cairo may be found of service. They are by Capt. Crawford, and were addressed by that officer to the Editor of the Hurkaru, Calcutta newspaper.

“The great pyramid of Saccarah contains a small chamber, with a few hieroglyphics differing in this respect from all others. The arched tombs (now nearly destroyed) proving the pre-augustan existence of the masonic arch, is of the time of Psammeticus 2nd, about B. C. 604.

“Mitraheny, a large colossus of Rameses 2nd, the supposed Sesostris. Mounds and indistinct remains of Memphis. On the right bank are the quarries from which a portion of the stones for the pyramids were drawn. In one part oxen are represented drawing a block placed on a sledge. A little to the south of the modern village, is an inclined plane, leading from the quarries to the river.

“Thirty-four miles further to the south, at Atfieh, mounds of Aphroditopolis, but without ruins.

“Left bank, false pyramid (Meidoun) difficult of access on account of the canal.

“Three miles beyond Feohm, and on the opposite side, (right bank) remains of crude brick walls, with hieroglyphics on the bricks.

“Right bank, eight miles north of Meneyeh, is Tehnah, the ancient Acoris. Greek Ptolemaic inscription. Tombs cut in the rock with inscriptions. Roman figures in high relief. Quarries on top of mountain, with a tank for water.

“Right bank, seven miles beyond Mineyeh, is Rohn Ahman, some grottoes, and ruins of an old town.

“Nine miles further (right bank) Beni Hassan; remarkably interesting grottoes of the time of Osirtasen (about B. C. 1740) in whose reign it is calculated that Joseph arrived in Egypt. To see them well, the surface must be slightly oiled; and the plans, explanatory of the trades, amusements, domestic arrangements, &c., of the ancient Egyptians, merit particular attention. In the columns of the best grotto we recognize the *Doric Order*. In the entablature over the doorway, observe that the ends of rafters are sculptured instead of mutules and tryglyphs.

“About a mile and a half south is another grotto, a temple of Pasht, Bubastis or Diana, the *Speos Artemidos* (date Thotmes III.

fifteenth century B. C.) The Speos is known by the name of *Stable Antar*. Near it are deposited cat mummies.

“Right bank, at Shekh Ababdeh, are a few remains of *Antinoë*, built by Adrian. The principal streets may be traced, as well as the hippodrome, towards the east, out of the walls. Grottoes in the rock, &c.

“This whole district has been famous for thieves, from the time of Bruce to the present day.

“Right bank. El’Rasheh, a grotto in the mountain, with a statue represented on a sledge.

“The ruins of Hermopolis at Ashmouneyn have been destroyed.

“The Pasha’s sugar factory at E’Rairamoon merits a visit.

“Left bank. Ibayda, at the corner of the mountain, crude brick walls, and some grottoes, not very remarkable.

“After Shekh Said, the mountains go off to the eastward, leaving the river. A little beyond is Til el Amama, to the south of which are the ruins of an ancient town, of which only the brick houses remain. Wilkinson supposes this place to be Alabastron, but perhaps without sufficient reason.

“To the south are grottoes in the mountain with curious sculpture, and upon the mountain is an alabaster quarry. The sculptures represent a king and queen offering and praying to the sun, which shoots forth rays terminating in human hands, one of which gives the emblem of life to the king. Procession of soldiers, &c.

“Six miles before Manfaloat, at el Hareib, are the ruins of an old town in a ravine, in which are dog and cat mummies.

“Near Maabdeh, opposite Manfaloat, are crocodile mummy pits, difficult of access and dangerous.

“E’Siout, the capital of the Said, and standing on the site of Lycopolis, merits a visit. The gardens are celebrated. Visit the grottoes in the mountain, if it be only to enjoy the beautiful view, which is perhaps unequalled in Egypt. The mummies of the wolf are occasionally found.

“The remains of the splendid temple of Antæopolis have been sapped and carried away by the stream. A few stones only serve to point out its site at Gau (right bank.).

“Right bank. Shekh Eredi, where a Moslem saint, transformed into the form of a serpent, still performs very wonderful cures upon those who can pay. Some small grottoes on the left bank. To the west, Looahg, near the corner of the mountain, are remains of Athrebi. Inscription in stone, in a ruined temple. Grottoes in the mountain.

“To the west of this is the white monastery Deira bow Sehwoodee. It has very much the appearance of an Egyptian temple, having a cornice and tomb, and is supposed to have been founded by the Empress Helena. Like the other Deirs, it is inhabited by Christian peasants.

“Right bank. At Ekhmin, nearly opposite Looahg, are remains of Panopolis. A large mass of stone contains a Greek inscription of the temple of Pan.

“Left bank. Monshiet, eight miles beyond Ekhmin, remains of a stone quarry. Ptolemais Hermii.

“Left bank. Abydos, three hours' ride from Girgeh, and two hours from Bellianeh. Take donkeys at Girgeh and send the boat on to Bellianeh. When last at Abydos, I was entertained for the night, at the 'Deir,' to the north or north-west of the village. The most remarkable monument is what Strabo has described as a 'Memnonium,' a very singular building, consisting of several parallel arches or arcades, leading, he says, to a tank, now concealed. The arches are *not* masonic, but cut out of large masses of stone; and it is this circumstance which has, in a great measure, given rise to the error, as to the arch not having existed previous to the Augustan era. The building was begun by Osiren, the father of Sesostris, and finished by his son.

“To the north of the Memnonium is the small temple of Osiris, built, or at least finished, by Rameses II. and remarkable for having had a sanctuary made of alabaster, and for containing the famous tablet of the kings, which, next to the Rosetta stone, has been of the greatest assistance to the students of hieroglyphics. The Necropolis has been robbed to form the collections of Salt, Drovetti, and others.

“Right bank. How, Diospolis parva—few remains—vestiges of a temple of late date, and about a mile and a half to the south, of other mounds.

“ Left bank. Dendera (Tentyris) opposite Genneh. The principal temple was consecrated to Hathor, the Egyptian Venus, and not to Isis. The most interesting as well as most ancient sculptures are outside, at the western extremity, where we see Cleopatra and her son Cæsarion. The sculptures above are of the time of Augustus, as are those of the lateral walls of the naos. The pronaos presents the portraits and names of Caius, Claudius, and Nero, as well as Tiberius, by whom it was constructed. The pylon leading to the temple, is (or was) of the time of Domitian and Trajan. The peripteral temple to the right, is the Typhonium, and immediately behind the great temple, is a small one consecrated to Isis. The pylon towards the south is connected with the latter, and was raised in the reign of Augustus. The walls of the town, and a second wall for the sacred edifices, may be traced, and there are, I believe, some tombs in the mountain behind the town that have not been properly explored.

“ Right bank. Quopht, the ancient Coptos—ruins of town and temple—small Roman-Egyptian temple, in the village of El Qalah, towards the north, forming once a part of Coptos. Qoos, Apollinopolis-parva. No more remains left, but a monolith converted into a tank, and to the north of the town is a well.

“ Thebes, Diospolis-magna, on the east side, consisting of Karnak and Luxor: the Lybian suburb on the west bank, consisting of Gournah, Medeenet Haboo, &c. the tombs of the kings and those of the queens, &c.

“ KARNAK.—At least fifteen centuries combined to raise the great temple, the different ages of the various portions of the edifice being distinctly traceable, from the time of Osirtasen I. (B. C. 1740) to the Ptolemies. On approaching the great west propylon, observe the holes (almost like windows, and by some described as such) for fixing the flag-masts, as well as the recesses below, in which they were planted. After looking at the great hall of columns, and the obelisks, &c., notice particularly the granite sanctuary, which is a restoration of one destroyed by the Persians. It was raised by Alexander, in compliance with a vow of Philip. On the sandstone wall that encloses and protects this sanctuary, observe (north wall) a very curious and rich offering, in which a Pharaoh presents to the temple, obelisks, flag-masts, gold and silver,

&c. The numbers are placed beneath the offerings. The sculptures deserve particular attention. Those on the outside of the southern wall relate to the conquests of Shishak, who plundered the temple of Jerusalem. The name of the place (Joudamallah) is legible on a cartouche, one of thirty led captives before the gods of Thebes.

“The whole north wall is covered with historical sculptures, all of which were originally painted, representing the conquests of Osiren, the father of Sesostris. Some little attention is required to see them well. One group is more curious than the rest: the king has caught his adversary with his bow-string and is decapitating him. Notice the triumphal return to Thebes, and remark the Nile (distinguished by crocodiles), with a bridge thrown across it.

“To the south of the great temple is a tank; then come several immense propyla, part of an avenue of sphinxes, and lastly some remains of a considerable temple, which was surrounded by a lake.

“To the north are other remains, with a handsome pylon, of Ptolemaic date, and an avenue of sphinxes.

“The temple, second in importance at Karnak, is of the Pharaonic period, but approached by a pylon of Ptolemaic date, at the extremity of the great avenue of sphinxes leading to Luxor. On the right of the first or hypæthral court, notice a sculpture, illustrating the manner in which the flag-masts were raised before the temples. Adjoining this temple, and on its west side, is a small temple of Oph, in which travellers sometimes lodge.

“From Karnak to Luxor, it is easy to trace the lines of sphinxes, which connected the palace of the latter with the temples of the former.

“Luxor, with the exception of the sanctuary, is entirely Pharaonic, having been founded by Amenoph III., in the fifteenth century B. C., and finished by Rameses II., in the fourteenth century B. C. The granite sanctuary, like that of Karnak, is a restoration, and of the same age. In one of the halls, approachable from the river side, observe a curious set of sculptures, relative to the birth of the founder of the palace. His mother, the queen, is seated on the stool of accouchement, surrounded by midwives and

divine genii. The latter present him the emblem of life. A little further on, the infant is presented to and caressed by Amunre; and Thoth, the god of letters, is choosing for him his prenomen, 'sun, lord of justice and of truth.'

"To see the interesting sculptures on the great propylon, it is necessary to visit the palace at an early hour. They relate to the conquests of Rameses II., but much attention is required to make out their details. In the midst of the fortified camp, is a lion, the companion of Sesostris in war; but it is probable that you will not be able to distinguish it.

"*Lybian Suburb.*—To see the tombs of the kings, one night should be passed in the valley of Biban ool Moolk; but the entrance of one of the excavations affords sufficient accommodation. That of Belzoni is usually preferred.

"Belzoni's tomb (that of Osiren, whose conquests are depicted on the north side of the great temple of Karnak,) is the most magnificent; next to that, the tomb of Rameses III. is the most interesting. It is near an angle of the rock, and will be readily distinguished by the recesses on either side of the principal shaft. These little cabinets contain some exceedingly curious sculptures or paintings, and, it is from one of them that Bruce drew his harp scene.

"The tombs of the queens are in a separate valley to the west of Medinet Haboo.

"At Goorneh (old Goorneh) is the palace of Osiren I. In the Aposiet are some remains of a very ancient temple, of which a portion is cut in the rock—an arch (not masonic) very similar to those of Abydos. Between the Aposiet and the Memnonium are many tombs deserving attention.

"The Memnonium (now perhaps more properly called the Rameseion, i. e. 'Rameseseion,' the 'house of Rameses') is of the most uniform and elegant of Egyptian structures. Pay particular attention to all the battle scenes; to the immense statue of Rameses II. supposed to have weighed nearly a thousand tons; to the circumstance of the bases of the columns of the heptastyle being made seats; to a very remarkable sculpture at the west extremity of the hall; to the private apartments which follow—the Pharaoh seated

in the sacred Persia—the next apartment supposed to be the library—traces of gilding on the doorways, &c.

The Colossi in the Plain.—Of these, the northern one is the vocal statue of the ancients. It is of Amunoph III., the founder of Luxor, who reigned in the fifteenth century, B. C. Wilkinson discovered the means of deception; a stone, which, when struck, produces a sound similar to that described by Strabo and Pausanias, is still to be found in the lap. The other statue bears the same cartouches, and both are supposed by Wilkinson to have stood at the commencement of a dromio, or avenue of the sphinxes, running nearly twelve hundred feet towards an indistinct mass of buildings now called Kom el Hattan. Champollion and some architects suppose that they stood before a propylon.

Medinet Haboo.—A temple-palace, a private palace or harem, and a temple. The harem is very interesting, but partly destroyed. It consists principally of a pavilion in advance of the palace, and in it are some curious sculptures, among which the king is represented playing chess with his ladies. A ladder is necessary.

The great temple-palace is remarkable not only for its architecture, but for the sculptures representing the conquests of Rameses III. (about the thirteenth century B. C.) These are particularly remarkable in the hypæthral court, where there is exhibited, in the northern side, a magnificent pageant, the coronation of the Pharaoh. The whole exterior of the northern side of building is covered with battle scenes. Among the heaps of hands poured out before the conqueror, are lions' paws. There are also heaps of Phalia.

“The great lake, for the ceremonies of the dead (the hippodrome of the French savans), will be best distinguished from the top of the pavilion or harem. There are several other remains, and tombs without number.

“There is no trace whatever of a wall of circumvallation, though the crude brick enclosures of the temples still remain.”

Few persons will probably possess any acquaintance with the language of the country, and it may not be, therefore, amiss to present a short vocabulary of the most useful

words, for which the Author is indebted to Mr. Blackburn's pamphlet.

ENGLISH AND ARABIC VOCABULARY.

| ENGLISH. | ARABIC. | ENGLISH. | ARABIC. |
|---------------------|-----------|----------------------|---------------|
| Abode | Mukkaun | Bone | Uzzun |
| Academy | Muktub | Book | Kittaub |
| Accident | Ittiffauk | Boots | Huffauf |
| Account | Hissaub | Bottle | Munnooj |
| Ache | Wujjah | Box | Sundook |
| Advantage | Fauyeedah | Boy | Walad |
| Advice | Tudbeer | Bread | Jurzum, |
| After | Baud | Breath | Nufs |
| Age | Oommur | Bribe | Rishwut |
| Agreement | Kurraur | Brother | Aukh |
| Agriculture | Zurrau-ut | Burden | Hummul |
| Aid | Muddud | Burden (Camel's) | Hudduj |
| Air | Huhwah | Burying Ground | Rummus |
| Always | Muddaum | Business | Ummul |
| Anger | Ghuzzub | Butter | Zubbood |
| Animal | Hywaun | Camel (Male) | Aubul, Gamal |
| Apparel | Libbaus | Camel (Female) | Naukut |
| Army | Fouj | Camel (Riding) | Rikkaub |
| Ashes | Rummaud | Canal | Nuhhur |
| Ass | Hummaur | Candle | Shummah |
| Back | Sulb | Care | Shughul |
| Back (Horse) | Sunmau | Carpet | Haulee |
| Bad | Shurreer | Castle | Killah |
| Bag | Khurreet | Cause | Subbub |
| Baggage | Ausbaub | Certain | Yekeen |
| Basket | Ghuzbee | Chain | Dustoor |
| Basin | Taus | Chair | Ruttub |
| Bath | Hummaum | Charcoal | Khuttur |
| Bed | Farshe | Cheese | Mazlum |
| Been | Bauklau | Chicken | Tummoor |
| Beard | Muhausun | City | Nehaur |
| Beauty | Jummaul | Clean | Suboh, Fujjur |
| Before | Kable | Cloak | My-yut |
| Beggar | Fukkeer | Cloud | Kurruz |
| Bird | Taueer | Coffee | To-wukkoof |
| Birth | Moulood | Content | Suhherau |
| Black | Ausood | Cotton | Mooskil |
| Blind | Zurreer | Country | Ghulleez |
| Blood | Dum | Country (Native) | Murruz |
| Blow | Zurruby | Cow | Fausillah |
| Boar | Khunzeer | Cucumber | Silsillah |
| Boat | Kaurub | Custom | Koorsee |
| Boatman | Mullah | Damp | Hummum |
| Body | Buddun | Danger | Jubbun |

| ENGLISH. | ARABIC. | ENGLISH. | ARABIC. |
|-------------------|---------------|----------------------|----------------|
| Dark | Furooj | Foot | Kuddum |
| Dates | Buld | Force | Koowut |
| Day | Sauf | Ford | Maubur |
| Daybreak | Soob | Fowl | Farak |
| Dead | Ghyme | Friend | Hubbeel |
| Debt | Kuhwah | Fruit | Summer |
| Delay | Ruzzau | Full | Mullaun |
| Desert | Kuttun | Funeral | Junnauzah |
| Difficult | Moolk | Gain | Nuffah |
| Dirty | Wattun | Garden | Jinut, Roozut |
| Disease | Bukrah | Girl | Subbeeyut |
| Distance | Kusair | Girth | Shukkaul |
| Doctor | Hukkeem | Goat | Mauz |
| Dog | Kulb | God | Ullah |
| Dollar | Riaul | Gold | Tillau |
| Door | Baub | Good | Khyre, Teeb |
| Doubt | Shoobah | Good Morning | Soobah-ulkhyre |
| Dove | Faukhtah | Grain | Ghullah |
| Drink | Shurrub | Grapes | Unnabut |
| Duck | But | Green | Aughzur |
| Dust | Ghubbah | Ground | Bur, Buld |
| Duty | Huk | Guard | Mohauffiz |
| Ear | Oozun | Gum | Summugh |
| Early | Fujjur, Badri | Gun | Nuffaut |
| Earth | Aurz | Habitation | Hoveylee |
| East | Mushrek | Hair | Hulb |
| Easy | Sullees | Half | Nisf |
| Egg | Beizah, Baid | Hand | Eed |
| Empty | Khaulee | Handkerchief | Meelant |
| End | Aukhir | Hare | Aurnub |
| Epistle | Khut | He | Howa |
| Evening | Mughrib | Head | Furruh, Rans |
| Face | Wujjah | Heat | Hurraurut |
| Family | Auhhul | Heaven | Jinnut |
| Far | Bayed | Heavy | Sukkeel |
| Father | Aubau, Auboo | Height | Eertefauh |
| Fatigue | Taub | Help | Aumdaud |
| Fault | Tukseer | Hill | Jubbul |
| Fear | Wahshut | Hole | Sukhub |
| Fever | Hummau | Honest | Saudik |
| Fig | Teen | Honey | Ussul |
| Figure | Shukkul | Hope | To-wuk-kah |
| Finger | Ausboo | Horse | Murkub |
| Fire | Nar | Hour | Sau-ut |
| Firm | Kanem | House | Mukkaun |
| Fish | Samac | Hunger | Joo |
| Flambeau | Mushaul | Husband | Zooj |
| Flower | Noor | I | Ana |
| Fly | Zubbaub | Inquiry | Tujweez |
| Food | Taum | Iron | Huddeed |
| Fool | Auhmuk | Island | Juzzeerah |

| ENGLISH. | ARABIC. | ENGLISH. | ARABIC. |
|--------------------|---------------|---------------------|-----------|
| Journey | Suffer | Mischief | Auseeb |
| Joy | Ishrut | Misfortune . . . | Aufut |
| Judge | Kauzee | Money | Nukd |
| Justice | Audillut | Mouth | Shur |
| Kettle | Kuddur | Moon | Kummur |
| Killing | Kautil | Moon (full) . . . | Buddur |
| King | Mulleek | Moonlight | Kummerut |
| Knife | Sukkeen | More | Zey-audah |
| Ladder | Sullum | Morning | Fujjur |
| Lamb | Hummu | To-morrow | Ghud |
| Lamp | Soorauj | Mosque | Musjid |
| Language | Lussaun | Most | Uksur |
| Lantern | Faunnoos | Month | Fum, Fou |
| Large | Wausah | Much | Kusseer |
| Last | Aukheer | Mule | Bughul |
| Lean | Tuhheef | Mummy | Moomia |
| Learning | Elm | Murder | Kuttul |
| Leech | Elk | Nail (Finger) . . . | Ziffur |
| Leg | Sauk | Nail (Spike) . . . | Musmaur |
| Less | Wala | Name | Issum |
| Lemon | Lemoo | Napkin | Fouta |
| Letter | Hurruf | Nation | Koum |
| Liar | Kauzub | Near | Kurreeb |
| Lie | Kuzzub | Necessary | Zurroor |
| Life | Hyaut | Neck | Rukbah |
| Light | Noor | Negro | Ubbush |
| Linen | Kuttun | Net | Rubbaut |
| Lion | Ausud | Never | Abadan |
| Load | Hummul | New | Juddeed |
| Load (Camel's) | Hummoolut | Night | Leel |
| Loadstone | Mughnuttees | Noise | Suddah |
| Locust | Jurrard | Nose | Aurnef |
| Man | Rujjul | Not or No | Lau, Mau |
| Mark | Ullaumut | Nothing | Walnhagne |
| Market | Souk | Now | Haulau |
| Marriage | Nikkah | Number | Hissaub |
| Marsh | Khullaub | Oath | Kussum |
| Master | Maulik | Obedience | Tau-ut |
| Mat | Husseer | Obelisk | Meel |
| Measure | Meezaun | Occasion | Foorsut |
| Meat | Luhhum | Ocean | Kaumoos |
| Medicine | Dowah, Illauj | Offence | Tukseer |
| Melon | Tubbeekh | Oil | Zaite |
| Memory | Zikker | Old (aged) | Kunsur |
| Merchant | Taujir | Old (worn out) | Bullau |
| Message | Pyghaum | Once | Taur |
| Midnight | Nisf-ul-lee | Order | Hookum |
| Mile | Meel | Ox | Bukkur |
| Milk | Lubbaun | Pain | Mullaul |
| Mill | Mathaun | Palm Tree | Ujjoz |
| Minute (time) . . | Lumhuh | Pardon | Mauffirut |

| ENGLISH. | ARABIC. | ENGLISH. | ARABIC. |
|-------------------|--------------|-------------------|--------------|
| Parent | Waulid | Rice | Auruz |
| Past | Saubik | Rich | Ghunnee |
| Pen | Kallum | Risk | Khutrah |
| People | Khulk | River | Nuhrah |
| Perfume | Utter | Road | Turreek |
| Pepper | Felpel | Rope | Hubbul |
| Person | Shuks | Rope (Tent) . . | Tunnaub |
| Piastre | Guershe | Rose | Wurru |
| Half ditto . . . | Noss Gurshe | Rough | Zulleef |
| Pigeon | Hamam | Round | Muddoor |
| Pipe | Daouaie | Rule | Hookoomut |
| Place | Mukkum | Sad | Mullool |
| Plate | Sahne | Saddle | Surj, Kaudut |
| Plague | Tanoon | Salt | Mullah, Melk |
| Poison | Zuffauf | Science | Elm |
| Pomegranate . . | Rummaun | Season | Fussul |
| Pond | Houz, Ruzzum | Serpent | Heah |
| Poor | Mufless | Servant | Moolauzim |
| Post (Dawk) . . | Kausid | Shame | Hy-au |
| Power | Koo-wut | Sheep | Shaut |
| Praise | Tanreef | Shoes | Naubue |
| Prayer | Doah | Shop | Dookhaun |
| Preparation . . . | Tuhhe-ut | Sick | Murreez |
| Presence | Hoozzoor | Side | Turruf |
| Present | Buckshish | Sight | Nuzzur |
| Price | Heemut | Sign | Ullaumut |
| Pride | Ghooroor | Silence | Sookoowut |
| Prison | Hubbus | Silver | Seem |
| Profit | Fau-ee-dah | Skin | Jild |
| Promised | Wau-ee-dau | Slave | Gholaum |
| Proof | Dulleel | Sleep | Noom |
| Proper | Lau-yek | Slow | Lubbaus |
| Provisions . . . | Taum | Small | Segaier |
| Punishment . . . | See-au-sut | Soap | Sauboon |
| Pure | Sauf | Sofa | Diwaun |
| Purpose | Irraudah | Soft | Mullau-yem |
| Pyramid | Hurram | Son | Wuld |
| Quantity | Kuddur | Song | Nughmah |
| Quarrel | Kuzzeeah | Sour | Haumuz |
| Quarter | Rubbah | Stain | Ibe |
| Question | Sowaul | Star | Najjum |
| Rain | Muttur | State | Haul |
| Recompense . . . | Sowaub | Stone | Hujjur |
| Red | Auhmur | Storm | Touffau |
| Regulation . . . | Turteeb | Street | Seique |
| Remedy | Illauj | Strong | Muzboot |
| Rent | Kirrah-ee-ah | Sugar | Sukkur |
| Reply | Jowaub | Sugar Candy . . | Kund |
| Repose | Numau-yut | Sun | Shummus |
| Reproof | Tannah | Sun-rise | Shurkut |
| Rest | Furraught | Sun-set | Wukkood |

| ENGLISH. | ARABIC. | ENGLISH. | ARABIC. |
|--------------------|---------------|-------------------|------------------|
| Sure | Yekkeen | West | Mughrub |
| Sweet | Hulloo | Wheat | Huntah |
| Sword | Seef | Whip | Soot |
| Table | Soofra | Whirlwind | Auloob |
| Tent | Khemah | White | Aubeez |
| Tent-door | Roauk | Wife | Zonjah |
| Tent-pole | Sittoon | Wind | Howau |
| Tent-pin | Wuh | Wine | Shurraub |
| They | Hom | Woman | Ourut |
| Thick | Kusheef | Word | Kullaum |
| Thief | Futtaun | Work | Ummul |
| Thin | Rukkeek | World | Doo-ne-au |
| Thirst | Uttush | Wound | Jurruh |
| Thou | Ent | Writing | Rukkum |
| Tie | Ukkud | Wrong | Zoolum |
| Time | Wukt | Year | Sun |
| Timid | Khaueef | Yellow | Usfur |
| Tobacco | Dokaun | Yes | Bullau, Furza |
| To-day | Elyaum | Yesterday | Aumus |
| To-morrow | Bocra | Yet | Ummau |
| Tomb | Kubbur | You | Entom |
| Tongue | Lussaun | Young | Shaub |
| Tooth | Sun | Youth | Shubbaub |
| Top | Fouk | One | Wauhid |
| Torrent | Seel | Two | Usnaun |
| Total | Tummaum | Three | Sullauss |
| Town | Balad | Four | Aurbah |
| Tower | Boorj | Five | Khummuss |
| Trade | Tijaurut | Six | Soôt |
| Travelling | Suffer | Seven | Subbah |
| Traveller | Moosaffir | Eight | Summaun |
| Tree | Shujjur | Nine | Tissah |
| True | Sandik | Ten | Ussur |
| Trust | Ittibar | Eleven | Auhid, Ussur |
| Valley | Waudeen | Twelve | Usnau, Ussur |
| Very | Nehau-yut | Thirteen | Sullausut-Ussur |
| Village | Bandal | Fourteen | Aurbah-Ussur |
| Vinegar | Khul | Fifteen | Khummista-Ussur |
| Voice | Soot, Seet | Sixteen | Soôt-Ussur |
| Wages | Tullun | Seventeen | Subbat-Ussur |
| Water | Mau, Maut | Eighteen | Summaneeth-Ussur |
| Wax | Shammau | Nineteen | Tissaut-Ussur |
| Weak | Zaueef | Twenty | Ishron |
| Weary | Taub | Thirty | Sulsoon |
| Weight | Wuzzun | Forty | Aur-hauoon |
| Welcome | Tahneet | Fifty | Kummussoon |
| You are welcome | Murhubbun | Hundred | Mae |
| Well | Huffeer, Beer | Thousand | Aulif |

As it is hoped that, before long, the Desert may be cleared of the plundering Bedouins, and travellers be enabled to cross it safely in small parties, without escort or being subject to the annoyance of journeying with a large caravan, the following "Desert Tariff" of Messrs. Hill and Co. may again come into operation :

DESERT TARIFF. J. R. Hill and Co. respectfully submit the following tariff of charges, &c. for the guidance of travellers passing through Egypt.

Dollars.

| | |
|--|----|
| Fare of a lady or gentleman by the carriages, including accommodation, provisions, and one camel-load of luggage, each | 30 |
| Children under ten years of age, do., do., and half a camel-load of luggage | 15 |
| European servants, do., do., and half a camel-load of luggage | 15 |

N. B. Wines, spirits, and beer separate charges. Luggage not allowed in the carriages.

The accommodation for travellers not proceeding by the carriages, is arranged as under :

| | |
|--|----|
| Each lady or gentleman will be accommodated at the stations with use of servants, beds, furniture and utensils, &c., on payment of | 5 |
| Children under ten years of age | 2½ |
| European servants | 2½ |

N. B. To ensure the above accommodation, the amount must be paid at the place of starting, (Cairo or Suez,) when a ticket will be given, which must be shewn at the stations.

| | |
|---|----|
| Hire of camels to Suez, each | 2½ |
| „ donkeys, do. | 4 |
| „ saddle-horses, do. | 15 |
| „ double tonjon with ropes and poles, for a lady and child, do. | 7½ |
| „ side-saddles, each, do. | 2½ |
| „ donkey-chair with ropes and poles, do. | 2½ |

| | Dollars. |
|--|----------|
| Hire of single tonjon | 5 |
| „ tents | 4 |
| „ gentlemen's saddles, each, do. | 1½ |
| „ water-skins, do. | 0½ |
| „ servants | 7½ |

Dinner, breakfast, and tea are provided at No. 4.—Breakfast and tea at Nos. 2 and 6.—Wine, spirits, and beer, of the best qualities, at Nos. 2, 4, and 6.

“STEAM-BOATS ON THE NILE. J. R. Hill and Co. beg to inform the public that their steam-boat, “Jack o’Lantern,” has commenced running regularly between Cairo and Atfeh, in conjunction with the Canal Company’s track-boats between Atfeh and Alexandria, as under:

DEPARTURES FROM CAIRO.

On the 4th of each month, at nine, A.M.
 „ 14th „ at nine, A.M.
 On or about the 21st, on the arrival of the passengers from Suez,
 an express departure.

DEPARTURES FROM ALEXANDRIA.

On the 6th of each month, at eight, A.M.
 „ 16th „ at eight, A.M.
 „ 26th „ at eight, A.M.

RATES OF PASSAGE.

| | Dollars. |
|--|----------|
| Between Cairo and Alexandria, including provisions on the journey | 20 |
| Between Cairo and Atfeh, including provisions on the journey | 15 |
| Between Alexandria and Suez, if booked at either place, for the entire route, including Desert carriages, accommodation, and provisions | 45 |
| For the express departure, on or about the 19th, from Suez, on the arrival of the Indian steamer from India, to enable passengers to proceed without delay, by the English | |

Dollars.

steamer from Alexandria, which starts immediately on the arrival of the mails, extra arrangements are made to ensure their arrival in Alexandria on or before the mails . . . 60
 Children under ten years of age, and servants . . . half price.
 Each passenger allowed two hundred weight of luggage; extra luggage to be paid for.

Passengers booked at Alexandria, Cairo, and Suez, half the passage-money to be paid at the time of booking.

Passengers not proceeding after being booked, to forfeit the deposit so paid.

The Spanish pillar dollar is equivalent to 4s. 2d.; other dollars and five franc pieces to 4s. only.

Parties from Egypt, who purpose returning to England by the Continent of Europe, in lieu of proceeding by the Peninsular Company's Steam Vessels, must, of necessity, perform quarantine at Malta. The duration of this altogether depends upon circumstances, and under the most favorable, may not exceed fifteen days; but should there be any cases of plague in Alexandria, and the vessel in consequence have a foul bill, the time is considerably increased. The following regulations, in force at the Lazaretto at Malta, are extracted from Mr. Carmichael Smyth's pamphlet.

GENERAL REGULATIONS

To be observed by all Persons performing Quarantine in the Lazaretto of Malta.

I.—All passengers on landing are to give their names to the Captain of the Lazaretto, which are to be entered in the Registry of the office.

II.—The Captain of the Lazaretto will assign apartments for passengers, and who are not to be permitted to enter other apart-

ments; nor can they be allowed to receive visitors, except at the Parlatorio of the Lazaretto, and that only during office hours.

III.—Passengers must pay strict attention to all the instructions they may receive from the Captain of the Lazaretto, and from the Health-Guardians, and particularly in every point that regards their baggage, clothes, &c., being properly aired and handled during the period of their quarantine; and their quarantine will only commence to reckon from the day on which all their baggage, clothes, &c., have been duly opened and handled.

IV.—All letters and parcels, or other effects brought by passengers, must be given up, in order that they may be fumigated or deputed separately from them, as the occasion may require.

V.—All cases of sickness must be reported immediately to the Captain of the Lazaretto, and all persons sick are to be visited immediately by the physician to the Lazaretto.

VI.—Each passenger will be provided with two chairs, a table, and a wooden bedstead, and no charges are made at the Lazaretto, except the pay of the guardian, which is due to government, at the rate of 1s. 3d. per day for a single passenger, or at the rate of 2s. 6d. per day for the number that may be employed when there are several passengers. The guardians are to be victualled by the passengers, or an allowance of 7d. per day be given to each guardian in lieu thereof. Any damage done to the furniture or apartment is to be paid for by the passengers before pratique.

VII.—The office hours at the Lazaretto are from 8 A.M. to 12, and from 2 P.M. to 5 daily; and all letters sent to the fumigating room before 9 A.M. daily, will be delivered in Valetta at 10; and those sent before 3, will be delivered in Valetta at 4 P.M. by the letter messenger.

VIII.—A daily report of all circumstances is to be made by the Captain of the Lazaretto to the superintendent of quarantine.

E. BONAVIA.

Superintendent of Quarantine.

N.B. A Trattoria has been established at the Lazaretto for the convenience of passengers, from whence they can be supplied with dinners, wines, &c. &c. in their own apartments.

Beds complete, and other articles of furniture, if required, can also be hired from a person appointed to provide them.

A note of charges for the Trattoria, and for the hire of furniture, will be furnished to the passengers on their applying for it.

JOSEPH AND LOUIS GARCIN, BROTHERS,

Supply articles of furniture to passengers, at the Lazaretto and Fort Manuel, at the following rates per day :—Iron bedstead, with musquito curtains, $2\frac{1}{2}$ d. ; a mattress and two pillows, 3d. ; a pal-liasse, $\frac{1}{2}$ d. ; a pair of sheets, 1d. ; a pair of pillow-cases, $\frac{1}{2}$ d. ; coverlids, each, $\frac{1}{2}$ d. ; bedside table and mat, $\frac{1}{2}$ d. ; wash-stand table, complete, 1d. ; dressing-table and looking-glass, $\frac{1}{2}$ d.

Passengers are to pay for any article of furniture missing, broken, torn, or in any manner damaged or destroyed.

N.B. Passengers taking the whole set of furniture pay 8d. per day.

VICTOR BREMEN, Innkeeper at Fort Manuel, Malta.

Price of Breakfast for a single person, one shilling and eight-pence, consisting as follows :

Tea or coffee and milk (at pleasure), 1 loaf, 2 new-laid eggs, 1 small form of fresh butter, 1 dish of cold or hot meat, vegetables, viz., radishes, cresses, &c.—The same breakfast without meat, 1s. 2d.

Price of Dinner for a single person, four shillings and four-pence, consisting as follows :

One soup, garnished fish or beef, 1 ragout, 1 roast, 1 dish of dressed vegetables, 1 sweet dish, cheese, 2 kinds of fruit, 1 loaf, 1 bottle of wine, common.—The same dinner without fish, 3s.—The same without fish or beef and sweet dish, 2s. 6d.

Price of Wines and Liquors.

Bordeaux, Lafitte, and Champagne, 6s. ; Port, 4s. 6d. ; St. George's, 2s. 1d. ; Sherry, 4s. 6d. ; Madeira, old, 4s. 6d. ; Cassis, 2s. 1d. ; Marsala, 1s. 3d. ; Malaga, 1s. 6d. ; Double beer, 1s. 3d. ; Ale, 1s. 3d.

Liquors.

Dutch Curagoa, per flask, 6s. 6d.; Maraschino of Zara, per flask, 5s.; Cognac, per bottle, 3s.; Brandy, ditto, 3s.; Hollands, ditto, 2s. 9d.; Jamaica rum, 3s.

N.B. Passengers will be supplied with all necessary table furniture; but they are to pay for any article missing, broken, or in any manner destroyed.

To parties who may go from England to India, and have an opportunity of remaining a day or two at Malta, the following information, (for which the Author is indebted to a friend, who has very recently left the Island, after a residence of some months), may be found serviceable.

Morelli's Hotel is considered the first, and the Clarence the second. At the former, a Bachelor's bed-room, furnished to answer also for a sitting-room, may be had for three shillings, and at the other, for two shillings per diem. At the Clarence, there is a *table d'hote*: the charge, including the ordinary wine of the country, which is very bad, being three shillings. Breakfast at the Clarence, one shilling and sixpence. Almost every description of meat is of inferior quality. Poultry is procurable tolerably good; it is imported from the coast of Barbary. Dunsford's Hotel is on the same scale as the Clarence, and there are several of a lower grade.

There are no regular boarding houses having *tables d'hote*, &c. attached to them, but all the lodging-house keepers will find provisions, if desired, at an average rate of two shillings for dinner, and one shilling and sixpence for breakfast. The price of a good sitting-room and bed-room, is about five shillings per diem; or for a small one, (not often however met with), three shillings. Mrs. Morelli, No. 224, Strada Reale, (the principal street) keeps one, but there is nothing about it to deserve especial recommendation beyond those of other parties. Should a person propose staying many weeks, he should make a bargain; if a bird of passage only, he had much better stay at one of the Hotels.

The price charged for washing to non-residents is one shilling per dozen pieces, taking the large with the small, no matter of what kind they may be. For a resident foreigner ten pence per dozen, while to a native, the price is only eight pence half-penny.

With regard to money, the Mexican dollar is the most current coin, and is obtained *via* America. Government pay the troops with this, at the fixed rate of four shillings and four pence; but as its real value is not above four shillings elsewhere, none should be carried away. English money is quite current, in addition to which, there is a small copper coin, ten of which go to a penny. The Maltese keep their accounts in *Scudi*, value one shilling and eight-pence; this coin is not, however, very plentiful.

There are very good shops of all descriptions in Malta, and from their being no import duties, every thing, both English and Foreign, is cheap. Unless, however, a party speaks Italian, or is known to be about taking up a residence in the Island, he will be considered fair prey by the shop-keepers, who, in this respect, have literally no consciences.

The sights on the Island are not many. The ancient Palace of the Grand Master of the Knights of Malta, is the most important. It is now the Governor's residence. In addition to an excellent modern armoury, it contains the armour and other interesting relics of the Knights of old. Next in importance to the Palace, is the Church of Saint John, not unworthy of the splendor and riches of its chivalrous founders. In its monuments, costly marbles, mosaic-work, and many other respects, it is hardly surpassed by the finest churches in Italy. When Malta came into possession of the French Republic, this church contained a great quantity of gold and silver ornaments, which were then of course carried away. The proportion of churches to the number of inhabitants is great, but none others are worthy of notice.

The fortifications and public library should be visited: the latter originated with the knights, and large additions have been made both by the English and French. There is always a very fair Italian Opera, and English Plays are occasionally given, performed partly by amateurs.

The number of inhabitants on the island is estimated at 120,000; of which Valetta (the capital) possesses about 8,000. The Maltese are all Catholics, and the only Protestant places of worship on the island, until Queen Adelaide presented the munificent sum of ten thousand pounds for the erection of a Church, which is now all but completed, were that weekly held at government house, and a Methodist Chapel. The island is garrisoned sometimes by three, sometimes by five regiments.

The reader, it is believed, is now in possession of all the information necessary to enable him to proceed direct from England to India, and *vice versa*, and it only remains therefore, to impart the latest particulars of the route *via* Marseilles, in the event of his being inclined to adopt it.

The routes from London to Paris are too well known to need any notice. On reaching the latter city, there are several modes of proceeding to Marseilles: 1. By land to Chalons, thence to Lyons by boat, and to Marseilles by land; or even as far as Avignon by water, thence through Aix to Marseilles by land. 2. By land throughout to Marseilles, *via* Chalons and Lyons. 3. The direct Malle-Poste road by Moulins, St. Etienne, &c., without passing through Chalons or Lyons.

The distances may be thus estimated:—Paris to Chalons, 85 leagues.—Chalons to Lyons, 31 leagues.—Lyons to Avignon, 59; and Avignon to Marseilles 28; or total, from Paris to Marseilles, by Chalons and Lyons, 203 leagues. The French league is equal to about $2\frac{1}{4}$ English miles.

The time occupied and the prices by diligence, are:—Paris

to Chalons, 35 to 38 hours; inside place, 50 fr.—Paris to Lyons by Chalons, 44 to 52 hours; inside place, 58 fr.—Paris to Marseilles by Chalons and Lyons, 84 hours; inside place, 84 francs.

The same by Malle-Poste:—Paris to Chalons, 26 hours; each place, 61 fr.—Paris to Lyons by Chalons, 33½ hours; each place, 84 fr.—Paris to Marseilles by Moulins, St. Etienne, &c., 66 hours; each place, 141 fr. The Malle-Poste from Lyons to Marseilles does not take passengers, and it is consequently necessary to book one-self throughout by the last mentioned route, in the event of travelling by the mail direct from Paris to Marseilles, and, as the stoppages are exceedingly few, and of short duration, it is almost equally necessary to be provided with a stock of provisions for the journey.

All expenses of *conducteurs* and *postillons* are included in the above rates, and nothing further is demanded, either by diligence or Malle-Poste.

A private company is also established on the direct road by St. Etienne, between Paris and Marseilles, unconnected with either the Malle-Poste, or the *messageries royales* and *generales*. The fare in the *interieur*, is 115 francs, and there is no change of coaches. The time occupied in the journey, is four days and eighteen hours, and the stoppages made are, four hours at St. Etienne, an hour daily for dinner, and half that time for breakfast, with a quarter of an hour for each change of horses.

Should the traveller go by boat from Chalons to Lyons, the charge is 8 fr.; time occupied, 14 hours; distance, 30 leagues. In case of excessive drought, the navigation is occasionally suspended. From Avignon through Aix to Marseilles, the land journey occupies six hours.

For all information concerning the French steamers from Marseilles, cost of passage-money, and extra quantities of baggage, &c., the reader is referred to the following tables,

being the latest issued by the French post-office, and differing materially from all former ones.

“ NOTICE SUR LE SERVICE DES PAQUEBOTS A VAPEUR DE L'ADMINISTRATION DES POSTES DE FRANCE DANS LA MEDITERRANEE, POUR L'ANNEE, 1841.

“ *Organisation du service.*—Le service des paquebots à vapeur de la Méditerranée établi pour effectuer le transport des correspondances et des voyageurs, entre Marseille et les ports d'Italie et du Levant, est divisé en trois lignes :

“ La première part de Marseille et aboutit à Malte, en passant par Livourne, Civita-Vecchia, et Naples.

“ La seconde part de Malte pour Constantinople, en passant par Syra, Smyrne, et les Dardanelles.

“ La troisième part du Pirée (port d'Athènes) pour Alexandrie, en passant par Syra.

“ A Malte se font les quarantâmes des passagers et provenances du Levant, ainsi que la purification des dépêches et groupes.

“ Le point d'intersection des deux lignes de Malte à Constantinople et d'Athènes à Alexandrie est le port de Syra, où doivent se rencontrer les paquebots venant à la fois de Malte, de Constantinople, d'Athènes et d'Alexandrie, et où s'opèrent l'échange des correspondances et le transbordement des voyageurs d'une ligne sur l'autre.

“ Les départs et les retours, ainsi que les passages dans chaque station, ont lieu tous les dix jours. Les départs de Marseille sont fixés aux 1er, 11 et 21 de chaque mois.

“ Dix paquebots à vapeur de la force de cent soixante chevaux, commandés par des officiers de la marine royale, et montés chacun de cinquante hommes d'équipage, sont affectés à ce service.

“ Ces paquebots portent les noms suivans : le *Dante*, l'*Eurotas*, le *Léonidas*, le *Lycurgue*, le *Mentor*, le *Minos*, le *Ramsès*, le *Scamandre*, le *Sésostris*, le *Tancrede*.

“ Les voyageurs trouvent à bord de ces paquebots tous les agréments désirables : des chambres commodes, des salons richement ornés, décorés avec goût et garnis de glaces et de tapis, une bibliothèque composée de livres choisis, et des pianos. Il y a, en outre, un salon particulier pour les dames.

“ Les places ménagées pour les voyageurs sont de quatre classes.

“ Les places de première classe sont à l'arrière du bâtiment. Les passagers y ont des chambres fermées à deux ou quatre lits, selon leur convenance.

“ Les places de seconde classe sont situées à l'avant; les lits sont enclavés autour de la chambre commune.

“ Les voyageurs de la troisième classe se tiennent ou sur le pont, ou dans une salle commune située dans l'entrepont, et autour de laquelle sont disposés des fauteuils à dossier renversé qui servent de lits.

“ Les voyageurs de la quatrième classe se tiennent toujours sur le pont.

“ Un restaurateur pourvoit à la nourriture des passagers.

“ A la table de l'état-major, le prix de la nourriture est de six francs par jour et par personne; savoir: 2 fr. pour le déjeuner, et 4 fr. pour le diner. Les passagers peuvent se faire servir aussi leurs repas à la carte, ainsi que toute espèce de rafraichissemens, d'après des prix arrêtés par l'Administration. A la table de la deuxième classe, le prix de la nourriture est de 4 fr. par jour et par personne, savoir: 1 f. 50 c. pour le déjeuner, et 2 f. 50 c. pour le diner.

“ Il y a à bord de chaque paquebot un maître-d'hôtel et des domestiques pour le service des voyageurs.

“ *Conditions d'admission des voyageurs dans les Paquebots de l'Administration des postes.*—Les voyageurs retiennent leurs places dans les bureaux de l'agence générale des paquebots à Marseille, ou dans ceux des agens de l'Administration des postes de France, dans les stations de la Méditerranée.

“ Le paiement intégral du prix de la place doit avoir lieu au moment de l'inscription du voyageur.

“ Les voyageurs ne peuvent être admis à bord qu'après avoir rempli les formalités de police et de santé prescrites par les lois ordonnances et réglemens des lieux de départ ou de destination.

“ Le voyageur qui renonce à la place qu'il a retenue, ou qui n'aura pu être admis à bord, faute d'avoir rempli toutes les formalités de police et de santé avant son embarquement, perdra la moitié du prix de la place qu'il avait retenue. Néanmoins, s'il déclare vouloir partir par le paquebot suivant, cette faculté lui est

reservée, et dans ce cas il lui sera remis contre son bulletin d'embarquement un bulletin d'échange.

“ Si le voyageur auquel cette faculté est accordée ne peut pas partir par le paquebot dont le départ suit immédiatement celui pour lequel il a été inscrit primitivement, il perd le prix intégral de sa place.

“ Les voyageurs doivent être rendus à bord du paquebot avec leurs bagages une heure avant celle fixée pour le départ.

“ Les bagages des voyageurs qui ne seraient pas réclamés dans les deux heures qui suivront l'arrivée du paquebot, seront débarqués et remis à la douane, aux frais, risques, et périls du passager.

Tarif du prix des places des voyageurs admis à bord des Paquebots à vapeur de la Méditerranée.—“ Le prix des places des voyageurs admis à bord des Paquebots de la Méditerranée est payé à raison des distances à parcourir en ligne droite et d'après les fixations ci-après, conformément au tableau ci-annexé :

“ 1. De l'une à l'autre des stations comprises entre Marseille et Malte,

1re classe, à raison de 1f. 25 c. par lieue marine ; 2e classe, 80 c. ; 3e classe, 50 c. ; 4e classe, 30 c.

“ 2. De toutes les stations en deçà de Malte à toutes les stations au-delà,

1re classe, à raison de 1f. par lieue marine ; 2e classe 60 c. ; 3e classe, 40 c. ; 4e classe, 25 c.

“ Tout enfant au-dessous de dix ans paiera moitié place ; à dix ans il paiera place entière.

“ Le prix du transport des voitures admises à bord des paquebots de la Méditerranée est fixé, pour celles à quatre roues, à raison d'une place de première classe, et pour les voitures à deux roues à raison d'une place de deuxième classe.

“ Le prix du transport des chiens est fixé à dix francs, quelle que soit la destination.

“ Les voyageurs jouissent du transport gratuit de leurs bagages, d'après les proportions suivantes ; Savoir :

“ 1. Dans les stations situées entre Marseille et Malte :

1re classe, jusqu'à concurrence de 100 kilogrammes par personne ; 2e classe, 60 ; 3e et 4e classe, 30.

“ 2. De l'une des stations du Levant pour les stations des mêmes parages, et de l'une à l'autre des stations, dont l'île de Malte est le point intermédiaire :

1re classe, jusqu'à concurrence de 200 kilogrammes par personne ; 2e classe, 100 ; 3e et 4e classe, 50.

“ Le prix à payer pour tout bagage excédant les proportions du poids ci-dessus fixé, est d'un centime par lieue marine et pour 10 kilogrammes.”

| LIEUX DESSERVIS PAR LES PAQUEBOTS. | | Distances en ligne droite. | Prix du Trans- port des voyageurs. | |
|---------------------------------------|---------------------------|-------------------------------|--|--|
| Points de départ. | Points de destination. | | 1re classe. | Des bagages au-delà du poids accordé. Par 10 k. |
| | | lieus marine | fr. | fr. c. |
| ALEXANDRIE..... | Civita-Vecchia | 380 | 380 | 3 80 |
| | Constantinople | 245 | 245 | 2 45 |
| | Dardanelles (les) | 200 | 200 | 2 0 |
| | Livourne | 420 | 420 | 4 20 |
| | Malte | 280 | 280 | 2 80 |
| | Marseille | 480 | 480 | 4 80 |
| | Naples..... | 340 | 340 | 3 40 |
| | Pirée (le)..... | 175 | 175 | 1 75 |
| | Smyrne | 190 | 190 | 1 90 |
| | Syra..... | 155 | 155 | 1 55 |
| CIVITA-VECCHIA .. | Alexandrie | 380 | 380 | 3 80 |
| | Constantinople | 365 | 365 | 3 65 |
| | Dardanelles (les) | 320 | 320 | 3 20 |
| | Livourne | 40 | 50 | 0 40 |
| | Malte | 140 | 175 | 1 40 |
| | Marseille | 105 | 131 | 1 5 |
| | Naples..... | 45 | 56 | 0 45 |
| | Pirée (le)..... | 260 | 260 | 2 60 |
| | Smyrne | 305 | 305 | 3 5 |
| Syra..... | 260 | 260 | 2 60 | |

| LIEUX DESSERVIS PAR LES PAQUEBOTS. | | Prix du Transport des voyageurs | | |
|---------------------------------------|-------------------------|--|----------------|---|
| Points de départ. | Points de destination. | Dis- tances en ligne droite. | 1re Classe. | Des |
| | | | | bagages au-delà du poids accordé. Par 10 k. |
| | | lieues marine | fr. | fr. c. |
| CONSTANTINOPE.. | Alexandrie | 245 | 245 | 2 45 |
| | Civita-Vecchia | 365 | 364 | 3 65 |
| | Dardanelles (les) | 45 | 45 | 0 45 |
| | Livourne | 405 | 405 | 4 5 |
| | Malte | 275 | 275 | 2 75 |
| | Marseille | 465 | 465 | 4 65 |
| | Naples | 335 | 335 | 3 35 |
| | Pirée (le) | 120 | 120 | 1 20 |
| | Smyrne | 90 | 90 | 0 90 |
| Syra | 115 | 115 | 1 15 | |
| DARDANELLES (les) | Alexandrie | 200 | 200 | 2 0 |
| | Civita-Vecchia | 320 | 320 | 3 20 |
| | Constantinople | 45 | 45 | 0 45 |
| | Livourne | 360 | 360 | 3 60 |
| | Malte | 230 | 230 | 2 30 |
| | Marseille | 420 | 420 | 4 20 |
| | Naples | 290 | 290 | 2 90 |
| | Pirée (le) | 75 | 75 | 0 75 |
| | Smyrne | 45 | 45 | 0 45 |
| Syra | 70 | 70 | 0 70 | |
| LIVOURNE | Alexandrie | 420 | 420 | 4 20 |
| | Civita-Vecchia | 40 | 50 | 0 40 |
| | Constantinople | 405 | 405 | 4 5 |
| | Dardanelles (les) | 360 | 360 | 3 60 |
| | Malte | 175 | 219 | 1 75 |
| | Marseille | 80 | 100 | 0 80 |
| | Naples | 85 | 106 | 0 85 |
| | Pirée (le) | 300 | 300 | 3 0 |
| | Smyrne | 345 | 345 | 3 45 |
| Syra | 300 | 300 | 3 0 | |
| MALTE | Alexandrie | 280 | 280 | 2 80 |
| | Civita-Vecchia | 140 | 175 | 1 40 |
| | Constantinople | 275 | 275 | 2 75 |
| | Dardanelles (les) | 230 | 280 | 2 30 |
| | Livourne | 175 | 219 | 1 75 |
| | Marseille | 220 | 275 | 2 20 |
| | Naples | 110 | 137 | 1 10 |
| | Pirée (le) | 180 | 180 | 1 80 |
| Smyrne | 220 | 220 | 2 20 | |
| Syra | 180 | 180 | 1 80 | |

| LIEUX | | Prix du Transport des Voyageurs. | | |
|------------------------------|-------------------------|----------------------------------|---|--------|
| DESSERVIS PAR LES PAQUEBOTS. | | Distances en ligne droite. | Des bagages au-delà du poids accordé. Par 10 k. | |
| Points de Départ. | Points de Destination. | | Ire. Classe | |
| | | lieues marines | fr. | fr. c. |
| MARSEILLE..... | Alexandrie | 480 | 480 | 4 80 |
| | Civita-Vecchia | 105 | 181 | 1 5 |
| | Constantinople | 465 | 465 | 4 65 |
| | Dardanelles (les) | 420 | 420 | 4 20 |
| | Livourne | 80 | 100 | 0 80 |
| | Malte | 220 | 275 | 2 20 |
| | Naples..... | 150 | 188 | 1 50 |
| | Pirée (le)..... | 350 | 350 | 3 50 |
| | Smyrne | 400 | 400 | 4 0 |
| | Syra..... | 350 | 350 | 3 50 |
| PIREE (le)..... | Alexandrie | 175 | 175 | 1 75 |
| | Civita-Vecchia | 260 | 260 | 2 60 |
| | Constantinople | 120 | 120 | 1 20 |
| | Dardanelles (les) | 75 | 75 | 0 75 |
| | Livourne | 300 | 300 | 3 0 |
| | Malte | 180 | 180 | 1 80 |
| | Marseille | 350 | 350 | 3 50 |
| | Naples..... | 220 | 220 | 2 20 |
| | Smyrne | 70 | 70 | 0 70 |
| | Syra..... | 25 | 25 | 0 25 |
| SMYRNE | Alexandrie | 190 | 190 | 1 90 |
| | Civita-Vecchia | 305 | 305 | 3 5 |
| | Constantinople | 90 | 90 | 0 90 |
| | Dardanelles (les) | 45 | 45 | 0 45 |
| | Livourne | 345 | 345 | 3 45 |
| | Malte | 220 | 220 | 2 20 |
| | Marseille | 400 | 400 | 4 0 |
| | Naples..... | 265 | 265 | 2 65 |
| | | Pirée (le)..... | 70 | 70 |
| | Syra..... | 45 | 45 | 0 45 |
| SYRA | Alexandrie | 155 | 155 | 1 55 |
| | Civita-Vecchia | 260 | 260 | 2 60 |
| | Constantinople | 115 | 115 | 1 15 |
| | Dardanelles (les) | 70 | 70 | 0 70 |
| | Livourne | 300 | 300 | 3 0 |
| | Malte | 180 | 180 | 1 80 |
| | Marseille | 350 | 350 | 3 50 |
| | Naples..... | 220 | 220 | 2 20 |
| | | Pirée (le)..... | 25 | 25 |
| | Smyrne | 45 | 45 | 0 45 |

The rates are the same to and from India, but they are of course independent of expenses incurred by quarantine regulations.

The passage money by the British steamer leaving Marseilles for Malta, and meeting the Falmouth vessel at the latter place, is £9, including board with the captain and officers; or for a second-class berth, including board with the steward, 5*l*.

Should parties coming from India through Egypt, not have passed quarantine at Malta, or elsewhere, they can do so at Marseilles, where the detention averages from six to eight days.

A word or two upon those fine steamers, the "Great Liverpool" and "Oriental," (such important instruments for the due carrying on of steam communication with India), may not appear uncalled for; the former is of 1,540 tons, and 464 horse power; the latter, 1,673 tons, and 450 horse power.

| The rates of passage are:— | 1st Class. | 2nd Class.. |
|--|------------|-------------|
| Southampton to Alexandria | £45 | £30 |
| Do. Malta | 33 | 22 10 |
| Do. Gibraltar | 20 | 14 |
| Gibraltar to Alexandria | 25 | 16 10 |
| Do. Malta | 13 | 8 10 |
| Malta to Alexandria | 12 | 8 |
| But for parties who have not been conveyed to Malta by the Peninsular Company's Vessels, the rates between Malta & Alexandria, are | 18 10 | 10 15 |

Children under ten years of age, half the above rates; under three years, free.

The fares include a liberal table and wines for first-cabin passengers; and for second-cabin passengers, provisions without wines.

Female attendants for the ladies' cabins.

Each vessel carries a medical officer approved of by government.

The time occupied in the passage home, will be allowed in the quarantine.

Five hundred weight of personal baggage is allowed each passenger; all above that quantity charged for at the rate of 1*s.* 6*d.* per cubic foot.

Passengers desirous of visiting the interesting scenery of Spain and Portugal, have the privilege, on paying their passage to their ultimate destination, of proceeding free of expense, in the Company's weekly Peninsular Steamers, and may then visit Vigo, Oporto, Lisbon and Cintra; Cadiz, Seville, &c., joining the Indian Mail Steamer at Gibraltar, on the 5th of the month.

Freight of Carriages, 18*l.* 18*s.* Cabriolets, 12*l.* 12*s.* Horses, 15*l.* 15*s.* Dogs, 2*l.*

Freight of measurement goods generally:

To Malta and Alexandria, 1*s.* 10½*d.* per cubic foot.

Freight of specie.

To Malta, 10*s.* per cent.; to Alexandria, 12*s.* 6*d.* per cent.

Breakfast is served at 9 o'clock, luncheon at 12, dinner at half-past 3, tea at 7, and wine and biscuit at 8.

The attendance of servants is good, and the fee to them and the steward, is fixed at 1*l.* 10*s.* for each first-class passenger, for the entire voyage; or ten shillings from and to each of the three principal stations; and at half that rate for second-class passengers.

There is an extra charge of 10*s.* 6*d.* per diem, for each person, during the period of performing quarantine.

Bedding, linen, towels, soap, &c., &c. are all supplied, so that a traveller has nothing to trouble himself with but his own wardrobe.

According to the contract with Government for the conveyance of the Mails, the number of hours allowed from Falmouth to Gibraltar, is 120, and for stoppage at the latter

place 6; from Gibraltar to Malta, 116, and 26 for detention; and from Malta to Alexandria, 96. On the return voyage, 120 hours are allowed between Alexandria and Malta, and 24 for detention. From Malta to Gibraltar 115, and a stoppage of 12, and thence to Falmouth, 120 hours.

Upon leaving Malta, with a fresh supply of coals, the draft of water of the "Great Liverpool" was only 13ft. 2in. forward, and 14ft. 8in. abaft. She is the only steam vessel possessing two funnels. Her extreme length is 235 feet. On the spar or upper deck, there is an uninterrupted walk of almost that entire length. Her crew consists of 70 individuals, 18 of whom, are able seamen. Below is the main deck, the after-part of which is devoted to the saloon, which is very elegantly fitted up, and is capable of dining 60 people. The cabins open into it, are 17 in number, making up in all 44 berths, and are unusually commodious and airy.—Among them, is a ladies' cabin, making up 8 beds, and a family one for four persons. In the fore part of the vessel, below the main deck, is a spacious lounging room, and a separate saloon for second-class passengers; in it are thirteen more cabins besides one devoted to ladies, making up sixty-four more berths, or beds in all for 108 persons, without reference to above a dozen sofas in the saloon. On the main deck, are cabins for the commander, officers, engineers, boatswain, seamen, firemen, steward, cook, baker, &c., even to the poultry, cow and sheep, which are also accommodated in this way.

The accommodations of the "Oriental" are more extensive than those of the "Great Liverpool," and the vessel is altogether more elegantly fitted up, having been built expressly for the Peninsular Company, which the "Great Liverpool" was not: the following description, taken from a Liverpool paper, may not be out of place.

“ She is the largest steam-ship ever built at Liverpool; and the whole of her interior equipments combine much novelty and improvement in design, with great neatness in execution, and are of home production.

“ She is of a universally admitted beautiful model, and constructed throughout, without regard to trouble or expense, of the choicest materials, and on the most improved principles, to ensure swiftness, with the greatest strength and security.

“ The deck accommodations are most extensive, the arrangements being such that, large as is the vessel, no space has been lost, and no single department cramped or confined. The vessel is frigate-built, with a spar deck. The saloon, with the sleeping-rooms attached to it, occupies the after-part of the main deck, under the quarter deck. On each side of this deck are commodious rooms, neatly panelled with intervening pilasters, for the officers and men of the ship,—the starboard side being laid out for the commander, officers, and blue-jackets, and the larboard side for the engineers and their firemen. The officers’ rooms are spacious and well fitted up, and the whole are lighted by side windows as well as from the deck. Half of the top-gallant forecabin is fitted up for the sheep and pigs, so that, being at the extreme end of the vessel, no disagreeable smell is perceptible by the passengers. Her main deck and its appertinances (including the cook houses, &c.) are, indeed, most complete.

“ The upper deck affords a superb and uninterrupted promenade, 200 feet in length. The gratings occupy little more than the space of a large hatchway, between the mainmast and foremast; and, tarpaulins being provided to place over them in bad weather, the passengers have an opportunity of enjoying a dry walk at all times on the deck below, which is kept clear, as much as possible, of central erections for that purpose. The only building on the spar deck is a neat structure close aft, fronted by a small colonnade of Ionic columns. Here there are two commodious smoking-rooms, each with windows on three sides, commanding extensive views, and so arranged as not to interfere with the helmsman, who is, in fact, boxed in, in a comfortable room in the centre, so that his attention cannot be distracted by intercourse with the passengers.

The back part of this room is appropriated to the keeping in readiness the signal flags. In connexion with this deck, we may add, that there are four large quarter-boats, also a life-boat over the stern, built after the highly and deservedly approved principle of the American life-boat.

“ The vessel is rigged in the usual way as a three-masted schooner, or rather hermaphrodite, the foremast having yards like those of a ship. Her spars and rigging, however, are more than usually light even for a steam ship, so that they will present very slight obstructions to her going head to wind. The lower rigging is of wire—itsself a good conductor of lightning; but, in addition to this, Snow Harris’s conductors have been attached to all the spars, and carried down to the sheathing copper; thus (without inviting lightning to the ship) effectually protecting human life, should she be struck by the electric fluid.

“ The principal fore cabin is very superior for first-class passengers. The whole is beautifully painted in satin wood. There is a private state-room attached, also a berth for the surgeon, and another for the Admiralty agent. Further forward, with a separate entrance, is a mess-room for the officers, quite independent of the passengers’ cabin; thus excluding the officers from the passenger accommodation.

“ The lower after-cabins, which are under the saloon, are quite unique, and different in design from anything yet afloat. Air and light are copiously admitted, commodious rooms are secured, and the dormitories or berths are amidships, so that the rolling, if any, will scarcely be perceptible, and the rush of the water against the vessel’s side will not, as in the usual plan, be heard close to the ear. A wide well-lighted passage or lobby across the ship, terminating in a staircase, on the larboard side, leads from the saloon, and also from the main deck, to these apartments, as well as a staircase, near the stern. A double range of sleeping-rooms occupies the middle. The space between them and the vessel’s side, and which is of considerable area, is formed on one side into a tea-room, and on the other into an equally spacious lounging-room, with a central communicating passage between the two. These rooms are amply lighted by large port windows in the sides of the

ship. A range of broad sofas are fixed along their whole length, against the vessel's sides, forming truly agreeable lounging places. All these apartments are finely empanelled, and painted in satin wood, and the top framework of each sleeping-room door is fitted with a green Venetian blind. Over the cornicing is an open railing or balustrade for the free ingress and egress of air.

“ Adjoining the tea-room there is a lady's retiring room, handsomely fitted up, the upper panel in each compartment, between the pilasters, being a mirror. This room is lighted by two windows from the side, and leading from it, in the middle of the ship, are two spacious bed-rooms.

“ The purser's store-room, further aft, is a curiosity, and the wine-cellar below contains space for upwards of four hundred dozen of wine, separately packed.

“ Of the ventilation we cannot speak too highly. The vessel is, in fact, aired throughout on scientific principles; every state-room has a separate self-acting ventilating pipe, which cannot be interfered with; and every lower berth has two pipes, to carry the air up to the cabin ceiling, to be thence conveyed into the atmosphere by large ventilating pipes, between the stern timbers. It may be added, with reference to the sleeping-rooms, that, in order to secure cleanliness, the bottoms of all the beds are formed of strips of wrought iron.

“ The saloon is a most splendid apartment, 70 feet in length by 21 feet in width. Its appearance strikes the beholder on his entrance, as being classically beautiful, without being gaudy. The style is Grecian. On each side there are thirteen Ionic columns, supporting the beams of the roof, which are ornamented in due proportion with bases and capitals complete, are fluted in the upper half, and are painted and polished so as to resemble the finest porcelain. Between these, the walls of the room are panelled in *papier maché*, of a bright straw colour, one panel only from top to bottom in each compartment, each simply but beautifully ornamented with a light filagree scroll all round. The styles and the backing of the columns are painted in imitation of rosewood, and the framing of the doors in satin wood, finely polished. At the fore end of the saloon, the columns and panelling are continued in cor-

responding style. In the middle stands a handsome rosewood side-board, topped with marble, and edged with the same material, to prevent articles placed upon it from rolling off. On each side of it are handsome bookcases to correspond; and at the back is a large mirror, six feet eight inches in length, by four feet in depth, within a slender gilt frame. This glass produces a fine effect. Four mahogany tables, forming two rows, run longitudinally along the room, with sofa seats. These will accommodate one hundred and twenty persons at dinner. The arrangement over the tables for glasses, decanters, &c. is quite original. Two mahogany turned pillars rise from near the ends of each table to the roof, and on these are fixed several mahogany shelves, within an inch or two of each other, and decreasing in size as they overtop each other pyramidically. These shelves, except the lower one in each range, are perforated in holes and grooves, to admit of decanters, &c. in the top shelves, and at the lower or outward edge, a little above the level of the heads of the guests when seated—of wine glasses; so that the whole of the tables may be kept free from glasses or decanters during an entertainment, (to the salvation of both wine and crystal,) while the company may see and converse with each other without interruption. The only gilding to be seen in this truly splendid apartment is that of the slight frame of the mirror, before noticed; and the whole verifies the fact, that architectural, like feminine, beauty, is ‘when unadorned, adorned the most.’

“Amongst what is conducive to safety, health, and comfort on board, we may enumerate the following items:—Vaucher’s patent pumps, (four in number,) capable of throwing out 200 gallons of water per minute, so as to master a leak even were it to the extent of the opening of a butt. Two shower baths, (in the quarter galleries,) and hot, tepid, and cold baths, also adjoining the cabins. Seven iron beds for invalids, so hung on centres as to swing with the motion of the vessel, and thus secure rest and ease to the invalid. Two ice-houses, a carpenter’s workshop, a boatswain’s store-room, and a very excellent cabouse, with ventilators from the floats when in action. It may be added, that the steward’s pantry, which adjoins the saloon, is between it and the cook-house, so that as there is a continuous passage between them, the duties of both

departments may be carried on unperceived by the passengers or crew. Another convenience is that the steward can procure hot fresh water at any time, night or day, when the steam is up in the engine boilers.

“ On looking generally at the *Oriental* and her accommodations, we are impressed with admiration of the effect produced, although we search in vain for those embellishments which first attract the attention of the generality of observers, and often lead them to merge the useful in the merely decorative. There is no gilding, no elaborate carving, no pictorial devices. All is plain, simple, and harmonious, but withal beautiful, because chaste. Everything is appropriate to the place and the occasion: comfort is combined with elegance. The object of the whole arrangements appears to have been to render all as firm, immoveable, and substantial as possible; and the endeavour (which has doubtless been attended with much study and anxiety) has been highly successful.

“ We should not omit adding, that the vessel is fitted for being armed, in case of need, with four sixty-eight pounder swivel guns, besides broadside guns, and, at comparatively a moment's notice, can be turned into one of the most formidable war steamers in the world. As a troop-ship, the *Oriental* could convey one thousand men with comfort from England to the Mediterranean, or, in assisting the operations of an army, two thousand might be put on board of her.”

She makes up 134 beds; 34 in the saloon, and 50 each in the fore and after parts of the lower cabin. The dimensions of many of the state-rooms are 8ft. 10 in. by 6 feet, and only two are so small as 5, 5 by 6, the generality being 6 and 7 feet by 6.

Having said so much of the Steamers on the English side, the following Extract from a late Bombay paper has opportunely come into the Author's possession, giving many details of those on the other; an addition to which, it is hoped, will soon be made by vessels of the same class as the “ Great Liverpool” and “ Oriental.”

“ Beginning with the ordinary sailing-vessels of the Company's navy, they in all amount to 15 in number, of an aggregate bur-

then of 3,419 tons, and an aggregate armament of 128 guns; consisting of one ship (which, however, is dismantled, and used as a hulk); three sloops of war, of about 400 tons burthen, and an armament of 18 thirty-two pounders each; four brigs, of 258, 255, 192, and 179 tons respectively, of 10 and 6 light guns; six schooners, of from 70 to 157 tons, two of which are armed with long thirty-two pound guns, the others with 4 six-pounders each; and of two light cutters. These, though not apparently a very formidable fleet, are smart light teak-built craft, chiefly employed in protecting the trade along the coast, or in the packet or transport service. They are at present greatly over-worked, especially those of them stationed in the Red Sea and Persian Gulf; and heavy complaints are made of their being under-officered, the Directors having, in 1838 and 1839, reduced the establishment from 7 captains, 12 commanders, and 45 lieutenants, to 4 captains, 8 commanders, and 40 lieutenants, amongst whom are shared the duties of the 15 sailing vessels.

Seven large steam vessels, of from 700 to 900 tons, are now afloat; besides two of 900 and 1000 tons, nearly ready. Seven armed iron steamers on the Indus, and four in the Euphrates, of from 40 to 70 horse power each. Each vessel has a detachment of the marine battalion on board. The whole of this squadron and steam flotilla is commanded by Captain Oliver, R. N., superintendent of the Indian navy. A system of instruction in naval gunnery is carried on, similar in detail to that pursued in her Majesty's ship *Excellent*; also a school of navigation and engineering.

It is to their steamers that the Company now look as the right arm of the strength of their marine. These consist of nine splendid vessels, one of which is still unfinished, of an aggregate burthen of 15,658 tons, and a gross value of about £500,000. They are mostly in very high condition. The *Auckland*, the latest built, is still in dock, but is entirely finished, and will be floated out on the first spring tide. The *Semiramis* is not yet completed. By far the fastest of the Company's steamers is the *Victoria*, a beautiful ship, built in Bombay in 1840, commanded by Lieut. Ormsby, and which has hitherto beat every vessel in the packet service in her voyages to and from Suez with the overland mails. The *Auckland*

and Sesostris are steam frigates, with no great power of engine for the size of the ship, but with a fine schooner-rig for canvas: this is also meant to be the case with the Semiramis. The Sesostris and the Cleopatra are the finest vessels under sail, making on a wind, if it blows fresh, from nine to ten knots an hour, and beating most sailing-vessels that come in their way. The same is expected to be the case with the Auckland and the Semiramis. The first-named of these two sets of vessels have different modes of disposing of their engines, so as to sustain as little retardation as possible from the immersion of their paddle-floats; the Cleopatra disunites her connecting-rods at their junction with the crank, and permits the paddle and paddle-shaft to revolve freely altogether; the Sesostris takes out her crank-pins. We believe the former of these plans to be the preferable of the two methods, where the construction of the machinery permits its application. The steamers at present are mostly in a state of very high efficiency, with the exception of the Hugh Lindsay, Zenobia, and Berenice, of which the last only requires some repairs in her sheathing, and a general overhaul, she having been literally knocked off her legs with hard and incessant work.

“ The following is a list of the steamers, and of their various appointments:—Victoria, 714 tons, 230 horse power, 3 guns, speed $9\frac{1}{2}$ miles an hour under steam. Atalanta, 667 tons, 210 horse power, 3 guns, $7\frac{1}{2}$ miles. Hugh Lindsay, 411 tons, 180 horse power, 4 guns, 6 miles. Cleopatra, 700 tons, 220 horse power, 4 guns, $8\frac{3}{4}$ miles. Sesostris, 600 tons, 220 horse power, 4 guns, $7\frac{1}{2}$ miles. Berenice, 646 tons, 230 horse power, 3 guns, $8\frac{3}{4}$ miles. Zenobia, 670 tons, 285 horse power. Auckland, 950 tons, 220 horse power, 4 guns. Semiramis (in dock), 1000 tons, 300 horse power, 4 guns. The Auckland was floated out of the dock on the 9th of January.—With the exception of the Hugh Lindsay, which is old-fashioned and tardy in her motions, and the frigates Auckland, Sesostris, and Semiramis, the other steamers are mostly employed in the packet service to Suez, a voyage out and in of 5984 miles, commonly performed, all delays included, in 38 to 40 days—the stay at Suez being about 100 hours, that at Aden 36.

“ These steamers consume from 600 to 700 tons of coal each

voyage, the expense of which is about £ 3 per ton; it is computed, however, that including wastage, the cost of that employed in raising steam must be upwards of £4; so that the coaling alone costs from £ 2,500 to £ 3,000 for each voyage up the Red Sea. The cost of coal for the Bombay steam flotilla amounts annually to upwards of £30,000. The greater part of this is contracted for in England, and costs about £3 when landed at Bombay: a considerable portion has of late been purchased at Bombay, and has cost somewhere about £1 16s. per ton. At Suez, about 1,500 tons are required annually; cost, including salary of agents, £5 10s. per ton.

“ The number of passengers of all descriptions for two years preceding May 1840 was, from Suez, 234, for Suez, 255; these include servants and children. The fare of first-class passengers betwixt Suez and Bombay is £80; of which £30 goes to the commander of the vessel for table-money, and £50 into the Government treasury. The gross receipts for passengers, in the period just alluded to, have been somewhat above £30,000; of which about £12,000 has gone to the commanders for table-money, and £18,000 to the treasury.”

D.

OUTFIT AND SEA VOYAGE TO INDIA.

AN economical passage to India, both as regards ship and outfit, is of consequence to many, and it will be the endeavor of the Author, by imparting his experience on the subject, to aid in obtaining for his readers that beneficial result.

In the first place, he deems the employment by any party of an intermediate agent for engaging a passage, utterly unnecessary, unless it be wished to put five per cent. in

the pocket of some friend, that being the commission allowed by ship-owners to agents who help to fill their vessels. The latter will urge the point, that they can obtain a passage on better terms than the party himself, and further, that the commission is not paid by the latter but the owner. Should the intending voyager think that, by treating for his own passage, with the understanding that no bonus or commission is looked for, he will be worse off than by the other means, he will of course not hesitate to secure the services of an agent.

There is but one case in which any thing like a guide to the cost of a passage can be given, that being when two cadets or other young men join in occupying one cabin, when the charge, to each, is from eighty to ninety pounds; it should never exceed the latter; the same cabin, if taken by one person, costing from one hundred and ten, to one hundred and twenty; it being understood, that the cabin is a good roomy one, and the ship herself, in every respect, first-rate. As to the large cabins below, and the whole of the upper accommodations, no market price can be given, so much depending upon the number of persons by whom they are to be occupied, the glut or the contrary of shipping, and many other contingencies. A party would do well to obtain a list of vessels from the Jerusalem Coffee House, and employ one morning in looking over all. On returning, (for he will have ample time), he can call upon the several brokers, learn from them the *bona fide* time of sailing and other necessary particulars, and perhaps arrange every thing before his dinner-hour. Although the Jerusalem lists are only deliverable to subscribers, both Mr. Hardy and Mr. Miller, are so well known for their politeness and suavity, that there is no danger of their refusing to give the required information.

The great importance of punctuality in the time appointed for sailing, has been so long known and appreciated by

every respectable ship-broker in the Indian trade, that no fear need now be indulged of the occurrence of those vexatious and distressing delays, which, in former days, were so constantly the causes of bitter complaint; still, should the party entertain any suspicion of the truth of what is stated, he would do well to accept the guarantee which will generally be freely offered him. A day is sometimes of great importance to young men going out in the East India Company's Service, as they take rank, generally speaking, according to the time the vessels on which they proceed sail from Gravesend.

It may perhaps be premature to come to so hasty a conclusion about a passage, as that suggested in a preceding paragraph, and might be more satisfactory for the party, after having in his own mind, pretty well decided upon the vessel, to make some enquiries with regard to her commander, as a sailor and a gentleman, and as to the liberality of her owners, before committing himself beyond the power of recall: there is scarcely a mercantile man in the city of London at all connected with India, but can throw some light on these important matters. It would be a delicate task to enumerate instances where want of caution on this point has been regretted when too late. All is not gold that glitters, and with equal truth can it be said, that those vessels which have the most celebrated names, are not always the most comfortable. On the other hand, it would be invidious to name particular commanders, who have for many years been thoroughly tried and proved in every respect, and who, during their long course of service, have earned golden opinions from all who have ever sailed with them.

Vessels which carry troops, especially recruits, should not have the preference given to them over others; soldiers are generally quarrelsome on board ship, and their habits are somewhat filthy, two causes alone sufficing, (though others

could be named), for avoiding their companionship. This is alone desirable when the ship is undermanned, and it is to be deprecated as a circumstance too often occurring, that owners of ships do not allow a full complement of seamen when they are aware that troops will proceed in them, as the latter always keep watch at sea, and assist in pulling ropes, &c. Some argue that the troops serve as protection in case of pirates, but these desperadoes are now but rarely met with.

One more remark and the subject of shipping may for the present be dismissed: let no one, however strong are the arguments used, persuade the passenger that a cabin below is equally comfortable with one above. An additional sum of twenty pounds would be well expended to secure the latter, when it will rarely happen that the occupant will be without the free enjoyment of the breath and light of heaven; whereas, in the other case, he will be one-half the voyage without either, and the heat, while crossing the line and at other times, is so great as to be almost unendurable, as it is not possible for the ports to be opened without the risk of shipping a sea, and drenching every thing in his cabin. But if there be no choice left, after the stern accommodations, those below the after-hatchway should be selected, as most airy; avoiding as much as possible the neighbourhood of the main-hatchway, where the pantry is generally situated; that being one scene of confusion from morning to night, the repository of all the various appliances of the breakfast and dinner tables, and the favored *locale* for the elegant discussions of the steward, and his myrmidons, the cuddy servants, occasionally varied by a bout of fisty-cuffs among them. Besides this, on an average, twice in every week, the lucky possessor of a cabin of this class has the pleasant anticipation of being blocked in or out thereof from nine o'clock till noon, or longer, while the hold is opened for baggage or stores.

Parties resident in the country may easily learn every needful particular regarding ships and captains by simply writing to a friend, and inducing him to devote a morning in the way just pointed out, of which information they can then avail themselves before coming to a decision.

The outfit of a passenger is the next important consideration; it is for his own sex alone that the Author can attempt to offer any hints, though some of these may possibly not be found inapplicable to such of his fair readers as are about making a voyage to the East.

Having before him one of each of the printed lists issued by houses in London professing to devote themselves to this branch of the business, he will, in the first place, separate the chaff from the wheat, and state the articles named in them as necessary, which he deems utterly superfluous to all who study economy, and several indeed which are useless to those to whom that quality is of no important consideration: the following he considers to be of this class.

In the first place, *floor cloths* and *carpets*, but especially the latter; as they harbour dirt, and prevent the cabin from being swept and cleaned out half so often as it would otherwise be, besides being most uncomfortable and disagreeable when seas are shipped, an event of frequent occurrence. *Musquito-curtains*, which need not be provided until reaching India, where articles, better, cheaper, and more adapted for the purpose required, can be had than in England. *White neckerchiefs*; totally exploded. *Stockings of any kind*; unfit for India,—socks alone being worn. *Table cloths and dinner napkins*; to be got cheaper in India. *White jackets*; on this subject some explanation may be deemed necessary. People in England will never be made to understand how extremely light these should be, and the consequence is, that the generality made in England are useless when they arrive in India, those in use there seldom weighing one-third of an English one:—again, some commanders of

vessels object to their passengers sitting down to dinner in white jackets;—in this case, a thin blue silk one would answer the purpose of dress, and be quite as cool as a white one, while a brown holland blouse is as good an article as can be used for morning wear. *Waistcoats* may be very sparingly purchased; those of jean or linen can, as well as the jackets, be obtained at a much more moderate price in India, while the heat on the voyage prevents them from being worn more frequently than etiquette actually compels. *A filtering-machine* is a luxury which might be dispensed with, as being too cumbersome. *A sea-chest* to a military man is all but useless after his arrival at his destination, his bullock-trunks can always accompany him when that could not. *Military clothing* is very likely to get damaged during a voyage to India, especially the lace and epaulets; one article of each kind it may, perhaps, be advisable to take made up, but not more; with a sufficient supply of the material itself, circumstances can be consulted at the time of arrival, and thus much of unnecessary expense in the original outfit may be avoided. Some of the outfitters' lists have the items under the head of "Military Clothing" and "Accoutrements" extending to an unnecessary and unconscionable length. *Saddlery* may frequently be procured in India, of the best kind, at cheaper rates than in England. Capital *fowling-pieces* and *pistols* may often also be had there for less than the original cost prices. *India rubber cloaks* are useless in India, being utterly unsuited to the climate.

With regard to the quantity of the various articles of outfit requisite to be taken, a party proceeding to India had far better abide by his own experience and habits on shore, (bearing in mind the greater heat that will at times be experienced during the voyage, rendering a more liberal supply consequent upon more frequent changes necessary) than place implicit reliance upon the statements of the outfitters,

or follow the rules laid down in their lists. Should the ship in which his passage is taken be intended to stop at any port during the voyage sufficiently long to allow of linen being washed, less will of course be needed than were she to go direct; if the latter, the length of the voyage depends upon the fineness of the vessel, and the season of her departure: during the first six months of the year, the very first class ships will make it to Calcutta, Madras, or Bombay in from ninety to one hundred and five days;—during the latter six months, in from one hundred and five to one hundred and thirty;—with these data before him, no one need be at much trouble to calculate what quantity of any article is requisite. Of the shirts, one-third had better be checked, or of the description termed “Regatta.” In saying thus much, the Author probably cannot do better than leave the intending voyager to make reference to the printed lists, and act in all else according as his finances and other circumstances dictate.

Of articles which are frequently omitted altogether in the lists of necessaries for a party proceeding to India are a telescope and an umbrella; they are both useful,—and for India—strange as it may appear—especially the latter; this should be of light silk, and have the usual cotton or oil-skin case to contain and preserve it when not in use. The telescope should have a case of leather, with a long strap to allow of its being slung round the neck for convenience while travelling. For the voyage, a pair of the best thick waterproof shoes will be found of eminent service; these, combined with a corresponding hat and great coat or cape, will enable the voyager to pace the deck with impunity, and witness the grandeur and magnificence of the elements in their fury, when, from the want of such articles, he might be obliged to remain in his cabin. His health also would be improved, since the fear of wet decks at early dawn would not keep him in bed, as it does many, until the sound

of the dressing bell preparatory to breakfast. A small canteen, made as portable as possible, should be taken. An outline chart and a case of mathematical instruments, would never be out of place. A dressing-gown and a supply of bathing-drawers must not be forgotten, they are indispensable to all who would enjoy a salt-water bath before sun-rise. A leather hat-case, shaped liked the hat, is of the utmost service for the safe conveyance of that article in company with a traveller either by land or water. A pocket compass will always indicate the course the vessel is steering, without the necessity of going on deck to inspect the binnacle. A copy of Marryat's Signals, and an engraving of the flags of all nations, (if the latter is obtainable in no other form, it can be taken in that of a pocket-handkerchief) will enable him to understand every signal made to, or by, passing vessels, without being under obligations to any person for the desired information. A small housewife with needles, thread, buttons, &c., *ad lib.*, and a previous lesson in sewing, would not be amiss. A box of carpenter's tools, (the smallest procurable) with glue-pot and brush, would be occasionally of service. Should there be sufficient room in the cabin, a chest of six dozen bottles of filtered water would quite obviate the necessity of a filtering-stone.

The fittings-up of a cabin depend materially upon whether it is occupied by an individual, or in conjunction with another party; if the latter, mutual arrangements should be made, that nothing unnecessary be taken, so as to crowd it to inconvenience.

Both couch and swinging-cot are in a measure necessary, and should be distinct; the article combining both, which is generally recommended, not coming up to the expectations formed of it; the cot is at all times more pleasant for sleeping, and during bad weather, in a rolling ship, most especially so, then amounting, in fact, to a luxury. To some it may be at first disagreeable, but custom will produce

speedy reconciliation to its use. The couch is useful for the day, particularly during sea-sickness, nothing tending more to alleviate the horrors of this malady than a reclining posture. The drawers of a couch render a chest of drawers unnecessary, as a week or a fortnight's consumption of clothes can always be kept therein, and such trunks or boxes as may be desirable to have at hand, need only be opened when such a stock is expended, serving also as seats for visitors, one chair being all that is recommended to be taken, which should not be of the folding description, that article being very liable to get out of order. A table, which combines with it a washing-stand, is decidedly the best adapted for a voyage, and, if obtainable, with small drawers, and a space between them for sitting, so much the better, as the latter will be useful for books, papers, or other small articles.

In lieu of the cumbrous and expensive mahogany writing-desks, generally reckoned among absolute requisites, a fourteen-inch Russia-leather travelling-case is recommended, in which will be found abundance of room for everything which a desk need hold, and it possesses, in addition, the great advantage of portability. One of these, with ordinary care, will last twenty years, and during that time, in the case of a party liable to frequent removals, will have saved its original cost in porter's hire alone, over its bulky name-sake.

An easy chair is totally uncalled for, except by a lady or an invalid. All the furniture and bulky baggage should invariably be shipped in the docks, and when sent on board, a carpenter should at once cleat or securely fasten each article two or three inches from the deck in its allotted place, at the same time fixing the cot-hooks and such others as may be deemed requisite. If no better place can be found for the swinging-cot, some space might be left behind the couch where it could be securely stationed. The

recesses round the cabin, termed lockers, are exceedingly useful for books and sundries of every description; should they be thought insufficient, a strong shelf might be fixed, care being taken that it has a rising front of at least four inches, or on the first heavy roll every thing will "fetch way."

If all these necessary precautions are deferred until the passenger finally joins the ship, the chances are, that whoever could do them will be too busy, and the utmost confusion must be the result, should bad weather come on. In all cases where any thing heavy depends from a brass hook, it should frequently be examined, the softness of that metal not being proof for any length of time against the constant friction to which it is subject.

Most articles not required for use during the voyage should be packed in tin or copper, nothing being more prejudicial to clothes, silks, satins, velvet, leather, hardware, every thing of a metallic substance, &c. &c., than the sea air.

To those who prefer sleeping in their couches, it is recommended to have them made with shifting sides, like a child's crib, and if padded like the back, they would be preferable in heavy weather, thereby preventing many a roll off, as well as sleepless nights and aching bones.

Without, perhaps, any exception, every person going to India should be prepared to study, at least, the Hindoostanee language. It is so very generally understood, that there is hardly a part of India in which an acquaintance with it may not be found eminently useful, and whatever the pursuits of the party, the advantages resulting from its knowledge will be great. In the Company's service, the civilian must be qualified in it before he can hold any appointment, whilst the military man, though not equally compelled to study it, will find, if he does not, that he will lose the chance of obtaining many valuable appointments, and have the additional mortification of beholding his juniors receive them.

Opinions were long divided as to the best books to be provided with, whether those of Dr. Gilchrist or Mr. Shakespear, both celebrated authors; those of Mr. Shakespear are, however, most in vogue, and it cannot be denied that they will be found most useful. A few lessons before a party sails would be found of benefit, and he will then be able to study without much difficulty during the voyage. It is a great error in young men putting this off until their arrival in the country, when so much might have been effected on board-ship. If bound to Madras or Bombay, it may perchance be impossible to get the books they stand in need of, or if they are not subject to this annoyance, they will have to pay very high prices for them.

It is gratifying to be able to say that this is not the case in Calcutta. At either of the two establishments in that city, the St. Andrew's and the British Libraries, they will seldom be disappointed in procuring whatever they may require, and the expense of so doing will be, comparatively speaking, very little beyond what it would be in England. This statement may require to be explained to those, who, having left Calcutta two years ago, may bear in mind the high prices of books at that time, and have not been made aware of the system which has since been adopted, of fixing one invariable and moderate per-centage upon the English cost price. It is but due to Messrs. Thacker and Co., the proprietors of the first-named establishment, to record this reform as an introduction and voluntary act of their own. Notwithstanding this, whether bound to the chief Presidency or elsewhere, for the reason above stated, it is desirable that the voyager should provide himself with his Hindoostanee books before leaving England. Regarding all others, he need but consult his own tastes and inclinations, without receiving as indisputable evidences of their necessity, the lists which will be furnished to him by the outfitters and others.

It is an unusual, and may seem a useless, piece of advice, but it is nevertheless strongly recommended to every young man, to take a few lessons in navigation before making his first voyage. Whatever may be his profession, such knowledge can do him no harm, and in many cases, when least expected, it may prove eminently advantageous to him. He will reap some benefit thereby the moment he joins the ship, by not being under the necessity, like his neighbours, of asking numerous questions, which, though natural enough to the enquirer, are at times not only tiresome to the officer of the deck, but materially interfere with his duty. It will occupy but a few days to become pretty well acquainted with the rigging and all that appertains to a ship, as well as all that regards winds, courses, trades, monsoons, longitudes, latitudes, &c. &c. By taking with him Norie's very useful "Epitome," he will, with the foundation just recommended, add much to his stock of knowledge before the voyage is terminated. The cost will be but a trifle, and not amount to that saved by the retrenchments before suggested, in case that recommendation be adopted.

Some years ago, Deal was the final port of departure for most of the vessels engaged in the India trade; now they seldom touch there, unless from stress of weather, passengers embarking either at Gravesend or Portsmouth: the latter is preferable, as much additional time is thereby frequently obtained in town, and the annoyances attendant on a coasting voyage are all avoided. Nothing goes on comfortably on board until the commander joins, and this, with a pilot in charge of his ship from the river, there is no need of his doing until her arrival at Portsmouth.

Except in the case of vessels of the largest class, which sometimes carry their pilots to Plymouth, the last communication with the shore is generally after passing the Isle of Wight, and the voyager has then only to lay down the plan

of his proceedings for the ensuing three or four months, and if judicious in so doing, that period may be passed pleasantly and profitably, without being subject to the ennui so constantly (frequently so unnecessarily) complained of as the concomitant of a sea-voyage.

Madeira is in the direct route to India, and is generally the first land seen by the outward voyager, the time occupied in making the island varying (according to wind and weather) from eight days to three weeks; eleven days may be deemed the average. Many vessels stop there for a day or so, but the greater proportion merely sight the land, to satisfy their commanders as to the correctness of their chronometers, before proceeding on a voyage, during which, for many weeks, they may have no similar opportunity.

Captain Dalrymple, in his Chapter on Navigation, in the "Edinburgh Cabinet Library—India," thus writes :

A vessel bound for Funchal should pass between Point de Sol and the Desertas, and haul in for the roads. The approach to the roads is very striking; on the left are seen the Desertas, high, dark, barren islands, enveloped in clouds and mist; on the right, Madeira rises in a bold cliff of a reddish aspect, over which are seen the vine-clad hills. With a commanding breeze, the ship sweeps round Point de Sol, and is frequently becalmed before she gets near the anchorage. The merchants are always on the look-out, and ever ready to welcome their friends from England.

Even after so short a departure from England, a ramble among the beautiful scenery of Madeira for but a few hours, will be a delightful break in the voyage, and few object to the delay that is the consequence; it will be still more agreeable should it be the winter season; the change from the severity of the climate but so recently left, to that of twenty degrees further south, being particularly marked and grateful.

The money current at Madeira is computed by Reis, an imaginary coin, and is of the following denominations :—

| | | | |
|-------------------|----------------|-------|---------------|
| The Vintem | equal to . . . | 20 | Reis. |
| „ Half Bit | „ . . . | 50 | |
| „ Bit | „ . . . | 100 | five pence. |
| „ Pistarine | „ . . . | 200 | ten pence. |
| „ Crusado | „ . . . | 400 | |
| „ Spanish dollar | „ . . . | 1000 | |
| „ Sovereign | „ . . . | 4600 | |
| „ Quarterdoubloon | „ . . . | 4000 | |
| „ Half ditto | „ . . . | 8000 | |
| „ Doubloon | „ . . . | 16000 | = 16 dollars. |

Unlike most other places, there is a loss in exchanging sovereigns, and the dollar is therefore preferable. There is one hotel, besides several boarding houses, and the bird of passage can make his selection accordingly.

About Madeira, the north-east trade wind is generally met, and is for the most part so steady and favorable during its continuance, as to render it unnecessary to shift a sail for forty-eight hours and more together.

From Madeira to the Canary Islands (the principal of which are Palma, Teneriffe, and Ferro), is but a moderate run of two days; one or more of them is occasionally sighted, especially the lofty peak of Teneriffe, which is 12,500 feet above the level of the sea, and can be seen in fine weather more than a hundred miles distance.

In five or six days from passing the Canaries, the Cape de Verd Islands are reached. Among navigators, opinions are divided as to the best mode of performing this part of the voyage, whether by going outside the Islands, or between them and the coast of Africa. Latterly, the in-shore route seems to have obtained more followers; and those who adopt it will be surprised at the greenness of the sea when so far from land, and be greeted, when the wind blows from the eastward, with clouds of sand from the African coast. It is not unusual for voyagers to suffer from sore throat when taking this route.

Some distance is also saved by taking the middle passage, as by the other it becomes necessary to go as far as 25° west longitude, to avoid too close proximity to the island of St. Antonio, returning afterwards to the parallel of from 20° to 18° , between which it is customary to cross the equator, in lieu of making a course from Madeira almost due south. Some argue that the trade-wind is lighter and more variable when so close to the coast, (the weather certainly is not so clear) and will consequently prefer what may be termed the round-about and sure passage, to the shorter and more uncertain one.

The interest excited by passing the Cape de Verds hardly subsides when new subjects for discussion arise, in the probable time of losing the north-east trade-wind, the duration of calms and light variable airs, and the much-desired arrival of the south-east trade in succession to the latter. On these points there is no speaking or judging with any approach towards certainty, and the Author cannot do better than refer his readers to the following valuable table of the late Capt. Horsburgh, being the averages deduced from the log-books of no less than two hundred and thirty voyages of the East India Company's ships, by which at every season of the year the mean may be arrived at with reference to both trades, as well during the homeward as the outward voyage.

| Months. | Lost N. E. Trade Outward in | | Got N. E. Trade homeward in. | | Mean out and home. | Lost S. E. Trade homeward in. | | Got S. E. Trade outward in. | | Mean out and home. |
|------------|-----------------------------|-----------------|------------------------------|------------------------|------------------------|-------------------------------|------------------------|--------------------------------|----------------|------------------------|
| | Latitude north | mean north | Latitude north | mean north | | Latitude north | mean north | Latitude north | mean north | |
| January.. | 5° to 10° | 7° | 3° to 6° | $4\frac{1}{2}^{\circ}$ | $5\frac{1}{2}^{\circ}$ | 4° to 4° | $2\frac{1}{2}^{\circ}$ | 2° to 4° | 3° | $2\frac{3}{4}^{\circ}$ |
| February. | 5 — 10 | 7 | 2 — 7 | 5 | 6 | 2S.—3 | $1\frac{1}{2}$ | $\frac{1}{2}$ — 1 | 1 | $1\frac{1}{4}$ |
| March ... | $2\frac{1}{2}$ — 8 | $5\frac{1}{2}$ | 2 — 7 | 5 | $5\frac{1}{2}$ | 1 — 2 | 1 | $\frac{1}{2}$ — $2\frac{1}{2}$ | $1\frac{1}{2}$ | $1\frac{1}{4}$ |
| April | 4 — 9 | 6 | 4 — 8 | $5\frac{1}{2}$ | $5\frac{1}{2}$ | 2 — $2\frac{1}{2}$ | 1 | 0 — $2\frac{1}{2}$ | $1\frac{1}{2}$ | $1\frac{1}{4}$ |
| May | 5 — 10 | 7 | $4\frac{1}{2}$ — 7 | 6 | $6\frac{1}{2}$ | 1N—4 | $2\frac{1}{2}$ | 0 — 4 | 3 | $2\frac{1}{2}$ |
| June | 7 — 13 | 9 | 7 — 12 | 9 | 9 | 1 — 5 | 3 | 0 — 5 | 3 | 3 |
| July | $8\frac{1}{2}$ — 15 | 12 | 11 — 14 | 12 | 12 | 1 — 6 | 4 | 1 — 5 | 3 | $3\frac{1}{2}$ |
| August ... | 11 — 15 | 13 | 11 — $14\frac{1}{2}$ | 13 | 13 | 3 — 5 | 4 | 1 — 4 | 2 | $3\frac{1}{2}$ |
| Sept. | 9 — 14 | $11\frac{1}{2}$ | 11 — 14 | 12 | $11\frac{1}{2}$ | 2 — 4 | $3\frac{1}{2}$ | 1 — 3 | 2 | 3 |
| Octobr ... | $7\frac{1}{2}$ — 13 | 10 | $8\frac{1}{2}$ — 14 | 10 | 10 | 2 — 5 | 3 | 1 — 5 | 3 | 3 |
| Nov. | 6 — 11 | 9 | 7 — 0 | 7 | 8 | 3 — 4 | $3\frac{1}{2}$ | 3 — 5 | 4 | $3\frac{1}{2}$ |
| Dec. | 5 — 7 | 6 | 3 — 6 | 5 | $5\frac{1}{2}$ | 1 — 4 | $2\frac{1}{2}$ | 1 — $4\frac{1}{2}$ | 4 | $3\frac{1}{2}$ |

The heat near the equator is almost at all times so great, that the voyager will have good reason for congratulation if it be not rendered doubly disagreeable by a long prevalence of calms, as is often the case in these regions. When they decidedly break up, and the south-easterly breeze is at length effective, fresh spirits are infused into all on board, and the quaint ceremonies still usual in crossing the line are looked forward to with no common interest. Bishop Heber's lively description of this ceremony, and that which is preparatory to it, has been often referred to, but it may not be therefore amiss once more to quote it :

“ *July 25.*—To-day the first or introductory part of the ceremony usual on passing the line took place. Soon after dark, Neptune's boat was supposed to approach the ship, of which notice was given in the regular form to the officer on watch. A sailor from the fore-chains, in a dismal voice, aggravated by a speaking-trumpet, hailed the captain, as if from the sea ; and after a short conversation, carried on with becoming gravity, Neptune was supposed to take his leave, and a barrel, with a lighted candle in it, was sent off from the fore-chains to represent his boat dropping astern.

“ *July 26.*—To-day we passed the line, and the greater part of it was spent in the mummeries usual on such occasions, which went off very well and in good humour. The passengers were not liable to the usual interrogatories and shaving ; but the male part of them took their share in the splashing and wetting, which made up the main fun of these naval Saturnalia. I was a good deal surprised at the contrivance exhibited by the masqueraders in dressing out (with help of a little oakum and paint, a few fish-skins and decayed finery) the various characters of Neptune, Amphitrite, Mercury, Triton, &c., with far more attention to classical costume than I expected. With the distance and usual aids of a theatre, the show would not have been contemptible ; while there was, as might be supposed, a sufficient mixture of the ludicrous to suit the purposes of fun and caricature.”

There are very few vessels in which the ceremony is not

performed, but among them the occasions are rare when it is compulsory upon the passengers to take a part therein; few young men, however, upon their first voyages, hesitate to join in the sport, and unless they have made themselves extremely obnoxious to the members of Neptune's court, they will have no reason to regret having done so. A collection is generally made for the crew, to which each passenger gives from fifteen shillings to a sovereign; and it need not be said that donations of tobacco will be gratefully received.

The south-east trade is, generally speaking, much more boisterous, and is not so favorable for outward bound vessels, as that from the north-east. They are consequently compelled to go far to the westward, towards the Brazilian coast, and few are able to pass eastward of the Island of Trinidad, and the rocks of Martin Vas. It has happened, indeed, that ships have been blown so close to the coast in question as to be obliged to tack to the northward two or three times before getting clear of it.

Four or five degrees to the Southward of Trinidad, (which is generally sighted,) the South-East Trade is lost; when, should westerly winds prevail, as they for the most part do with considerable strength, a run of a fortnight or three weeks will be sufficient to reach the Cape of Good Hope, or the longitude of it may be attained a day or two earlier should it not be contemplated to stay there. This part of the voyage is termed "running down the easting," and fine vessels constantly, for days together, make upwards of 200 miles in the 24 hours. In the winter season, corresponding with the English summer, gales may be looked for off the Cape, and it is deemed unsafe to go to a much higher latitude than 37 degrees, (that parallel being quite sufficient to avoid the current on L'Agullas Bank, which sets from the eastward,) several vessels having recently met with extensive fields of ice, at a parallel not so high as 40 degrees.

A short stay at the Cape is another pleasant break in the

voyage. It is unnecessary to give many particulars here, so much information with respect to it being readily obtainable elsewhere. The currency is English: the hotels are expensive, but there are several good boarding-houses, at which passengers may live comfortably at about ten shillings each per diem. The hire of a saddle-horse is seven shillings, and that of a carriage with four horses, thirty shillings per diem. Should time admit, the celebrated vineyards of Constantia should be visited, where the delicious wine of that name may be tasted in perfection; the ascent of Table mountain should also be made; indeed, should a stay be made there for a month, there will be no difficulty in satisfactorily passing the time. In the hot season, from October to April, mosquitos are very troublesome.

It is not advisable to bear up to the northward before reaching at least the 60th degree of longitude; many vessels have, by so doing, in order to make a quicker passage, retarded it considerably, being obliged, perhaps, after a week's sailing in such direction, to return to the southward, and proceed further to the eastward in the very parallel they may have but recently left.

The South East Trade is again met with about 25° South, and is carried to near the Line; the calms there are of no great duration, and the North-east or South-west monsoon, according to the season, are soon fallen in with; the latter prevailing between the months of May and September, the former between April and October.

Should it be intended to touch at Madras, some part of Ceylon is frequently sighted;—the Friar's Hood, the Kettle Bottom, or some other conspicuous hillock. Many commanders content themselves with a glimpse of the Sadras Hills, a few miles to the Southward of Madras, while others again, in full confidence of their position, steer direct for the Roads, where it is now the fitting time to leave them.

Before terminating this head, the Author begs to address a few desultory observations to such of his readers, and to such only, as are making a voyage to India for the first time, and to conclude with a few remarks to that portion of them who are altogether unacquainted with ships and navigation, as to other parties, the details which follow may appear quite uncalled for.

The troubles of a first voyager, under the head of seasickness, will be pretty sure to commence in the Bay of Biscay, if they perchance have not done so before—the confused swell and chopping sea in that boisterous locality is almost always such that the vessel will roll considerably, should the wind even be moderate. It will be, under these circumstances, probably, that the meaning and use of “sea-legs” will be first correctly ascertained, and many an awkward tumble will in all likelihood be met with before the necessary knowledge of them will be attained. After rain, the decks are frequently slippery as glass, and caution is necessary in traversing them during calm weather; how much more is requisite when the ship rolls, need not therefore be mentioned. Fatal results from carelessness in this respect,—the skull being fractured, or a fall overboard,—have occasionally occurred. No expectation can be held out to the sufferer from sea-sickness, that his adoption of any of the various quack remedies so boldly offered by their vendors will effect the least particle of good. Custom and patience are the only real palliatives. It has before been remarked that a reclining posture generally proves some alleviation, and the late Sir William Knighton thought the right side the best to lie upon; but it is strongly recommended to every one to bear up against the malady, for as long a time as is practicable, and to resolve to partake freely of refreshments, both solid and liquid. The pursuit for but a short time of a regimen such as this, will, in nine cases out of ten, speedily banish the distressing and

unwelcome sensations. Brandy, cayenne, gingerbread, &c. have been among other things strongly recommended.

The hours for refectation on board ship are generally the following:—Breakfast, half-past 8; Biscuit and Wine, 12; Dinner, 3; Tea, 6; Biscuit and Wine, 8. Many persons from a too free indulgence at these numerous meals, caused by the appetite induced by the sea air and the want of exercise, are attacked with illness; this might be in a great measure avoided were a certain portion of each day (certainly not less than an hour) set apart for walking, and this course is therefore strongly advised.

A never-failing daily source of excitement in the life of a voyager, is the vessel's progress; this is ascertained shortly after twelve o'clock, and as the result may come up to the expectations indulged, or fall short of them, so is the gratification felt by all who take an interest in the matter. After the announcement of the latitude and longitude, it is customary with those who possess outline charts to mark off on them the distance run, and speculate upon what will be that of the morrow.

Few young men will be long on board ship without having to "pay their footing;" it would be difficult for any one to indulge the inclination to ascend the rigging without being discovered, and the consequence is, being tied to it, or made a "spread eagle" of, until the usual fee of a gallon of spirits, a sovereign, or the like, is promised to be paid. It is useless to rebel against this rule; it has been too long established, and, perhaps, too correctly so now, to be easily infringed. After the first payment is made, the ascent is free, though the practice is not recommended, as productive occasionally of various accidents.

It would be advisable always to have letters in readiness for friends in England, and to complete them, all but a final line or two, upon the approach to the Equator. There is at the last moment generally so much bustle, and at times but

so short a notice is given, that those who have deferred writing, will have the opportunity of giving but a very meagre account of their proceedings to those who will be so anxiously looking for them.

Much amusement is derivable from the variety of feathered and finny inhabitants of the regions which the voyager traverses. When the weather is calm, there is no part of the ocean at which the shark may not be readily caught. A strong line is necessary to secure one of these monsters, and the hook should be scarcely smaller than that sufficient to suspend a sheep; while above it, for at least a couple of feet, should be a strong iron chain, as the rope-line would otherwise be easily bitten through. Should the ship be motionless, and a shark appear, one of these hooks baited with pork will almost certainly capture him, and every motion of the huge creature, and his attendants the graceful pilot fish, can be readily watched beneath the deep blue of the placid waters from the taffrail of the vessel. Upon being brought on board, it is advisable to keep aloof from either extremity, as its tenacity of life is such that many accidents have arisen from the supposition that it has become innocuous. Within the Tropics ($23\frac{1}{2}^{\circ}$ North and South of the Equator,) the flying fish are momentarily beheld in shoals, or as it may be with equal correctness styled, flights. In pursuit of them may be occasionally witnessed the dolphin, the skip-jack, albacore, and bonito, who prey upon them when they are no longer capable of taking to flight. The latter are at times themselves captured while in the heat of pursuit of their tiny adversaries, being unmindful of their more powerful enemy in the shape of the seamen, who, stationed at the head of the vessel, frequently strike them with the "grains," a species of harpoon. They are not bad eating. The grampus and black fish, synonymous with the small whale, may constantly be seen blowing around the vessel, while the porpoise is all but universal, and among the most accredited superstitious

notions of seamen, it is believed that these fish are invariably found to swim with their heads to windward.

The nautilus, or "Portuguese man of war," and all the varieties of the "blubber" species, likewise call for observation, and it is frequently useless to warn the tyro against the torpedo qualities of all these species, until his own painful experience convinces him of it.

While on the subject of Zoology, it may not be amiss to notice also, the superstitious fears entertained by seamen of the Petrel or Mother Carey's Chicken, the almost invariable attendants upon ships during stormy weather, however far they may be from land: the death of one of these birds, by the hand of an individual in the vessel, is at all times sufficient in their opinion to make that person deserving of the punishment of Jonah, and to intimate the vessel's probable destruction.

Gulls of many descriptions are abundant, especially near land. Far out at sea also will birds called boobies and noddies, nearly as large as the domestic fowl, settle upon the yard-arms of the vessel, and allow themselves to be caught by the hand without attempting to escape; from this cause and their falling asleep immediately on alighting, are they thus designated.

Westward of the Cape, in the latitude of from 32° to 35° South, the pintado or Cape pigeon, the Cape hen and the albatross, first appear, and accompany the voyager for many weeks during the entire period of "running down the Easting," and until the latitude of 28° is attained. They all approach sufficiently near to be shot, but (the albatross especially) require slugs or bullets to bring them down, as their feathers (or down) are of extraordinary thickness. When the winds are light, and the vessel is making but slow progress, lines and hooks can be thrown out, baited with small pieces of meat, which they will all take freely, and dozens may be brought on board in the course of a calm morning. Stran-

gers should not be tempted by their ornithological propensities to take them into their cabins; they are full of vermin, and invariably vomit a few minutes after reaching the deck. Should a high Southern latitude be attained, ice birds will also be seen in abundance. Within the tropics, too, the elegant boatswain or tropic bird, with its magnificent tail, is occasionally, but not commonly, met with.

To those astronomically inclined, another source of amusement may be resorted to, the almost nightly changes observable in the situations of the heavenly bodies, whether the ship be running to the southward or northward. If the former, constellations which are invisible in England will shine forth in resplendent beauty, and those which have ever previously nightly greeted the wanderer will, one by one, gradually disappear. The southern hemisphere certainly presents more brilliant specimens of stellar magnificence than does the northern. The milky way is more lucid, and the Magellan clouds are in it alone visible.

The changes in the temperature, as exhibited by the rise and fall of the thermometer, the variations of the barometer and sympiesometer (should a sight of them be attainable), the registering of the winds, and other phenomena attending those which blow from particular quarters, the fall of dew, the notice of the difference in time of the sun setting, through the daily alteration in the longitude, will all help to pass away the time and conduce to improvement.

Many vessels have attached to them half-a-dozen or more midshipmen, who have a mess to themselves, at the head of which is the third mate. As bodies, they are almost always a fine high-spirited set of young men; they are usually very gay and boisterous, and partial to "keeping up Saturday night," with no little noise and confusion. Young men who have a fellow feeling with them will easily be drawn into the vortex thus so temptingly presented. It may be suffi-

cient here to advise them to avoid it, as tending to have rather a pernicious than a good effect on them.

Gambling is another vice which the voyager should be warned against, as too often occurring on board ship. That which at first may be but a harmless game of cards, is possible to produce a habit, which the indulger in it may have to regret to the latest period of his existence.

No where do quarrels so easily arise, or are more warmly fostered, than during a sea voyage; one of the best modes of escaping them is to avoid early undue familiarity with the companions with whom one is thrown into contact, bearing in mind the adage, that "hasty friendships are never lasting."

Above all, the stranger should be most careful of his lamp or candle, and scarcely less so that he is not tempted, for the sake of air, to open the port or scuttle of his cabin, after it has been closed by the carpenter; by so doing, should a squall come on and the vessel heel over, much damage, and perhaps eventual danger, may occur in a few minutes, without the possibility of a remedy; but, as to the former, should an unfortunate result attend his neglect of this precaution, the destruction of the vessel and perhaps of every soul on board is all but inevitable.

When close to the Equator, many stale tricks will be attempted to be played upon those persons who have never passed it; such, for instance, as placing a hair or thread across the object-glass of a telescope, and bidding the tyro look through it, and he will see the Line; or telling him that the carpenter is ready at the head of the vessel to cut it with an axe, to prevent the bump that would otherwise take place; or that the vessel would be brought to anchor until the separation had been made. A slight knowledge of navigation will here stand the voyager in good stead, and he will probably be able to turn the tables upon his banterers.

“Setting up the rigging,” the technical expression for tightening the shrouds and stays, (ropes that secure the masts,) is a disagreeable employment, but one which must take place two or three times during a voyage, especially with new ships, fitted with new tackle, as they labour under the disadvantage of the latter stretching considerably until the process of “setting up” has been frequently repeated, and with the assistance of wear and age, bring the rigging to the tension requisite.

Precautions are sometimes made, upon approaching the regions in which pirates abound, to affix stations for the passengers and crew, at different parts of the vessel, and the arms are kept in readiness, in case their use be necessary.

The prevalence of currents is at times known by the appearance of a ripple on the surface of the water, but quite as often there is no outward or visible sign of them.

Long swells generally intimate that a high wind has been raging in the vicinity of the spot where they are witnessed.

There are very few of the rocks and shoals, marked on the charts “doubtful,” that have any existence whatever; they are however still retained, to induce parties who pass by them to afford, by their observations, further proof that the original propounders of the discovery were in error.

In the hot latitudes, a salt water bath is a great luxury; it must be taken soon after daylight, while the decks are being washed and scrubbed with holy-stone, and for a slight remuneration, one of the quartermasters will willingly throw as many buckets of water upon the partaker as he may desire.

The individuals among the crew of a vessel termed “idlers,” are the carpenter, sailmaker, steward, cook, butcher, and cuddy servants; their own vocations being ample for employing all their time, they are only called upon to participate in strictly nautical duties when it be-

comes necessary to reef the sails, or upon the occurrence of any emergency.

A passenger can always avail himself of the services of a cuddy servant to bring him water, clean his shoes and cabin, make up his bed, or do anything else that may be required, and a present of 3*l.* or 4*l.* at the end of the voyage, according to the attention he has shown, will be sufficiently remunerating. It is usual also to make up a purse for the steward, each individual subscribing about a sovereign.

The pay of a commander of a ship is of course uncertain, and his emoluments equally so, all depending upon his having a share in the ship, a commission upon the freights and passage money, and other contingencies. The chief mate generally receives 8*l.* per mensem; the second 5*l.*; and the third 3*l.*; the boatswain and carpenter 5*l.* 5*s.*; their mates 2*l.* 10*s.*; the sail-maker 4*l.*; the quartermasters 2*l.* 5*s.*; and the seamen 2*l.* A midshipman of a first-class vessel has to pay a sum generally amounting to 50*l.* for the voyage, besides which, his mess money, *i. e.* the articles not included in the ship's rations, cost him 10*l.* more. The officer in charge of troops has his passage paid by the East India Company.

How necessary it is that the commander of a ship should exhibit the utmost coolness in every emergency need not be argued, and there are many of those in the East India trade who richly deserve the valuable tokens which their passengers have presented them with, on this and other accounts. The rule which obtained in the East India Company's naval service, that no captain of their ships should be accompanied by his wife, was an excellent one; not only for the before-mentioned reason, but from the fact of misunderstandings as to precedence, and other bickerings among his lady passengers, being frequently the result of his being so accompanied.

In the event of urgent necessity, it is not impossible to get clothes washed, or rather scrubbed, on board ship, as any of

the quartermasters will, for a consideration of thirty or forty shillings during the voyage, be found willing to undertake the office. The clothes, however, never look well, and take the dirt most readily; the coarse drill or duck should alone be subjected to such an operation.

In now approaching the subject of navigation, the Author deprecates any nautical criticism upon the following remarks, as they are, strictly speaking, those of one landsman to another, and, as has been before observed, intended solely for the use of those persons who have never been at sea, and who are altogether ignorant of everything that relates to ships.

It would be idle to dwell upon the inestimable use of the mariner's compass to the navigator; it is the sure and steady friend which he consults at all times and seasons, ever relies on, and is never disappointed or deceived by it; his unfailing guide along the trackless paths of ocean's wastes. Each of the four cardinal points—north, south, east, and west, has seven subsidiary ones, making in all thirty-two; these again are divided into quarters of points, for the extreme niceties of navigation; the names of each are marked on the card, those to the right of the northern point bearing an easterly direction, such as N. by E., N.N.E., N.E. by N., N.E., &c., and to the left a westerly one, as N. by W., &c. &c.; the subdivisions already alluded to being N. $\frac{1}{4}$ E., N. $\frac{1}{2}$ W., W. $\frac{3}{4}$ N. &c. Let the compass be considered as the world, and the whole space within the circles the sea, with your ship placed in the centre. You have a certain port to make, which, by consulting the chart, is found to bear due north; the ship's head is accordingly directed to that point of the compass and kept steadily so, and she is then what is called "lying her course;" as the end of the voyage approaches, the niceties of navigation before mentioned may probably come into operation—thus it may be necessary to diverge from the parallel upon which we have been all along sailing, in order safely to

reach a particular point of land, entrance of a river, or any other desired object; going a point either to the eastward or westward of north might run the vessel into danger, while an alteration of $\frac{1}{4}$, $\frac{1}{2}$, or $\frac{3}{4}$ either way would place us in safety. We steer therefore accordingly.

Having accomplished the voyage with a favorable wind, let us suppose we have to make it with a foul one. Few square-rigged ships can lie nearer than six points to the wind; thus, if we wish to steer north and the wind is within the points E.N.E. or W.N.W. we shall be unable to do so; we therefore brace the yards sharp up, pointed to the wind as much as possible, to lie as near our point of destination at north as can be, and the ship is then termed close-hauled, and makes much less way than if going free; close upon a wind, being generally a vessel's worst sailing point. Let it be supposed, however, that the wind blows direct from the north, which, being from the actual point we wish to reach, is called "right in our teeth," and all the progress we can make in a northerly direction must be obtained by "tacking" or "wearing," the modes of describing particular manœuvres which are attended with the same result. In tacking, then, we find the ship's head will be east-north-easterly on one course, and west-north-westerly on the other, and by attention to the steerage, and taking advantage of any slight occasional alteration in the wind, we make the little way we do towards our destination;—this is called "beating to windward."

Another matter of great importance to the navigator is the variation of the compass, and though the truth of "the needle to the Pole" has become generalized into a simile for perfect faith; yet the enormous error of the saying is such, that, perhaps, with the exception of the winds themselves, there is nothing in nature more inconstant than this said Needle to the Pole. The fact is, that it rarely points to the true Pole; but as the circumstance is well known to mariners, it does not lead them into difficulties, as the variation is al-

ways accounted for when they give out the course the ship is to be steered, and the extent is easily ascertained at any particular place by observations with the azimuth compass, at the rising or setting of the sun. Few commanders, however, trouble themselves in this way, the variation being always given on the charts from the best authorities. It is called either easterly or westerly, according as the magnetic needle points to the eastward or westward of the true North Pole. In an Indian voyage, it is all westerly; thus, if on any particular spot we find it to be $22^{\circ} 30'$, we perceive it to be exactly two points, and if we require to make a due South course, instead of directing the ship's head to that point of the compass, we steer two points to the right thereof, viz. S. S. W., and the result will be, that we go direct South, as required; so on in proportion, as the variation is less or more.

An explanation of the terms "latitude" and "longitude" can scarcely be needed, more than to urge the vital importance to "those who go down to the sea in ships" of ascertaining the same correctly. The latitude is obtained daily by observations of the sun at noon, which are made by the use of sextants and quadrants, the former being more elaborate, and capable of greater niceties, than the latter. The following is about the most concise mode of getting at the result of your observation.

| | |
|--|------------------------------------|
| Height of the Zenith being | 90° |
| The altitude of the Sun at the moment of its ceasing to rise, is, after corrections . | $23^{\circ} 30'$ |
| leaving its true distance from the Zenith. | <u>$66^{\circ} 30'$</u> |
| The Sun's declination or distance from the Equator is to the Northward | $223 9'$ |
| which, subtracted from the meridian dis- tance, gives | <u>$43^{\circ} 51'$</u> |
| of South latitude. The Sun's declination is always given in | |

Nautical Almanacks, and has to be slightly corrected for the difference between you and the Observatory of Greenwich. There are other modes of discovering the latitude; one by double altitudes taken before and after the sun has passed the meridian, and is generally had recourse to in cloudy weather, when an observation at noon cannot be taken, or is doubtful; the other by dead reckoning, which may serve as a partial guide in the event of a loss of a meridian altitude for days together, but cannot be strictly depended upon.

In obtaining the longitude, we are equally indebted to sun, as for the latitude. It is here, however, most important to be possessed of good watches, that keep time well; they are called chronometers, and any error in them, that we are unacquainted with, will tend most materially to affect the calculations of our position. These chronometers generally show Greenwich time, and as it is well known that, as we proceed eastward of that place, the day lengthens, and decreases on the contrary as we go westward, it is not at all difficult to discover the exact time wherever we are, as the variations are reduced and arranged with the utmost minuteness. For instance, taking 15 degrees to be the difference for one hour between Greenwich and any place eastward or westward; if, when at sea, we find by our observation of the Sun that it is twelve o'clock, when the chronometer shows it to be 2 P. M. true time at Greenwich, it follows that our longitude is 30° to the westward of that place; if again we find it 12, when by the chronometer it is 6 A. M. at Greenwich, we prove ourselves 90 degrees eastward of that meridian, and about the longitude of Calcutta, there being about 6 hours difference between it and Greenwich. The calculations can be made to seconds and tenths.

There are other modes of ascertaining the latitude and longitude, viz. by lunar, sidereal and planetary observations, which are, on occasions, especially useful in proving the correctness of the chronometers or otherwise. The Nautical

Almanacks, and various published Tables which assist in working out these observations, are very elaborate. The latitude and longitude being thus daily obtained, the same are marked off on the chart, and care is then taken, by changing the course, to avoid any obstructions, should such lie in the way.

We thus see how absolutely necessary the Sun is to the navigator; and how utterly useless without its aid would be all our beautiful instruments and wonderful inventions, and can readily understand the cause of the many melancholy shipwrecks that have happened from the great luminary having been hidden for a few days in succession.

Although the distance from the North to the South Pole is 180 degrees, the Sun traverses but 47, or $23\frac{1}{2}$ each side of the Equator, this space bearing the designation of the Tropics; the northern, of Cancer: the southern, of Capricorn. On the 21st of March it crosses the Equator, and travels northward; on the 21st of June it reaches its greatest northern declination, and turning to the southward, crosses the line on the 23rd September; this accounts for that portion of the year being the northern summer, and for the 21st June being the longest day. On the 21st December it reaches its greatest southern declination, and again proceeds northward, crossing the line on the 21st March, making this portion of the year the southern summer, and the northern winter.

A word or two may now be said about the ship herself, every vessel having a claim to that designation carrying three masts, called the main, the fore, and the mizen, situated respectively in the centre, the fore, and the after parts of the vessel; each of these masts in fact has two others attached to it, called the top and the top-gallant masts; they are, however, so neatly and securely connected with each other, that to a novice the whole would appear but as one spar tapering to the summit.

Each mast has its yard across, supporting its sail; thus

we have the main-yard and sail, and the main-top-sail and the main-top-gallant-sail, and precisely the same with fore and mizen, except that the large lower sail of the latter mast is set differently, and generally termed the spanker or driver. Thus far we have nine sails; above each top-gallant-sail is another smaller one, called the royal; and again on the bowsprit and jibbooms, are three triangular sails, called the fore-top-mast stay-sail, the jib and flying-jib, the last being at the end of the extreme spar in the ship. These 15 are the usual sails, but for fine weather and fair winds, there are others, styled studding-sails, (for brevity pronounced "stun-sails") which are very useful, especially the lower ones, these presenting, when set, an immense square surface over the side of the ship, on a line with the foremast, and when the wind is right aft and both are spread, the ship at a distance wears the appearance of a monstrous bird, with its large wings extended.

The mizen-mast has no studding-sail, but the main and fore have each two in a line with their top-sail and top-gallant-masts. Royal studding-sails are sometimes carried, and sky-sails, small sails above the royals, but these only in light airs.

Standing with the back to the stern of the vessel, and looking forward, that to the right hand is called the star-board side, and the left the larboard.

When caught in a squall, the lighter or loftier sails are first taken in, which include the driver and flying-jib; then the top-gallant-sails, and if blowing hard, the main-sail, leaving the fore-sail, top-sails and jib to bear the brunt of the storm.

There is a mode of reducing the top-sails to one half their usual size by what is termed reefing them; there are four lines of fastenings, both before and abaft the sail, technically called "Reef Points;" these are tied on the yard, and thus so much less canvas is presented to the wind; if one line

of points is only used, the sail is called single-reefed; if two, double-reefed; if three, treble-reefed; and if four, close-reefed.

A midshipman obtains the *sobriquet* of "reefer" from one of his earliest (and subsequently constant) employments being to assist in reefing the mizen top-sail.

The poop is an excrescence on the quarter-deck, composed of the cuddy or dining room, and cabins for passengers exclusively.

The deck below is called the gun-deck, and also comprises passenger's cabins, and the sleeping berths for the crew, soldiers, &c. Below this again are the holds—called after, main or fore-holds, according to their various situations, in these are stowed away the cargo, ship-stores, &c., the fore-hold being generally appropriated to water, whence arises the nautical custom of saying of grog or any other beverage not remarkable for its strength, that it tastes very much of the fore-hold.

E.

MADRAS.

A PARTY arriving for the first time at this presidency, will have his surprise called into play some time before he has a perfectly distinct view of the town, and perhaps an hour or two before his vessel comes to an anchor there, by the appearance of sundry black specks on the water, which he will be told are human creatures, a statement he is very

likely to treat with contempt, until a view through a telescope convinces him such is indeed the fact, though he cannot then discover by what artificial means they are enabled thus to reach so great a distance from the shore, as he feels assured that to do so by swimming must be out of the question.

These are the far-famed Catamaran-men, who are out upon a fishing excursion. On nearing the shore, letters will be sent off to the ship under charge of various members of this fraternity, and the stranger will then have an opportunity of inspecting closely the three small logs of wood fastened together, forming the boats upon which the men will kneel, and with no other support, trust themselves for miles out on the mighty ocean, or carry communications between the shore and ships in the roads, in weather when no boats, however strongly made, could do so. Though frequently immersed in the surf as well as the sea, they are rarely known to lose their station on the frail planks beneath them, and still more rarely their lives.

But the attention of the new-comer is quickly attracted from them, their boats and their curious conical caps, in which they carry letters, and which, by the bye, is almost the sole article of clothing they encumber themselves with, to an equally curious and more bustling scene. The arrival of the Catamaran precedes but a short time that of various Masulah and accommodation boats, frequently not waiting until the vessel is anchored, each bearing a motley crew, most particularly anxious for the honor of an introduction to the new arrivals. Touters for the various hotels or punch houses, servants seeking situations, (who, if their accounts of themselves could be believed, their possessors should be esteemed extremely fortunate), and hawkers of various wares form part of these. There are many others, but these will be most conspicuous; they will endeavour to make themselves agreeable to the new arrival in every possible way; some

will bring an army list, others a newspaper published that morning, and perhaps a few English ones brought by the last overland mail. Among them too will generally be found a list of the arrivals and departures of ships, names of passengers, &c., for the two or three months preceding; information which they know from experience to be gratifying, by the questions with which they are constantly besieged. One and all will profess an intimate knowledge of any recent casual visitors to Madras, regarding whom any questions may be put to them. One will say that he lived in his hotel, and was so gratified with his quarters, that leaving them was his only cause of sorrow at quitting the presidency. A second will declare that he was his confidential servant; while a third will quote the absent one's express declarations, that he never dealt with so honest a man. These men will scarcely vary their tale if the questions propounded to them be with regard to a fictitious personage; the new comers would do well to avoid them all.

In the body of this work, the advisableness of dawk travellers giving their friends intimation of their approach, by sending on in advance their letters of introduction, was strongly urged; that advice is equally applicable to passengers by ships, and should it have been followed, no party will have to wait long after the vessel has anchored, without receiving a letter from his friend, with a servant and conveyance to take him to his residence. It will be then quite time to choose his servants, if this presidency be the termination of his voyage; or if his stay be but for a few days, he will have no necessity for any.

In thus recommending letters of introduction being made to precede the arrival of the party himself, it would be as well to add that some discretion should be exercised by him as to what letters he does so despatch; many that he may receive at home will probably be of such a formal general

nature, that it would do as much violence to his own feelings of independence to receive the hospitalities just pointed out, as it would be a tax upon the individual addressed to be expected to offer them. With this caution he can have no difficulty in steering clear of subjecting himself and others to vexation on this account. One great advantage of forwarding one's letters beforehand, (by the overland mail for instance) is, that should the friends so addressed be absent from the spot, they will be enabled to secure the new comer the hospitality of some actual resident, a circumstance constantly occurring, and a course always pursued. As the etiquette with regard to the delivery of letters of introduction differs in many places, it may be as well to mention that the rule at Madras is to send them, accompanied with a card, immediately upon arrival, and await a reply.

There are, however, many persons whose destinations are Calcutta, who may have no acquaintances on the spot, and be equally without any introductory missives (those intending to stop will surely rarely be thus situated), to whom the irksomeness of remaining on board during the ten or twelve days a passenger-ship usually remains, may be such that the hotels will be deemed their only resource. They need not be so; cadets for instance, whether for Bengal or Madras, have free quarters at once given them in the Fort, during the whole time of their stay, where their messing and other expenses will be very trifling, a non-commissioned officer being sent to the ship to conduct them there, government very properly discountenancing their young officers being at hotels, which, not to disguise the truth, is considered for any one to be *infra dig.* A mess is provided, viz. breakfast at half-past eight, at the charge of eight annas a-head; dinner, including fruit, at three o'clock, for one rupee; and tea at seven, for six annas; wines, &c. are extra, but supplied at the actual cost price; each room is provided with a

bedstead and mattress only ; linen must therefore be brought from the ship, and the few other articles of furniture that may be required can be hired for a mere trifle.

The private gentleman, again, should find no difficulty in getting some of his shipmates, living with friends on shore, to vouch for him as such, and those friends in turn can readily get him admitted as an honorary member of that excellently conducted and admirable institution, the Madras Club, the only form being a card of recommendation from two members of a large committee. It may interest parties in England to be made acquainted with the way in which first-rate clubs in India are conducted, and the rules of the one in question are accordingly here given.

“ **RULE I.**—The Madras Club shall consist of an unlimited number of Members.

“ **II.**—The following Members shall be admitted without ballot.

“ **1st.** Members of Government, Judges of the Supreme Court, and the Right Reverend the Lord Bishop of Madras, on intimating to the Secretary their wish for admission within two months after their arrival in this Presidency.

“ **2d.** All Officers and Gentlemen belonging to this Presidency, but absent from it prior to the 1st May, 1832, provided their desire to be admitted be signified within two months after their return.

“ **3.** All Members of the Bengal Club shall be considered Honorary Members of the Madras Club, (on notifying their wish to that effect to the Secretary) as, *vice versa*, all Members of the Madras Club are of the Bengal Club, subject only to the usual charges attending a residence in either Club House.

“ **III**—The following classes of Gentlemen shall be eligible by ballot.

“ **1st.** All Officers of the Queen’s and Company’s, Civil, Military and Medical Services.

“ **2d.** Members of the Bar and Clergy.

“ **3d.** Gentlemen received in general Society at Madras.

“ IV.—The following classes shall be admitted as Honorary Members.

“ 1st. The Personal Staff of the Governor General and Commander-in-chief in India, and of Governors and Commanders-in-chief of the other Presidencies.

“ 2d. All Commissioned Officers (including all those of the ward room) of her Majesty's Navy, belonging to the India Station.

“ 3d. All Commissioned Officers of the Indian Navy.

“ 4th. All Members of her Majesty's or the Honorable Company's Service belonging to the other Presidencies, or Honorable Company's Settlements, not permanently residing within the limits of the Madras Territories, and all Gentlemen received in general Society at the other Presidencies, and not so permanently residing, who may be desirous of availing themselves of the advantages of the Club, may be admitted as honorary and occasional Members at the signed recommendation of any two Members of the Committee, to be entered in a book kept for that purpose; provided always that no Member of the Club be compelled to quit his room for an Honorary Member eligible under the provision of this Rule, but Honorary Members so eligible will be allowed to occupy rooms in the event of their not being required by permanent Members.

“ 5th. All persons belonging to the Madras Presidency eligible as Members on payment of original Donation, viz. Rupees 100, shall be admitted honorary and occasional Members at the signed recommendation of any two Members of Committee, on signifying their desire to become permanent Members at the next ensuing ballot.

“ 6th. Honorary Members shall have all the privileges of the other Members, except that of balloting or of voting and eligibility as Members of Committee; with the restriction contained in paragraph 4 of this Rule.

“ V. No person dismissed from her Majesty's or the Honorable Company's Service can be elected or remain a Member of the Club, unless reinstated in the Service.

“ VI.—1st. Every Candidate eligible by ballot must be proposed by one Member and seconded by two other Members.

“ His name, accompanied by a statement, mentioning in what capacity he is eligible, together with that of the proposer and two seconders, shall then be exposed in a conspicuous part of the Club House for a period of at least 10 days.

“ No Member shall have the privilege of proposing a Candidate unless he shall have been a Subscriber to the Club for one year.

“ 2d. The ballot shall take place between the hours of 9 A.M. and 6 P.M., on the first Monday, Tuesday and Wednesday of every month. Members balloting are to sign the book kept for that purpose.

“ 3d. One black ball in ten shall exclude, and unless there are ten voters, the ballot shall not be valid.

“ VII—1st. The entrance Donation shall be Rupees 100.

“ But in cases where application as a Candidate is not preferred within six months after becoming eligible, the donation, shall be Rupees 175.

“ 2d. Donation is payable immediately after election, and in the event of failure of payment of the same within two months, the Proposer of the Member so failing to pay will be held responsible for the amount in the same way, as for any other sum due by such Proposer to the Club, and such Member shall forfeit his election.

“ 3d. Members who shall have forfeited their election as above shall be re-admissable only after being balloted for again, and on payment of double the amount of the higher rate of Donation, viz. Rupees 350.

“ 4th. The Subscription of Members residing at the Presidency (with the exception of Regimental Officers attached to the Garrison of Fort St. George) is 4 Rupees per mensem, or 48 Rupees per annum, *payable annually in advance, during the first quarter of the year.*

“ 5th. The Subscription of Members residing at St. Thomas's Mount, Palaveram, Poonamalee, and Regimental Officers attached to the Garrison of Fort St. George, is 2 Rupees per mensem, or 24 Rupees per annum, *payable annually in advance, during the first quarter of the year.*

“ 6th. The Subscription of non-resident Members is 1 Rupee per

mensem, or 12 Rupees per annum, *payable annually in advance, during the first quarter of the year.*

“7th. Members quitting the Presidency, Palaveram, St. Thomas’s Mount, or Poonamalee, to proceed up the country, shall be entitled to a refund of the higher rate of Subscription, provided the period of absence shall extend to one month.

“8th. Donations and Subscriptions to the Club are payable to the Secretary, by whom or the accountant, receipts for the same will be signed; house bills to the accountant or bill collectors, monthly, on being presented for payment, or invariably before leaving the Club House.

“9th. Subscriptions shall cease during the period of absence in Europe.

“10th. Honorary Members shall not be required to pay the entrance Donation, or Annual Subscription, but a *Quarterly Subscription of 12 Rupees in advance*, (the rate specified in Para. 4, for Resident Members) a Quarter being due on admission, and subsequently, on the commencement of every succeeding Quarter, viz., 1st January, 1st April, 1st July and 1st October.

“11th. Non-resident Members arriving at the Presidency, and remaining for a period of six months, commencing from the date of arrival, shall pay their Subscriptions as resident Members during their stay at Madras.

“VIII.—1st. The concerns of the Club and its internal arrangements shall be managed by a general Committee, consisting of 24 Members, 12 of whom shall go out annually, and be eligible to re-election by the Subscribers at their Annual General Meeting, with a President and Vice President; the latter of whom shall also be elected by the Subscribers, at such Annual General Meeting, and shall succeed to the office of President in each ensuing year; such General Committee shall be at liberty from time to time to make such ordinances for the internal Regulations, &c. of the Club, as they shall think fit. And with the view of keeping up the numerical strength of the Committee throughout the year, at the Annual Meeting, a gradation List shall be made out of those Gentlemen who may be nominated as Members of Committee according to the

number of votes for each, and that vacancies of Committee be filled up from time to time, as they may occur from this List, by the Secretary, in order as they there stand, he having ascertained in writing the willingness of such nominee to act on Committee.

“2d. The General Committee shall elect their Secretary, who shall be a standing Member of Committee during the period he holds the Secretaryship.

“3d. The ordinary meetings of General Committee shall be held on the second Wednesday of every second month; but, the President, or in his absence the Vice-President, when it shall appear to him necessary, or on the requisition of any two Members of Committee, shall call a special General Meeting of Committee.

“4th. Any six Members of the Committee, with the President or Vice-President and Secretary, shall form a quorum.

“5th. In the event of any circumstance occurring likely to disturb the order and harmony of the Club, or any infraction of the Rules of the Club or ordinances of Committee, the same shall be taken immediate cognizance of, and brought to the notice of the General Committee, whose duty it shall be, under the sanction of a vote by a majority of two-thirds of the Members present, such votes being obtained by ballot, to remove from the list of Subscribers the name of any Member, who shall have been guilty of any irregularity, or who shall have infringed the rules or ordinances, and he shall thereon cease to belong to the Club, and notification thereof shall be made to him by the Committee, his Subscription for the period he may have paid in advance being returned to him.

“6th. No new ordinance or alteration of any ordinance shall be made by the Committee without the sanction of two-thirds of the Members present at the meeting, and every proposition affecting the general interests of the Club shall be circulated to every Member of Committee, that due notice of every proposed change may be given.

“IX.—1st. Six Members of the General Committee, two of whom shall go out in rotation every four months, shall be elected annually by the General Committee, and with the President, or Vice-President and Secretary, *ex-officio*, shall form the Sub-Committee of the Club.

“ 2d. The duty of the Sub-Committee shall consist of the immediate examination of accounts, passing bills for payment, drawing cheques on the Bank, and all ordinary detail of superintendence, subject to the confirmation of the General Committee at their periodical meetings.

“ 3d. The Sub-Committee shall hold their meetings on the 2d and 4th Wednesdays of every month, to transact current business; any three of whom, with the Secretary, shall form a quorum.

“ 4th. The decisions of the Sub-Committee shall be final as regards themselves, in all cases where there is only one dissentient voice; but when there are more than one dissent, any two or more Members may protest and appeal to the General Committee.

“ 5th. The appointment of all retainers and servants and the amount of their salaries shall rest with the Sub-Committee.

“ X.—1st. At the close of the day, every expense incurred shall either be paid or acknowledged to be due by the initials of the party concerned, on the bill being presented to him, and all accounts shall be settled monthly, or before leaving the Club House.

“ Those of Honorary Members *shall be paid weekly*, and in the event of their failing to settle them, or leaving any accounts unadjusted, the parties proposing their admission to the Club shall become responsible for the amount, in the same way as for any expense incurred by themselves.

“ 2d. Bills of Subscribers shall be presented for payment under a sealed cover once only—if it should be inconvenient for the party to settle the account when so presented, or if there should be any error in the bill requiring correction, it shall be necessary for the Subscriber to rectify the same with the Accountant, and settle his bill either by personal attendance at the Club House, or by sending a person for that purpose before the end of the month; and in the event of Subscribers losing their bills, the Accountant shall not be required to furnish them a second time, but reference to the books of the house can be made if required.

“ 3d. The names of those Subscribers who shall have neglected to pay their Donations or Subscriptions, or house bills to the Club, within the period prescribed by the rules, shall be affixed in the Reading Room, and if the amount be not paid within the space of

two months after being so affixed, of which due notice shall be given by the Sub-Committee to the parties, Subscribers so failing in payment shall *ipso facto* be expelled from the Club; and their names erased from the list of Subscribers to the Club, and in the cases of non-payment of house bills, the names shall continue affixed in the Reading Room, until the amount due be paid.

“ 4th. To prevent error in accounts, Subscribers, when ordering dinners for private parties, are requested to notify in writing to the Steward, or head Butler, the person or persons to whom the expense of the Dinner, &c. is to be debited, and strangers arriving at the Club House are requested to sign their Names, Rank, Corps, or office, on a slate, when presented for that purpose by the servants.

“ 5th. A shed having been constructed for the protection of conveyances belonging to Subscribers to the Club, the practice of placing palankeens under the verandahs of the house or sleeping rooms, is positively prohibited.

“ Books, Periodicals, Pamphlets, or Newspapers, are on no account to be removed from the Reading Room.

“ 6th. Any Member who has been or shall be expelled the Club, or whose name has been or shall be erased from the List of Subscribers, shall be re-admissible by Ballot (once only), on payment of a Donation of 350 Rupees, and on the occasion of a party being proposed for re-admission by Ballot, the minute of the General Committee recording the reasons of his expulsion shall be suspended in the Reading Room for general information.

“ XI.—1st. No existing rule shall be modified or new rule established, except by a majority of two-thirds of the Members present at a General Meeting of Subscribers.

“ 2d. A General Meeting of Subscribers shall be held annually on the first Wednesday in March, for the purpose of receiving from the Committee a Report and Abstract of the accounts and concerns of the Club for the preceding year, together with an estimate of the Receipts and Disbursements for the current year, which report shall be printed for general information.

“ At this Meeting, any subject relating to the Club may be discussed, but every resolution to be effective shall be confirmed by

the majority of votes at a second General Meeting, to be held 14 days subsequent to the first, and during that time, the proposed resolutions shall be hung up in the Reading Room for the information of Subscribers who may not have attended at the Annual Meeting and may wish to vote at the subsequent one.

“ 3d. Extraordinary General Meetings of Subscribers shall be convened by the President of the Committee, or, in his absence, by the Vice-President, at the written requisition of any nine Members of the Club, giving 14 days notice. The requisition must state the subject to be laid before such General Meeting of Subscribers, and must be hung up in the Club House, signed by the appellants Members, for the above-mentioned 14 days, and no subject shall be discussed at such Meeting save that specified in the written requisition. The decision of such Meeting does not require confirmation by a second meeting.

“ XII.—1st. The Club House shall be open for the reception of Members at 6 o'clock in the morning, and closed at 12 o'clock at night, after which hour the lights in the Public Room shall be extinguished, and no refreshment shall be furnished, nor any game commenced.

“ 2d. Accommodation shall be provided in the Club House for Members requiring it, on the following terms, and subject to the following restrictions.

“ 3d. The charge for the occupation of a bed-room shall be 15 Rupees per mensem, and for broken periods, half Rupee per diem, subject to such modification of these rates as the Sub-Committee may deem proper, liable to revision by the General Committee.

“ 4th. Members shall be allowed to occupy bed-rooms for one month; after which, the senior occupant above stairs must be prepared to vacate immediately on the application for accommodation by another Member arriving at the Club; but if demand for accommodation is not made, he shall not be required to quit, but he must be prepared to vacate any particular room he may occupy if another Member should require it, the right of selection resting with Members resident less than one month, according as they stand on the list.

“ 5th. Candidates for accommodation as above are required to

send their names to the Steward for enrolment on the list of Candidates, but no name shall be enrolled prior to the date of arrival of the Member at the Presidency, and the claim to a room shall be established from that date only, and no Gentleman, after residing a month at the Club, can leave it, and return while he resides at the Presidency, and put a fresh date of arrival opposite his name; but in the event of a room being vacant, he can occupy it, his name being placed beneath the line, and in case of a fresh applicant requiring it, he must vacate immediately.

“ 6th. Residents at the Presidency shall not be allowed to occupy bed-rooms to the exclusion of non-resident members.

“ 7th. The names of Members residing at the Club House shall be written on a list, with references to the date of arrival, up to the period of one month; after which, the name shall be written below the line drawn for that purpose.

“ 8th. It is desirable that, as far as practicable, one day should intervene between the occupation of rooms by successive Members, in order to allow the servants to air and thoroughly clean the apartments, and Gentlemen are requested to instruct their servants never to occupy a room without the previous instruction of the Steward.

“ XIII.—Besides sleeping apartments, the Club House shall comprise.—

“ 1st. Reading and Dining Rooms.

“ 2d. Billiard and Card Rooms.

“ 3d. A Racket Court.

“ XIV.—1st. The bills of the Club are printed, and any defect that may be found with a Dinner, or complaint against the matter of the said bill, is to be written on the back thereof and signed by the Member complaining, which bill and fault will be considered by the Sub-Committee at their next usual meeting, and the result duly communicated by the Secretary.

“ 2d. When large private parties are given at the Club House, the butler is authorized to hire for the occasion such few extra servants as may be required, the cost of the same being charged to the party.

“ 3d. Meals shall not be served to Members in their private

rooms on any pretence whatever, except in cases of severe sickness.

“ 4th. A House Dinner shall be prepared every Wednesday evening at half-past 7 o'clock, the board for which shall be withdrawn on the Tuesday evening preceding.

“ 5th. The House Dinners are limited to 50 persons, and after that number of names are on the list, the board shall be withdrawn.

“ 6th. As lights are only furnished for the public rooms, Members dining in the private rooms will be charged on that account six Annas for the larger dining-rooms, and four Annas for each of the other rooms.

“ 7th. Except on Wednesday evening, the centre dining-room shall be considered a private room, and shall be available as such to any Member requiring it for a private party. The charges for lights to Members occupying that room shall be five Rupees.

“ 8th. The Steward is peremptorily prohibited from furnishing meals or other supplies to any Member who may not have settled his account agreeably to para. 1st. of rule X. ; he is also prohibited from furnishing supplies of any kind to any Member except for consumption in the Club House.

“ XV.—1st. As public servants of every description are attached to the Club, the number of private servants belonging to Members occupying apartments in the Club, shall be restricted to two.

“ 2d. No servant of the Club shall be reprimanded or in any way punished by the Members. In the event of any fault being found, it is to be stated in writing to the Secretary, who, in communication with the Sub-Committee will take measures for correcting it, and communicate the result for the satisfaction of the Members complaining.

“ 3d. No Member shall give to any servant of the establishment any sum of money or gratuity, upon any pretence whatever, and any servant convicted of having received such money or gratuity shall be forthwith discharged.

“ XVI.—No Member shall be allowed to introduce a stranger into the Club House, the Billiard Rooms, Racket Court or Divan, except to view the buildings, or visit a friend in the room below stairs, or in his own apartments, and none, except a Member or

Honorary Member, can be permitted to avail himself of any of the advantages of the establishment.

“ XVII.—All breakage or injury to any of the Club property shall be paid for at prime cost by the person committing it.

“ XVIII.—No Tent shall be pitched or kept within the Club compound.

“ XIX.—No Member shall on any account bring a dog within the precincts of the Club.

“ XX.—No Member shall take away from the Club, on any pretence whatever, any Newspaper, Pamphlet, Book, or other article, the property of the Institution, under the penalty of expulsion by the General Committee.

“ XXI.—No smoking (hooka excepted) shall be allowed, except in the Divan.

“ XXII.—No Horses or Conveyances shall be picketed or kept within the Club compound.

“ XXIII.—1st. No gambling shall be allowed in the Club House, nor in any of the buildings or apartments, public or private, connected therewith.

“ 2d. No play of any kind shall be allowed on Sundays, under the penalty of expulsion.

“ XXIV.—The charge of a rubber at Billiards shall be one Anna, and when the rooms are lighted, two Annas; eight Annas shall be the fine for a love game, 10 Pagodas for the first cut of the cloth, five Pagodas for the second, and three Pagodas for every succeeding cut of the cloth.

“ XXV.—The following schedule of charges for Breakfast, Tiffin, Dinner, and Supper, &c., and prices of Wines, &c., have been established and are directed to be hung up in each of the rooms of the house for general information, liable to modification by the Sub-Committee, subject to revision by the General Committee.

CHARGES FOR

| | Rs. | As. |
|----------------------|-----|-----|
| Breakfast | 1 | 4 |
| Hot Tiffin | 1 | 8 |
| Cold do. | 1 | 0 |

| | Rs. | As. |
|--------------------------------------|-----|-----|
| House Dinner, on Wednesday | 3 | 0 |
| Plain do. | 1 | 8 |
| Hot Supper | 1 | 8 |
| Cold | 1 | 0 |
| Dessert | 0 | 8 |
| Ham Sandwiches | 0 | 6 |
| Other do. | 0 | 4 |
| Cup of Tea or Coffee | 0 | 3 |
| Biscuits. | 0 | 2 |

“ The above charges for Dinners and Tiffins are for the best of every thing that can be procured from the Bazaar, including Pickles, Sauces and Cheeses. Gentlemen giving parties and wishing to have European luxuries on the table, such as Hams, Tongues, Tart Fruits, Hermetically Sealed Fish, Meats, Vegetables, &c., (a supply of which is always on hand) will be charged with the prime cost of the same in addition to the above charges for Dinners, with the exception of the House Dinner, the charge for which includes every thing.

“ CLUB HOUSE, *August 14, 1839.*

There are but two hotels at Madras at all worthy of being so designated; “Grant’s” and “the Clarendon;” the former being close to the beach, in the rear of the supreme court and in the heart of the Black Town; the other being at the outskirts of it, facing the esplanade, on a portion of which the fort is situated.

In many of their charges they correspond, but the latter is certainly the cheaper of the two; the following is a scale of them. Board and lodging, not including wines, beer or spirits, for a single person, by the month, one hundred and twenty rupees. Breakfast, luncheon and supper, each, one rupee per head. Dinner two (or with fruit, four annas extra.) Tea or coffee per cup, three annas. Whiskey per bottle, three rupees eight annas; per glass, eight annas. Brandy per bottle, two rupees; per glass, eight annas. Sherry per

bottle, two rupees four annas. Beer per bottle, fourteen annas. Beds per night, one and two rupees. The Hotel-keepers would contract for board and lodging at five rupees per diem, wines, &c. excepted; but this would hardly be found so cheap in the end as paying for what is actually taken. Billiards per game three annas during the day, and five at night.

The Author trusts that in again recommending his readers not to make use of these establishments, unless absolutely compelled to do so, he shall not be charged with a wish to injure them; such is far from his desire, since he is personally acquainted with nothing to the prejudice of either, though his duty as a volunteer adviser has been only strictly followed in making these remarks.

The stranger would do well to call, the morning after his arrival, and write his name in the book at Government House, under charge of the Aide-de-Camp in waiting. In the event of the Governor being at the Presidency, he may thereby have a chance of partaking of Lord Elphinstone's munificent hospitality, and himself judging of the refined manners and polite attentions which have so endeared his lordship to the people whom he governs.

To one who has resided for any time in Calcutta, or even casually visited it, Madras must seem very inferior. It wants almost all the advantages of the former place, its contiguity to the sea excepted, while this is rendered nugatory by the boiling surf which so invariably lashes its shores, making a transit from land to water, or *vice versa*, always disagreeable, and in some measure dangerous, frequently indeed altogether impracticable for days together, without a risk of human life.

This difficulty of access, with other disadvantages attending the port, must always make Madras of less commercial importance than would otherwise be the case.

To the inhabitants of Madras, especially the aristocratic

portion of them, the sea-shore seems to present very little attraction, since scarcely one of their dwellings is situated thereon, but all some three or four miles from it, where not even a glimpse of it can be obtained. It is true that, on coming from the southward, there are some villas on the banks, but they are very few compared to those in the interior.

The most striking object on the shore is the fort; beyond that is the Black Town, where all business is transacted. The buildings facing the sea at this part are not many; the most noticeable, as well on account of size as for other reasons, being the great houses of Arbuthnot and Co.; Hall, Bainbridge and Co.; Parry, Dare, and Co.; and others: then the Supreme Court, and finally the Master Attendant's Office, in conjunction with which is the Custom House. The last are very extensive ranges, and the entire line looks well from the water.

The streets of the Black Town mostly run at right angles, and parallel with each other; it is very populous. The shops of Europeans and Natives are situated in it, and the residences of the Portuguese and Natives, and the bazaars of the latter, occupy nearly the rest of the space.

To the southward of the fort is a conspicuous object from the sea, a glaring white pyramidal tower, approximating in size and appearance to the Martello Towers on the Sussex coast; this was erected as an ice-house, but unfortunately has not yet been the receptacle of any portion of the article for which it was intended; the Americans, who make so good a market in Calcutta, not having as yet been tempted to land any of their cargoes at Madras, shrewdly suspecting that the speculation would not answer.

The society is much more limited here than at the chief Presidency, and there appears in it a degree of apathy, as regards personal comforts, which is by no means the case among the Bengalees. In scarcely a single drawing-room at

Madras, is there a punkah hung ; that most necessary appendage to every sitting-room being here deemed unwieldy, and thought to destroy the good effect of the *tout ensemble* of the room. And so in various other apparently trifling matters may be perceived a disregard of those luxuries which a denizen of Calcutta looks upon as absolute necessities of life. From the smallness of the place, and the slight increase of its inhabitants during many years, the distinctions of society are also as rigidly preserved as ever ; whereas, in the neighbouring capital, the schoolmaster has been abroad, and many of those artificial bounds which existed ten years ago are no longer tenable. Thus, there is still, at Madras, as wide a gulf separating the privileged classes, (consisting of the covenanted services of the East-India Company and the mercantile aristocracy) from the tradesmen, as there is in England between the Duke of Wellington and the humblest of his employés. Many years ago, when the inferior part of the mercantile community consisted of ship-stewards, cuddy-servants and others, who found their way to India, the Lord knows how—and were—the Lord knows whom ; such distinctions might have been necessary ; but at the present day, when men of education are devoted to similar pursuits, and are at the same time of good birth, and possessing large capital, it is obvious that the line should be greatly relaxed.

The fashionable drive at Madras is called the South Beach, and answers to the course and esplanade of Calcutta, and to the Hyde Park ring of London. It is a strip of road, of about a quarter of a mile in length, on the sea-shore, immediately to the south of the fort. Many of the drives in the vicinity of Madras are very interesting, and the roads superb. The Mount Road, especially, deserves mention ; it is shaded on each side by trees of various descriptions and most luxuriant foliage, and there is one continued succession of villas for the six miles to which its length extends ; most

of them are large, and many chaste and elegant: all are in the centre of their own grounds.

The Mount Road is so named from leading to St. Thomas's Mount, the artillery station, and which is well wooded, and apparently a very delightful place. Near it is the race-course, the circuit of which is one mile and a half; but, to judge from its present appearance, it must be badly kept; the stand is large and convenient, and other appliances relative to the sport seem appropriate enough.

On the Madras side of the race-course is an immense stone bridge, of many arches, over a wide and very extensive ravine, which, during the season of rains, is filled with water. At other times, a shallow stream winds through its centre, while on its banks are always collected hundreds of dhobies (washermen), with numerous tents containing the families of this useful class of people. It is peculiarly characteristic of the exclusive and lordly pretensions of Europeans in India, that their own vehicles alone are permitted to traverse the bridge in question; the bullock hackeries of the natives being compelled to descend and ascend the somewhat precipitous bank on either side, and wade through the water.

The tappal (or post) is conveyed by men, much in the same way as the dawk of Bengal; attached to one end of the staff, (at the other of which are the letter-bags), are many pieces of rattling iron, as much to intimate their approach, and keep people out of their way, as to alarm wild beasts when they have occasion to pass through jungles.

The equipages, whether European or otherwise, are of the most beggarly description that can be conceived; throughout Madras, there is scarcely one handsome turn-out. Some of the horses are respectable, yet being principally Arabs, and of small stature, they show off but poorly in comparison with the noble-sized animals of England. The natives chiefly make use of bullocks, which, when urged, will continue their

progress for some time at a tolerable pace ; their carriages are of all descriptions, from the simple hearse-like palankeen on wheels, to the large padded seat conveyance, with a conical canopy and curtains, upon which two or three persons may repose after the fashion of Hindoos. The bullocks are a most hard-working race ; there are few occasions where labor is requisite in which they are not most eminently useful ; they are much smaller than the English breed, and their horns are very peculiar, large, straight, and long, not twisted like them, but falling back, and converging to a point. Buffaloes are also very common as beasts of burden, and their horns are perhaps finer than those of the oxen ; both form an important article of exportation from this place to England ; from the milk of the buffalo is made much of the cheese and butter consumed in Madras by those not able to afford the more expensive condiments. The camel is much seen ; it is employed for the purpose of conveying despatches where the distance would be too great for a man to travel without stopping, and for many other purposes. The extraordinary powers of endurance of this animal are by no means exaggerated.

The natives have most of the characteristics of their brethren of Bengal ; in colour they are, however, much blacker, especially those of low caste, and by no means so good-looking ; like them they are nevertheless patient, peaceable, and easily contented. Their language is the Malabar, Tamil, or Telinga ; but as Europeans do not generally give themselves the least trouble to study these tongues, it follows as a necessary consequence that every native, coming in contact with them, must have a smattering of English, and hence dishonesty and extortion are far from being rare in the class in question. Not less in India than on the continent of Europe is apparent where a prodigal Englishman has been residing or visiting, in the discontent which results from paying servants and others properly, in contra-

distinction to his miscalled liberality. This is an evil which can only be obviated by every one henceforward firmly persevering in an adherence to those just rules which may be readily ascertained, and thus doing away with the annoyance resulting from a contrary practice.

In Madras, many servants less are required than in Calcutta, in consequence of there being fewer castes. Here, one man will attend the toilet, wait at table, and do other things which would require three or four in Bengal; and living is, therefore, less expensive in one than in the other place.

Palankeens are not numerous, and are more commonly made use of by natives, (such as dubashes, or agents) than Europeans; this may be on account of the distance from one place to another, (the houses of residence from the Black Town, for instance, being such as to render this mode of travelling lengthy and tiresome). The bearers are a finer set of men than those in Calcutta; but, to judge from their cries, they are far less capable of going through much work; their cries are very pitiful, and would tempt a humane stranger rather to get out and walk in the sun, than inflict such apparent misery upon a number of his fellow creatures. Yet these doleful lamentations are merely customary, and such an exhibition of feeling, should it be perchance shown, would not be appreciated. A set of bearers more frequently consists of six men than of four; that number is also constantly seen carrying the vehicle, three at each end, which is very rarely the case in Bengal or Bombay.

Much less fear of exposure to the sun is shown at Madras than in other parts of India, European ladies being carried about at noon in their open tonjohns, and gentlemen riding on horseback at the same hour; there is also less protection to the houses in the form of porticoes and verandahs, so that, upon alighting from one's carriage, it is next to impossible not to be exposed to the burning sun for some seconds.

Lord Elphinstone is very popular both with the native and European communities. Government-house has no claim to the distinction which has been conferred upon it, as the residence for the chief person at the presidency, some private houses in Madras possessing quite as much accommodation as it affords; there is not indeed a room sufficiently large within its walls to contain all the eligibles on a public night, so that a massive building has been erected within the gardens, but at least a hundred yards from the house (having more the appearance of a church than of a festive hall), called the banqueting room, in which all the large balls are held. But, notwithstanding its unfitness in some respects, it contains many suites of handsome rooms; the grand dining-room is simply a verandah extending over the noble portico at the entrance, the centre being floored with shining oak, similar to that often noticed in continental palaces; and some caution is requisite to prevent a party unaccustomed to it from slipping; massive pillars divide this from a walk on each side, beyond either of which the grounds are visible. The drawing-rooms, card-rooms, and others, would be deemed excellent for a private gentleman, but for a governor the case is different; with regard to furniture, it is well known that those rooms in India possessing the least, are by far the most comfortable, permitting a free circulation of air and allowing no space for the harbouring of noxious insects. In this respect Government-house is perfectly *comme il faut*. Its large looking-glasses are most worthy of remark, but they are only recent additions, having, not long ago, been purchased at a sale. The garden, or rather park, attached to the house is very extensive, extending to the sea-shore, where there is another smaller residence appropriated to the governor, called the Marine Villa.

Madras is extremely well irrigated. Streams of water which, though shallow, are broad as rivers, run through it in all directions; most of these communicate with the sea, and

it is practicable to fill or empty them at pleasure; the bridges are consequently very numerous. There are also many large tanks, but in the dry season they unfortunately contain very little water.

Government-house is situated at the head of the Mount Road: between it and the fort, is an island formed by the streams just mentioned, and the main road to the country runs through it, and is a very fine one. In the centre there has lately been erected a splendid equestrian statue to the late Sir Thomas Munro, who died while governor of the Presidency, deservedly esteemed and universally lamented. The statue is by Chantrey.

Women are employed, indiscriminately with men, as coolies or laborers; and if a dozen coolies are sent for, to remove furniture or anything else, the chances are, that three or four at least are women; indeed, as bearers of grass from the country for horses, the gentler sex far preponderate in numbers. Everything, whether large or small, is borne on the head; thus, whether the load be three small books, or a large trunk, the hands are useless, and the head is alone employed: a portmanteau, which an English porter would deem but half a burden, here requires two men, who carry it between them; their pay is very trifling, a sum of four annas, or sixpence, per diem, to each person, would be deemed handsome.

The fort is extensive and well defended, one portion, by its proximity to the sea, being rendered almost impregnable in consequence of the heavy surf effectually preventing a secure landing. It is, however, liable to the same complaint which has been strongly and justly urged against its sister of Calcutta, viz. that it is too large to be properly manned in case of an attack from a powerful enemy; the garrison it would require for due defence, being by far too numerous for the limited resources of the country. Within its walls, in addition to barracks, hospitals, magazines, and

every appertenance of war, is the post-office. The governor's house is spacious, and opposite to it is a handsome marble statue of the Marquess Cornwallis. The church is large and well adapted for its purposes; externally, however, it sadly wants repairs.

Not only in the above instance, but in many others, great apparent neglect is evinced in the exterior of houses, none of that neatness so prevalent in Calcutta being here exhibited.

The southern exit from the fort leads on to the fashionable Beach drive, at the head of which is an oval enclosure, consisting of a lawn and gravel walks, in the centre of which the band plays for about three quarters of an hour every Monday, Thursday, and Saturday evenings. The Governor has a band of his own, which is a very good one, and of course has plenty of employment.

Of the cause of the surf, the great bane of Madras, it is difficult to form a correct opinion. It would almost seem from the three or four successive heavy waves, each nearly six feet high, and containing many tons of water, that in its flow from the ocean to the shore it met with an equal number of acclivities or banks, thereby rendering the waves (in other places so regular, though exposed to almost the same width of ocean,) so furious and overwhelming here. A strong current is always flowing according to the wind; if the latter be from the south, of course to the north, and *vice versa*. It is at some peculiar seasons of these currents that the navigation is most dangerous; when the surfs follow each other at regular intervals, the skill of the boatmen acts as a counterpoise to the difficulty; but when they succeed each other very quickly, and without order, their task is a most arduous one, and it is then that the surf flag is invariably hoisted. Boats are often upset, and it sometimes occurs indeed that it is necessary for the boatmen to leave them and take to the water, or the lives of every one would be in

danger, in consequence of the crashing of the frail planks, and the fragments flying in all directions. In that case, the natives, who are capital swimmers, do not make for the shore but when necessity compels; if a heavy surf approaches, they dive until it has passed innocuously over them; whereas were they to continue swimming towards the land, the immense force of the coming wave would infallibly drive them to the bottom, and by keeping them there for a time, deprive them of all strength for further efforts.

The only description of boat used is the *masulah*; it is large and clumsy, but admirably adapted for its intended purpose, being pointed stem and stern alike, both high out of the water, the planks not riveted together, but fastened merely by country ropes, and well pitched, thus making the whole pliant in the extreme, and giving in all directions according to the striking of the surf: a stiff English boat could not fail having its bottom or sides stove in by one half only of the concussions which they hourly bear unharmed. They are manned by ten or a dozen men, who keep time with their paddles, chaunting the while some savage song, the noise being literally deafening when their difficulties commence. The steersman has simply his oar to direct the course of the boat, and he is as often at its head as its stern, the grand object being to keep the broadside from the surf, lest she should be swamped. The distance from the shore to the anchorage varies from half a mile to one mile and a half, and the cost of a boat to the nearest point is one rupee and three annas for a cargo boat, or four rupees for one devoted to passengers; the latter go by the name of accommodation boats, and each has a portion at one end somewhat elevated, with seats, and an awning to afford protection from the sun, and sometimes from the spray also. The rowers sit on planks raised five feet from the bottom of the boat, which have almost always some inches of water in them, making it wonderful how the cargo they hold can be landed un-

damaged, for the heath with which they are thickly covered must soon be saturated.

Their management is vested in the Master Attendant, Captain Biden, than whom it would be difficult to find an individual more fitted for his various duties, requiring, as many of them do, the skill and experience of the sailor and the consideration and urbanity of the gentleman. The latter qualities are especially called for when, as frequently happens, it may be his disagreeable task to withhold his permission for a boat to leave the shore for a ship, though on the most urgent requisitions of an individual to do so. It is for him to judge and decide whether the occasion be so pressing as to demand the risk of loss of life, for though the surf may appear to the stranger harmless, it is too often known by the experienced hand to be eminently dangerous. When it is in any way perilous to risk this communication, a particular flag is hoisted on the staff opposite the Custom House, intimating as much, and none accordingly is allowed to take place. Very often, however, (unless decidedly interdicted by the Master Attendant, in consequence of the imminent peril alluded to), a boat's crew may be found to undertake the transit, being of course paid extra for so doing. On these occasions, a couple of Catamarans, with their occupants, (now in their glory,) are generally in attendance, one on each side, ostensibly for the purpose of picking up the passengers in the event of the boat capsizing, and so saving them from the voracious sharks which abound even close to the shore, and through whom scarcely a month elapses without some accident. It need hardly be remarked, that these guardian angels look for a gratuity.

The stranger will not be long at Madras without experiencing the ill effects of the surf, very few being so fortunate as to land without a sprinkling. Its evil influence sometimes lasts for many days in succession, thereby causing great inconvenience and expense to shipowners and merchants by

the delay that of necessity arises in landing their cargoes. Such is the dread of it, that residents at Madras have been many years without once crossing it, though the sea beyond offers such inducements for a delightful sail.

There is another mode of communicating with shipping, namely, by the Catamaran already described.

The hire of a palankeen, with four bearers, is two rupees per day, or two and a quarter, if with six men; for a horse and bandy (chaise), five and a quarter, or for a shorter period, three and a half rupees. A personal servant for a short time expects at the rate of eight annas per day. Washing costs four rupees per 100 pieces. Besides rupees and annas, there are other denominations for the currency on this side of India, viz., the pagoda and the fanam; the former is equivalent to three rupees and a half, and of the latter twelve go to the rupee. No more sovereigns should be changed at Madras than is positively requisite, as they command a much better price in Calcutta.

Madras does not boast of many beautiful monuments. In the Cathedral, the best is one by Chantrey to Bishop Heber, in the act of confirming two native converts. On the Mount Road, beyond the Cathedral, there is a cenotaph to the Marquess Cornwallis, and in the Fort, a statue of the same nobleman, while on the road, between Government House and the Black Town, is another very beautiful statue of Sir Thomas Munro, which has already been alluded to.

A passage from Madras to Calcutta may be obtained for about three hundred rupees: some persons prefer availing themselves of opportunities of proceeding onwards immediately, rather than remain at Madras during the ship's detention; this course is not advisable for young men, although to officers high in the service, to whom a few days extra pay, by arriving at their destination earlier, may be attainable, the case is different.

Poonamalee, distant about twelve miles from Madras, is

the military station or depôt to which all British troops are sent upon first landing; the country between it and Madras possesses considerable interest.

No more need be said of this Presidency; the stranger, under the guidance of his friends, will soon be one no longer, and should his destination be the interior, they will advise and direct him what his purchases should consist of, and where they should be made.

F.

CALCUTTA.

Next to the anxiety felt by a passenger after a long voyage, during which no ports have been touched at, nor any land seen, but that which the novice can hardly be made to believe is more than a bank of clouds on the horizon; next to the anxiety felt under these circumstances to see the first glimpse of the coast in the neighbourhood of his destination, is that of the voyager to Calcutta to catch a view of the brig from which he is to receive the pilot, who is to conduct the ship safely through the intricacies of the sands extending round the entrance of the Hooghly river. Such anxiety is participated in to an equal, if not greater degree, by her commander, who recollects too many instances of noble vessels, gallant crews, and sanguine passengers, after escaping

the dangers of the tempestuous ocean, engulfed within the space embraced by the telescope through which he is so intently gazing, not to be desirous that his responsibility should now devolve upon a more experienced person. And yet, alas! it has occurred, (and the Author has melancholy personal cognizance of the fact,) that experience—such as that so much desired in the case before us, is at times unavailing to save either its possessor or the barque under his control.

But—the pilot is at length on board, and those who are paying their first visit to the sunny east are feasting their curiosity upon the Lascars (perhaps the first they have ever seen) until hidden in the brig alongside, while others, to whom those sights are aught but novelty, surround the pilot and his leadsman, gleaning from them every scrap of news, whether European or Indian, they possess, and by very natural questions, frequently putting them to a nonplus, since they may have themselves been cruising at the Sandheads for a month or six weeks without hearing a word, a possibility hardly credited, it is feared, by the enquirer, who reflects that the direct distance from the seat of Government itself is not much above 120 miles;—and yet the poor pilot doubtless utters but the fact.

The lower floating light, and buoy; the Reef and the Spit buoys; the upper floating light; the lower buoy of the Gaspar; the Upper Middle Ground buoy; the upper buoy of the Gaspar, and middle point Light House, are, in due succession, safely passed, and the good ship's anchor once more released, brings her up for the night in Saugor Roads, once the resort of all the E. I. Company's large ships, but now-a-days comparatively deserted.

Here will again be found for the uninitiated fresh cause for wonderment. But a few hundred yards from him he will behold the island from which the roads take their name; the favorite resort of those tigers in all their ferocity, which hitherto have only greeted his sight, (and then, perhaps,

causing him something like involuntary terror), securely caged and barred.

He then turns his eyes to the fishing boats which have by this time come alongside, and, perhaps, contrasts their lightness and marks of swiftness, with the ponderous, but not less rapid anchor-boat preparing to attach herself to the vessel's stern. Here again the inmates of the former will arrest all his gaze, and he looks with some disgust upon the apparently naked savages, among whom he is told his fate it is henceforth to dwell—a feeling which a week subsequently he will scarcely believe he could ever have indulged.

By this time the post-boat has arrived, the leathern receptacle is handed up, opened, and its contents distributed—he himself has letters which have long been waiting his arrival, from friends whom previous advices have led to expect him; they bid him heartily welcome, impart to him various interesting items of intelligence, recommend him not to leave the ship until her arrival off town, and, should it be the season, advise him to partake but very sparingly of the many tempting fruits which fill the boats beneath him. Should, however, those letters not contain the last two heads of advice, the Author begs his young reader will now receive and follow it.

In times bygone, when Indian steam was in its infancy, vessels were days, and sometimes weeks, in performing the voyage from Saugor to Calcutta; then it was natural for passengers to avail themselves of bholeos, dingheys, or even uncovered fishing-boats, by which to be transported from scenes with which they were satiated, to others beaming before them with all the charms of novelty and anticipated enjoyment. Yet these most natural desires, exposing their indulgers to the baneful effects of the noonday sun and midnight dews, have too often laid the foundation of fever, requiring a return to England to dissipate, and still more frequently produced untimely death. The necessity for such exposure

now no longer exists, commanders and shipowners knowing well that it is for their own interest to engage, as speedily as possible, one of the many steam tugs now plying in the Hooghly, and not one passenger-ship in ten but does so. Should there even be a delay of a day or two in procuring one, the passenger is still recommended to remain by the vessel, as his ultimate arrival cannot even then be delayed more than a few hours beyond what it would have been in a boat.

On the second point of the advice, it need only be stated, that a sudden and too free indulgence in the fruits which a new comer will see around him, have been known frequently to produce serious illness, and sometimes the deadly cholera.

Once more, however, the anchor is apeak, and the ship successively passes by Cowkolly Lighthouse, Kedgerree, (the last post office station seaward) Mud-point, Kulpee, Diamond-harbour, (beyond which, no ship of so large a burthen as one thousand tons passed previously to the introduction of steam, in consequence of the dreaded and fatal James and Mary Sands just above it,) the Roopnarain river opposite the Hooghly Semaphore, the ruins of Fort Mornington at the conflux, the Dahmoodah river on the left, Fultah, (the site of a former large hotel, for want of patronage, long since abandoned), Moyapore, (where are bomb-proof powder magazines, and beyond which it is against the rules of the port to carry any superfluous stock of gunpowder, which is handed over again on the vessel's re-passing for her homeward voyage), Fort Gloster, (where is a very extensive rum distillery), Budge Budge, Akra, (the site of a large farm conducted on English principles); until the stranger becomes, in a measure, bewildered by the numerous elegant villas of Garden Reach on his right hand, with the Botanical Gardens and Bishop's College on the left, and is not sorry to find himself, after passing the fort, at anchor in face of the Esplanade; where, should it be sunset, he will

behold hundreds of carriages and horses, with their several owners, employed in their evening task of "eating the air," (the literal translation of the native expression) seeing and being seen.

The distance from head-quarters has hitherto protected the vessel from the incursions of the horde of adventurers alluded to in the last article; but here the scene once more is acted, and if possible in greater variety. No surf like that at Madras now prevents friends from coming to look after those they expect, while the passengers possessed of none will find much less trouble than those who are bound to the sister presidencies, for the hotels in Calcutta are first-rate, and a residence in them is not disdained by the magnates of the land. The principal are Spence's and Benton's. To the proprietor of the former is due the credit of originating these useful establishments on a thoroughly respectable scale, and it is so extensive that neither families nor individuals run much risk of being disappointed of accommodation therein at any time. Gentlemen are provided with a bed-room and board in the coffee-room, at the rate of one hundred rupees per mensem, wines and beer not included, the latter being charged one rupee each bottle, and other liquids in the same proportion. Families may rent suites of rooms and have separate board and attendance, paying according to the rooms they require, and their style of living.

Spence's has the advantage of being situated in a most central spot. From the Cathedral, the Scotch Church, Government House, the Treasury and other public offices, the River, the Post-office, the Auctions, the elegant Picture Gallery, Library and Army Agency-rooms of Thacker and Co., the splendid jewellery establishment of Hamilton and Co., the newspaper offices, and indeed many other places well worthy of inspection, it is not the journey of more than a few minutes.

The Author deems it now high time to take leave of his

readers, and believes he cannot better conclude than by giving the following extracts from a "Stranger's guide," published by Mr. Mendes, of Calcutta, at the beginning of the present year, and comprising, therefore, the latest information that can be procured on the subject.

"ARRIVAL.—The first thing that will call your attention, after arrival, will be the number of native ship-husbands and their followers, consisting of writers or clerks, moonshees or linguists, khitmutgars or table-attendants, and also a tribe of employés in the service of proprietors of hotels; washermen, pedlars, tailors, barbers, &c.

"SERVANTS.—Of this officiating, and apparently humble class of men, the only two that you, as a gentleman, will require, are a khitmutgar and the employé of the hotel upon which you may fix to take up your quarters. The khitmutgar cannot well be dispensed with, as you have nobody to take charge of what baggage you may require, which, in point of quantity, should be small, for the reason mentioned hereafter: besides, you will find him indispensably necessary at the hotel; however, we do not urge him upon you, unless you can get one recommended by the ship's husband, who is the only person whose security would avail you in case of getting a bad character. As you cannot understand the language colloquially, you will, by this means, be enabled to get a servant who speaks English. We wish you could avoid having one who does, for such bear very indifferent characters:—it being proverbial in Calcutta, that the native servant, who speaks English, is a rogue: however, there is no alternative—of two evils you must choose the lesser—either suffer the inconvenience of being dunned every moment without the means of self-defence, or sacrifice a few more rupees: the latter of the two is, in the end, the better. Mind you make no mistake as to the person of the ship's husband, for there are always individuals wary enough to represent him to serve their friends; and place little or no dependence upon the written characters presented to you by the natives, unless the individual be recommended as we point out, or you can recognize the genuine signature of a particular friend at the foot of the document. These

papers, which are not only often transferred, but very frequently false, or copies, cannot be trusted.

“HOTELS, &c.—Your next object is to fix upon an hotel, if you have no *particular* introduction to some resident in Calcutta. You may, very probably, have letters of introduction; but unless they be *strong*, keep them in your desk or trunk. However indifferent they may be, they have their advantages; for, after delivering them, you may occasionally ‘drop in;’ but beyond this, on your arrival, they will afford you no other reception than, ‘Glad to see you’—‘All friends well?’ &c., &c.; and upon taking leave, ‘happy if you will call in now and then.’ With such a prospect before you, you will be disposed to fix upon one of the hotels or board and lodging houses *before you leave the vessel*, taking care to see your baggage safe in the boat, and the employé ready to accompany you.

“The hotels are conducted as near upon the English plan as they can be, and from what we can learn, general satisfaction is expressed at the attention and comfort gentlemen meet with during their stay. The board and lodging-houses are replete with the same advantages, and offer, as permanent residences, more local and useful resources of valuable knowledge to the stranger: but as your object, at first, will be to take a temporary abode, it is preferable to go to an hotel; for here, they are better furnished with every essential information that can be useful, it being, in fact, a part of the proprietor’s business to act as a living directory.

“CLUB HOUSE.—The house that ranks first in Calcutta, is the ‘Bengal Club House’: here gentlemen may become members by subscribing 100 Rs. per annum, which will entitle them to mingle with the first society, to have access to the house, for the purposes of boarding and lodging, as also to the reading and billiard room. Dinners, &c., are provided, the gentlemen paying for the same as under:—

| | |
|---|-----------|
| Breakfast. | 1 Rupee. |
| Tiffin | 1½ ditto. |
| Dinner | 3 ditto. |
| Bed, for one night | 1 ditto. |
| Exceeding 3 nights, or per week, or for every week, | 4 ditto. |

" No gentlemen but members, eligible according to the rules of the Club, are admitted into the house.

" There are several respectable private and public Boarding and Lodging Houses, terms of which differ according to accommodation they afford.

" Before you leave the ship, take care that your cabin is secured against any attempt to rob you: in fact, this step should be taken as soon as you arrive: for, as you will see, the vessel is crowded between decks with natives of every description; and as much confusion necessarily prevails at this time, opportunities are taken to secrete whatever may be found loose in the cabin, if open. We have even known the sailors of the vessel convicted of pilfering on such occasions.

" CHARGES.—As labor in this country is very cheap, owing principally to the small pittance that satisfies a native's wants, you must ever bear in mind, that the charges for boat and palanquin hire are regulated by a standard, which amply rewards the men engaged in conducting those indispensable inconveniences; you will, therefore, by referring to the annexed tables, ascertain whether your *khitmutgar* (whom you may trust with as much, at one time, as will cover one month's wages) has made a proper charge in his bills; I say bills, for it is better that he defray all petty travelling expenses, &c.

" VAILS.—Should the *khitmutgar* mention the word *batta* or *dustoor*, which means custom, (*vails*,) you will understand by it, a rate of one pice taken by all money-changers, out of every rupee that is changed. This practice (however impolitic and nefarious it may appear, and no doubt is) has existed for many years, and in the absence of small silver coin, is absolutely necessary, particularly where the value of something less than a rupee is required; but since Government have established several money-changers in different parts of the town, all the money-changers give exactly 64 pice or 16 annas for a rupee.

| MONEY TABLE. | | | | |
|--------------|---|------|---|-----------------|
| 4 pice | } | make | { | one anna. |
| 16 annas | | | | one rupee. |
| 16 rupees | | | | one gold mohur. |

" There is a smaller imaginary pie, but this, as well as the anna

piece, is nominal; the anna, in the way of business, being only used to express so many pice by another term. We have noticed such currency as will best answer your purpose.

“ WASHING.—It is not unusual for new comers to require clean linen immediately, or as soon after their arrival as possible, and in order to obtain it, they will risk their property in the hands of any body who professes to be a washerman. The danger is too apparent to require any comment; and to avoid it, you should ascertain, who ‘ washes for the ship,’ or the captain, and have your clothes delivered to the washerman who does; and upon the linen being returned, pay for it at the rate of two rupees and half, or three rupees, for every hundred pieces, taking care that your own things are returned to you, particularly the towels, which, being of English manufacture, are in great demand, and are frequently kept in exchange for an inferior country article. The circumstance of *Dhobees* letting out linen for a trifling sum, is notorious, and there are individuals, who, having no wardrobe of their own, obtain a fresh supply, whenever they require it, by such means.

“ As washing in this country is a branch of economy worthy of notice, instead of paying a certain sum for a hundred pieces, as is generally supposed to be the custom, and adopted as such by some persons, we recommend you, as soon as you are settled on shore, to pay your *Dhobee* by the month; and if you are a single man, three or four rupees is the utmost you should give; for which sum he should let you have clean linen four times each month, or every eight days. Insist upon this, as it is not unusual for *Dhobees* to avail themselves of extra time, to do what we have stated. As to the means of obtaining a *Dhobee*, the landlord of the hotel is the best person, after you land, to recommend you one; or if you have confidence in your *khitmutgar*, he will get you one. Under any circumstances, obtain the name and place of residence of the *Dhobee*, as you will very likely have occasion to apply to him for linen before the time expires when he should bring it.

“ BOATS.—Habit has accustomed most of the native servants to a practice of charging the new comer eight annas for the most trifling thing. It will be well for you to guard against this imposition, and in order to assist you, when checking your servants’ bills, see that no more than the following prices are charged you for:—

| | | | |
|---|-----------------|---------|---|
| Boat hire from the ship in the stream | } direct ashore | } annas | |
| or middle of the river | | | 2 |
| Ditto from the Company's moorings, | | | 1 |
| Ditto, if landed much below or above where the ship is | | 4 | |

“ There is generally a country boat kept expressly for the ship's use ; when brought ashore in it, it is optional to give the owner of it anything. However, we would have you understand, that the above rates are what may be called reasonable: less is given ; as to more, use your own discretion. The above are what your servant should charge.

“ **PALANQUINS.**—Having landed, if you have not provided yourself with a buggy or chaise, you will have to step into a palanquin. This, or some other conveyance, is not only necessary to guard against the effects of the sun and heat, but absolutely requisite, as in the eye of the Indian public you would degrade yourself by walking. As you will no doubt have property in the palanquin, never neglect to take the number of it ; for in palanquins, as in hackney coaches, property is frequently lost: but take care that you look inside and out, the bearers or carriers having affixed a second ticket inside, which is a counterfeit and removed at pleasure ; you will therefore be guided by the number placed upon the outside, and in the centre of the palanquin. The bearers also have Government badges on their arms, the numbers of which should likewise be taken.

“ The rates of hire for palanquins and bearers are fixed by the Magistrates, and extracted from the printed regulations.

PALANQUINS.

For a whole day, to be considered as consisting of 14 hours: 4 annas
 For half a day 2 ditto
 Half a day, to be considered any time exceeding one hour, and not exceeding five.

BEARERS.

For a whole day, (each bearer.) 4 annas
 To be considered as consisting of 14 hours, allowing reasonable time for rest and refreshment.
 Half a day (each bearer,) 2 ditto,
 To be considered any time exceeding 1 hour, and not exceeding 5.

“ Palanquin 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 palanquin.

“ Thus, it will appear, that for one rupee four annas, you can have the use of a palanquin a whole day, and for ten annas half a day: and in the event of keeping it one hour, it is customary to give five annas.

“ **LETTERS TO ENGLAND.**—Supposing you now at your hotel, your thoughts will probably be directed homewards; and it is natural to conclude, that you will wish to write your letters, if an opportunity offers to send to England. In order to ascertain if a ship will shortly sail, we must refer you to the advertisements in the daily newspapers or advertisers. Should a vessel be on the point of sailing, deliver your letters to your servant, taking care that the name of the vessel by which you wish them to go, is written on the left-hand corner, and then upon a piece of paper, write first the number of letters, the address of the persons to whom you write, the vessel they are intended to go by, the date and your signature, in the manner following:—

One or more letters.

A. B., Esq.

London or elsewhere.

Mr. _____

Per ship _____

(date)

Signature.

“ This paper will be returned to you receipted by one of the officers in the Post-office, bearing the Post-office stamp, and the amount paid for each letter, according to the rates of the Post-office, which you will find under the head of the General Post-office, in them you will find what relates to the anna department: which, according to distance, is divided into either two or four anna stations, or inland conveyance.

“ There is a more speedy means of communicating with Europe, viz., by the overland mail, the latest day of dispatch, being always notified in the newspapers.

“ **LETTERS FROM ENGLAND.**—Application for letters from Europe may be made by your khitmutgar; but that he make no blunder, you had better write a note to the deputy Post-master General (Mr. Moore) and ask what information you want. If you are per-

manently settled, you will have your letters sent to you, by giving your address in writing.

“ **BAGGAGE.**—You must now attend to your baggage: it should be landed by a ship sircar. By furnishing your khitmutgar with the particulars of it on paper he will see that every thing is landed, and through his agency, brought safe to where you live. As the Custom-house regulations, with regard to importing or exporting baggage, are framed to put passengers to as little inconvenience as possible, it is necessary that no impediment should be thrown in the way of the preventive officer who examines it: you must, therefore endeavour to keep out of your trunks such articles as are subject to duty, although intended by you for private use. As the orders of the Collector are peremptory to detain such goods, you will, by doing what we advise, exempt your baggage from being passed through the regular forms that all merchandize is.

“ Of course, no exact sum can be given as a general guide for the charges, for these will wholly depend upon the number of packages; but by calculating a single boat at 4 or 8 annas, each porter at 3 pice, or a cart from 4 to 6 annas (according to distance,) and half a rupee (at most, one rupee,) to the sircar for his trouble, you have a near estimate of the expenses upon landing your baggage.

“ **COIN.**—You will also find many natives inquiring for English gold coin—sovereigns in particular. Should you have any, defer obtaining their equivalent in rupees, until you can ascertain the market price of them, and then take them either to one of the agency houses or to an European money-changer.

“ **INVESTMENTS.**—Except the articles composing your investments are from approved manufacturers or tradesmen, you had better keep your invoices out of sight of the natives, particularly if you have made out fictitious ones, or what are technically called ‘ salt water invoices,’ for the natives have been deceived too often to induce them to make you an offer for anything near prime cost, if they see a blemish in the bill of parcels. Such is their acuteness, that they can recognize the genuineness of certain signatures; and as to names, unless you shew them, either Allsopp’s, Hodgson’s, Smith’s, Savigny’s or Broadwood’s, &c., they will scarcely deal with you. Should you have articles from one or more of these

makers, you may possibly get an offer at a trifling profit above invoice cost : but it is a doubtful case at present, and the only alternative left you is, to venture your goods into the market, and either dispose of them to a commission agent, or have them brought to the hammer: until you ascertain the demand and the quotation for the article, by referring to the Price Current of the day, do not dispose of it, however pressing the natives may be, for you may be assured they are always a considerable per centage below the market price.

“ **HORSES, &c.**—There are few gentlemen in this country without a horse and buggy; hence you will, no doubt, have to purchase one; or should you even require a better equipage, you can be suited equally as well by attending to what follows. It is not unusual for gentlemen to supply themselves with the above, by applying to a horse-dealer for a horse, and to the coachmaker for a buggy. This is certainly the most expensive way, but the surest for getting warranted articles, and in the end, no doubt, the cheapest; but, as the prices so paid are too heavy for the majority of persons newly arrived, we recommend you to try what can be done elsewhere.

“ As a temporary conveyance, you may get a palanquin and bearers. By purchasing a palanquin for about 50 rupees, and hiring bearers by the month, at the rate of four rupees each bearer, and an extra rupee for the head bearer, or 21 rupees per month, you may command them at pleasure; and for the purpose of going short distances, they will answer equally as well as a horse and buggy; besides, you have the advantage of making the bearers useful in the house, and in carrying letters.

“ Many gentlemen prefer hiring a horse and buggy by the month and days. This is done by applying to a livery-stable-keeper, who, for a certain sum, will let you have the use of a buggy and horse daily. At stipulated rates, you may have the same for a single day, to go any distance out of town. As the charges of the different houses in Calcutta are various, we can only give a guess at the average sum, say:—

| | |
|--|-----|
| Buggy and Horse to Barrackpore, or a two-stage distance, | Rs. |
| per Day | 13 |
| A Buggy and Horse, per Month | 150 |
| A Horse and Harness, per ditto | 100 |

| | Rs. |
|--|-----|
| A Buggy and Horse, per Day | 8 |
| A Horse and Harness, per ditto | 5 |
| A single-seated Carriage and pair, per Month | 250 |
| A ditto, per Day | 16 |
| A double-seated Carriage and pair, per Month | 300 |
| A ditto, per Day | 20 |
| A Saddle Horse, per Month | 100 |
| A ditto, per Day | 5 |

“PURCHASES.—The places or means of purchasing either horses, buggies, palanquins, furniture, and almost every other article, are at auctions, public sales of household property, or by private bargain.

“AUCTIONS.—The auctions in Calcutta are as under, with the days of sale, and articles sold, affixed to each.

| | | |
|-------------------------------------|---|--|
| Tulloh and Co., Tank Square. | } | Tuesdays, Carriages, Horses, & Europe Goods. |
| | | Thursdays, Furniture, Books, and Sundries. |
| Jenkins, Low & Co., Loll Bazaar. | } | Saturdays, Miscellaneous Articles and Liquors. |
| | | Mondays, Miscellaneous Articles. |
| Mackenzie, Lyall & Co., Tank Sq. | } | Wednesdays, Ditto and Furniture. |
| | | Thursdays, Carriages and Horses. |
| | | Fridays, Liquors and Sundries. |
| | | Tuesdays, Miscellaneous Articles. |
| | | Fridays, Ditto and Furniture. |

“The property of every description that is daily sold at these places is extraordinary, considering that every street and lane is studded with shops. The comparative cheapness of things, is a great inducement to purchase; and every new comer will find it to his interest either to give the firm a commission, send a sircar, or attend himself to buy what he wants. The property is various in point of character and value, and as respects furniture, generally inferior to that at a sale of household property. For these sales and private bargains we refer you to the catalogues and advertisers' which are distributed gratis, daily.

“We cannot decidedly speak of any further mischief at these auction-rooms, than what is generally found to prevail everywhere: that is, that persons who send articles to be sold will bid against you, or the auctioneer will run the price up and continue doing so, until he gets the value fixed upon the goods to be sold. Two things, however, we must notice, which are practised to some extent by the natives: viz., doing up old buggies and palanquins, as well as

concocting various spurious pastes and liquids for sale at auction, and describing the floor mats several feet more than they actually are.

“When you wish to purchase a horse, if for draught, take care not to buy one at auction, if in a buggy, unless you can learn by the catalogue, or otherwise, that it belongs to a gentleman who would not drive an inferior animal. See whether he is warranted, and take care, if you have any doubt of his soundness, &c., as represented, that you ascertain if the warranty is good, and the animal corresponds with it, by having him examined by a veterinary surgeon, before the expiration of the twenty-four hours, which are allowed you. Should you wish to purchase at the Company’s sale of stud-bred horses, you may very probably suit yourself; but the horse must be broken in; there are persons in Calcutta, who, for the sum of two gold-mohurs, will do this for you. You will no doubt find at such sales (which take place at the auction) some very good and cheap cattle. The purchaser does not often regret his bargain.

“As to buggies, the chief objects are the wheels, axles, and the makers. These should be attended to; and if the article be either London-built, or from Steuart’s, Dykes’, or Harrowell’s yards, you may purchase without risk, always allowing for the state of the article at the time.

“**BANYANS.**—Hitherto we have presumed to be speaking to those who act for themselves; but as it too frequently happens that persons recently arrived are so situated as to render the assistance of a banyan, or a money usurer, absolutely necessary, we must caution all strangers to beware of these agents, and we decidedly give our veto against employing them upon any account, provided they can be dispensed with. Rather, we would say, live upon your means for a time, and before embarking in any thing, see that the agent you employ will lend you to the amount you require. Settle the interest, and the time of payment; and to prevent any misunderstanding, have an agreement drawn out upon stamped paper, with a penalty attached, to be forfeited in case of either party failing to comply with its articles. The banyan may object to this, as it is natural to expect he will; however, whether he be disposed to assist you or not, his compliance or refusal to the proposition will decide. Such a precaution may

appear superfluous and ridiculous; granted that it does, when proposed to a native, whose sole object is to set aside all control over his own actions in money matters; still, there are thousands of individuals to whom such a piece of advice would have been invaluable; and, however impracticable it may appear, the time will no doubt come when it must of necessity be adopted.

“ Should you employ one of the numerous class of natives called ‘Banyans,’ endeavour to obtain in cash, what advance you require, and immediately set about furnishing your house in the way we have mentioned; that is, by either attending the auctions and sales yourself, or by giving the auctioneer such commissions as you require to have executed. You may employ your sircar, should you, as is reasonable to expect you might, not feel disposed to attend personally. This much you can do: obtain a catalogue, and a day or a few hours before the sale, look at the property and mark off what you want; and if you can fix a price to such articles as you require, do so, as a limit to the person you may employ. If the Banyan decline letting you have the money, it is evident he wishes to practise upon you the same system he has adopted with others; that is to become the purchaser of every article you require, and charge you at least one hundred per cent. more than he actually paid. His plan is, to buy at the auctions or in the bazaar, then destroy the bills and make out new ones at additional exorbitant prices. As the signature of a fictitious tradesman is affixed to each new bill, and all that is required of the stranger is to write the words ‘Pay A. B.’ at the foot, he is blinded; and the Banyan, by this means, gets not only interest, at the rate of twelve per cent. per annum for his advances, but about cent. per cent. upon every article with which your house is furnished; and should you not have the management of your own affairs, he will invariably compel you to employ one of his own minions, who will act as clerk, and watch over your concerns with the eye of an eagle, and woe be to you if you are not prosperous; for the moment you begin to fail, your advances will cease, and every thing will be done to ruin you; or, in other words, he will either urge you to take further advances at increased interest; or so annoy you as to place your property in jeopardy, and ultimately obtain a sale of it at an enormous sacrifice, and at which he will become the principal

purchaser, get a further profit, with stock sufficient to supply the next unfortunate being who applies to him. This is a practical specimen of some of the 'doings' of Calcutta, and it is only by binding your agent or Banyan down to the wholesome form of an agreement, 'signed, sealed, and delivered,' that you will be able to keep your head above water; for, when one of the tribe has the exclusive control of your pecuniary affairs, it necessarily follows, that when you think yourself worth some thousands, an unexpected reverse in your affairs will not only deprive you of your fancied riches, but plunge you into irretrievable debt and misery; for your thousands will dwindle into hundreds, to meet the payment of tens of thousands. The evil does not rest here; it might sometimes happen that a little assistance would retrieve your affairs and restore you; but you may look around you in vain for relief from those who like leeches have been sucking your heart's blood.

"These remarks may appear to apply exclusively to the man of business; they do not; for there is no individual who comes to India, who will not find it to be his interest to lay them down, and apply them as golden rules in his own individual case.

"A nefarious means of deceiving the stranger is by encouraging extravagance; this has been a blindfold and a stumbling-block to thousands. With a view to involve you, many other resources are always at hand, and the least is not that of the enticing wiles of the fair sex. In short, as the Banyan has the appointing of all your servants, he invariably supplies you with such as are well trained; and however diffident and modest your *matrany* or sweeper may appear, beware of her, and give nor allow any liberty on either side to betray your weakness. You cannot be too much on your guard with the natives; although they appear simple and unobservant in their humiliating and gentle way, *they are great observers and interpreters* of the countenances and actions of the Europeans; and as soon as they find out your "besetting sin," they will pamper it, and ultimately make you a perfect slave to it, until they either effect your ruin, or you, by dint of Christian philosophy and industry, thwart their attempts, and so far succeed in your undertaking, as to get rid of the Banyan and his tribe, whom you will soon find to be a nuisance.

“ **HOUSES.**—In the choice of a house, should you require one for business, you must take one in the commercial part of the city: that is, from the river side inland, as far as Cossitollah. If you have to commence upon a large scale, and are a man of family, you had better engage the whole of the house; but, if single, and require small premises, you may adopt the plan of many persons, who rent the rooms necessary to carry on their business, and either club with other bachelors, or go to a board and lodging-house; the former is less expensive, and found more convenient.

“ Much care should be taken in renting a house, particularly upon a lease, which should never exceed a period of six months, unless you have to make considerable additions and improvements, under the impression that you will require the house for more than that time, and the situation is such as will enable you to let it, in case you require to remove. Before you decide, see that the house is dry, glazed throughout, has good locks and bolts, with the conveniences of a back stair-case, and a well; the necessary out-houses, as cook-room, pantries or bottleconnahs, stabling, and coach-house. In the event of a lease, always have it understood what are to constitute ‘fixtures,’ and distinctly stipulate what is to remain on the premises, as such, when you leave, and do not omit to make the repairs (to be done at stated periods by the landlord) one part of the agreement. Mr. J. M. Vos will give the best information to you if you are in search of a house.

“ **INTEREST.**—We have been rather diffuse upon the subject of pecuniary affairs: but, as the subject is vitally important to all, we shall be excused, even if we venture to say something respecting interest. In Calcutta, as well as most places, money may be obtained to any amount upon good security; and upon this principle the houses of agency have established their regulations. The circumstance of your embarking in something that will yield you a tolerably good return, is sufficient to secure their assistance and support; whereas a native may feel inclined to open his purse, at a risk, provided the necessitous place their affairs under his immediate control. As the usury laws do not extend to this country, every capitalist is at liberty to make the

best bargain he can; hence it is very common to charge twelve per cent. per annum interest; in fact, this is the rate at which all loans of accommodation are negotiated, and if the borrower be in much need, it has been raised to sixteen and twenty per cent., a premium that is considered in Europe a fair return upon sales of goods. But a late decision in the Supreme Court has almost placed the right of demanding more than five per cent. out of the power of the usurer: it is even said, that a bye-law now exists to that effect. Under such disadvantages, it is not surprising that there are individuals, who, although they have been prosperous for twelve and even twenty years, are still with the original outstanding debt staring them in the face, having only been able to pay off the interest.

“SERVANTS.—To guide you in the choice of servants, if such be at your option, we advise you to take care and not have several of them of one family, nor all of them at the recommendation of one servant. We have found that, by employing people of the two sects, Hindoos and Mahomedans, so as to create a division between them, they have not coalesced to defraud us; but a rivalry being thus created, we have furnished weapons to protect us against imposition. This plan is not always advisable, unless you have a confidential person, who, at the same time that he studies your interests, acts as arbiter in their quarrels.

“As an essential point, see and obtain, if possible, an Indo-Portuguese cook, a Hindoo sircar, and Mussulman khitmutgar. We have found these chime well together; and as to the rest of the servants, it matters little of what sect they are, so that you get security with all those who will be daily in contact with your more valuable property.

“Servants’ wages differ so much in this country that it is impossible to give you a correct list of the rates; however, if you confine yourself to those below, you will certainly be at a moderate expense, compared to the sums paid by some individuals, and avoid the censure of many old residents, who can so far economise as to pay considerably less.

List of Servants and Rates of Wages to each.

| | |
|--|-------------------------|
| A Moonshee, or linguist | 16 to 20 Rs. per month. |
| A Sircar, accountant and cashier | 10 to 12 ditto |

| | | |
|---|---------|--------|
| A Khansamah, or steward | 8 to 10 | ditto |
| A Khitmutgar, or table attendant | 6 to 8 | ditto |
| A Babarchy, or Cook | 6 to 8 | ditto. |
| A Durwan, or Porter | 5 to 6 | ditto. |
| A Hurkaru, or Messenger | 5 to 6 | ditto. |
| A Coachman | 6 to 8 | ditto. |
| A Syce or Groom | 5 to 6 | ditto. |
| A Masalchi, or Scullion, &c. | 4 | ditto. |
| A Sirdar Bearer, or house and furniture domestic | 6 to 8 | ditto. |
| A Mater, or sweeper | 3 to 4 | ditto. |
| A Bheesty, or water bearer | 3 to 4 | ditto. |

“ The wages, we believe, will be found upon a well graduated scale, and as the number of your servants will wholly depend upon your establishment, circumstances alone can direct you as to what servants you will require. There is an understood regulation among the servants, (owing to their ‘caste’ or profession,) that each individual shall confine his services to one particular department. This punctilious, inconvenient, and extensive practice does not exist, strictly, in every house, and we think, if the people of Calcutta would be as resolute as the inhabitants of Madras, &c., and not give way to the laziness and cunning of the natives, and not encourage what is studiously adopted as a religious scruple, a less number of servants would suffice, and much more work would be done. Many of the prejudices of these natives will vanish, by insisting upon not having any essential distinction made in your house, and we know many instances in which natives have conceded, and become ‘servants of all work;’ that is, they have not done anything derogatory to their caste, but submitted to do the duty of other servants, and in the absence of these, voluntarily become substitutes: acts, which, in many houses, they would neither do by threat or entreaty. The influence of a Portuguese tends very considerably to improve the native servants; but in every attempt, both time and patience are necessary, on the part of the master, to bring about the reform.

“ As circumstances may dispose you to have as few servants as possible, you may embody, as it were, two or three into one: for

instance, your cook may purchase your bazaar—go to market; your khitmutgar may act as valet, table servant, and have charge of your pantry; a bearer may clean your furniture, clothes and shoes, as well as trim the light, and occasionally take *chits* or letters; and with the addition of a porter, and a sweeper, to sweep the house, and make himself generally useful, you will find that four men will do as much as six in other houses. That such servants are to be found or to be trained to do the above, is beyond all doubt; and the little extra care and perseverance that are required to obtain such a *desideratum*, will be well bestowed, as the reward will prove—a house, in point of domestic comfort and neatness, equal to any in Calcutta.

“Should you be dependent upon another for your servants, you will be urged to take into your service one or more of the description we have given in the list: but take care that you look more to the actual necessity you have for them, than to the object of a show.

“The time has gone by, when a great retinue of servants, a splendid equipage, and numerous parties, were the stepping-stones to patronage and support. At present, although many tradesmen live in a style suitable to a nobleman at home, the principal object appears—economy: and should you even be recommended to adopt the maxim of a few ‘to live, to flutter, and to die,’ listen at least to us, and take our disinterested advice:—have everything becoming your situation and circumstances in life—provide necessaries, as conveniences should follow, when those are supplied.

“Frequent attempts are made by gentlemen to keep their servants well dressed, by furnishing them with a suit or two of clothes in the year; this is useless, as it often happens that the clothes are either sold, or, in the event of parting with the servant, they are too much worn to be of service to any body: besides the expense of the article, the act is lost upon a native, who appears to be lost to all sense of gratitude. What is required of you, if you wish to have any livery, is to provide turbans and girdles, which are to be bought ready-made in the bazaar, or of men who hawk them about the streets.

“Ladies, strangers in Calcutta, are often at a loss to obtain

good ayahs, or lady's maids. In order to assist them in the choice of such as are likely to give satisfaction, I must point out three distinctions among the class of women who profess to be ayahs. The first is the Indo-Portuguese. These, owing to their Christian principles and habits, are better adapted for the situation of an attendant than native women, and no doubt, are preferred by every lady, as they do not scruple to do many things, at which the Hindoostanee, &c. women, (who form the second class,) would decidedly object. The third description is that class called 'matrany ayahs,' (also natives,) from the circumstance of their condescending, if necessary, to do the menial and lowest duties in a house.

"As many of the Portuguese ayahs speak English, it is very desirable that a newly arrived lady obtain one of that class: but as a preliminary step, before engaging one of either class, it should be ascertained whether she can and will wash silk stockings, fine linen, &c. To such as do this and dress hair, from 10 to 16 rupees per month are usually paid. To those of the second class, who rarely do the above, six or eight rupees are quite sufficient, and from five to six to the third class. The wages of either depend very much upon the duties undertaken, and except in instances of European maids being engaged, who get from 16 to 20 rupees per month, and are occasionally obtained by advertising for them, the rates are regulated by the qualifications of the ayah.

"Your treatment of your servants is worthy of attention. It is a common practice to beat and abuse them if they appear the least stupid or awkward. Do neither, but get rid of them as soon as you can; for should you resort to harsh measures, you will seldom improve them, and few good servants, when it is known that you are a hard task-master, will be disposed to enter your service: much can be done by giving what instruction lies in your power, and it seldom happens but a lesson, mildly given, will do more than coercive means; for the class of natives who are more immediately connected with 'master,' are shrewd and active, and disposed to learn. As all servants are engaged by the month, the wages are expected to be accordingly; this rule, however, is not adhered to, and in fact is not considered binding in most families,

as payments are generally made about the middle of the following month, after the wages are due: with yourself, and even others, it is optional; but when we consider that the native has no more than what goes from 'hand to mouth,' it is reasonable for him to look for his money when it is due.

"FRAUDS.—An insight into a few of the frauds of Calcutta will no doubt be of service to the stranger. One of them relates to the all important article 'money.' But to express myself more clearly, I must quote another authority, which states that, 'there are certain rupees in wide circulation in Calcutta, which are, by the natives, denominated *micky* rupees, signifying rupees mixed with base metal. These rupees have originally been good, but the ingenuity of the wives of certain money changers have caused them to be perforated at the edges, and then completely excavated. The cavity is filled up with lead, after extracting silver to the value of about three-fourths of a good rupee. Although the keen eye of a native, who looks with caution, may detect the imposition, it is difficult for a careless observer to do so. The act of perforating these coin, is performed in the sanctuary of native women, who are well aware that no police officers will so far violate the customs of the country, as to penetrate their retreats.' We can suggest no other means to prevent such money falling into your hands, than that you have all your silver examined by your sircar at the time of receiving it; or, as it is possible he may have the management of your cash affairs, make him responsible for any oversight on his part. The way to detect base metal, is to place the coin upon a little heated charcoal, when, should there be any defect in it, the lead will naturally melt, and leave the pure silver without even defacing the impression. To show that those natives who have much money pass through their hands are sensible of the fraud, and can recognise it in a moment, they have only to look round the edges of the coin, and see if there is a blemish upon it, or if it has the *private mark* put there by general consent: hence the reason for a native's looking so closely at the edges, and deciding so promptly as he does upon the genuineness of a rupee.

"Another, and a gross imposition is, that of the natives purchasing genuine articles at auction, such as liquors, blacking, ink,

&c. &c. and after adulterating them, or concocting a spurious liquid or powder of their own, they fill fresh bottles, and label or seal them with false labels or stamps, and pass them off for genuine as imported. In this case the irregular inferior type, or the badness of the seal-impressions, will discover the cheat.

“Native tailors should not be trusted with the materials they have to make up, as it is not unusual (if they are allowed to take them out of the house,) to purloin a portion of the stuff, or give you an inferior article.

“Upon all purchases with natives, you are entitled, by custom, to a drawback of two pice out of every rupee you lay out in trading with them. That sum is exacted by your servants, and regularly deducted by most old residents. The trifle is hardly worthy your notice in making small purchases ; but when you positively know that the tradesmen will be the loser, whether you or your servant take it, I see no reason why it should not be added to your purse : we have even known our palanquin bearers obtain it as just demand, when we have declined ; of course, if you are not aware of such a practice, and your servant knowingly deprives you of the benefit of it, (when making your own market) it is a direct fraud if he exacts it. If the servants were strictly honest, they would point this out ; however, as they study their own interest too much, and with the hope of spunging, they try to get all the money to pass through their hands ; how is it possible, with such a system, to obtain a servant who will economise rather than spend ? He finds that, by multiplying your necessities, he serves himself. You should, therefore, see that no understanding exists between the tradesman and him, and that all money is paid by you when it is optional with you to deduct the *dustoor*y. In doing this, your object, in two respects, will be obtained ; but one evil may possibly arise ; you will, perhaps, for a time, be not so well or so quickly served—as the natives, in acting for another, must have an interested motive ; however, do not let this divert you from your object—persevere, be resolute, and you will succeed.

“**BAZAARS.**—The bazaars in this country furnish an opportunity of procuring nearly every article you require, but when disposed to purchase, deal with the natives as you would with the Jews in

Europe,—at least, offer them one-third less than they ask, and invariably see that the articles are as represented;—if there be several things of a sort, have them counted before your face;—be careful that they are not changed before they are packed, and count the change, whether rupees or pice; and if you receive notes, write the particulars of name, date, abode, &c. upon the back, or keep a memorandum of them. These hints may appear superfluous; that they are not, may be best proved by the forgeries already come to the knowledge of the public.

“ CREDIT AND PURCHASES.—In attending the bazaars to make your purchases, you must pay ready money; but should you wish or require the usual credit, you may obtain it, as well as the same articles, at Europe shops; the goods, of course, at increased prices, and not without the prospect of being charged a heavy interest, after the expiry of the credit. As to the prices, they bear no comparison with those of the bazaar.

“ According to the regulations of the ‘ Calcutta Trade Association,’ lately established, it would appear that all credit has ceased, except to ‘ old customers, who have good accounts, or new ones, whose names and credit are generally well known.’ From this, we may gather that most strangers will be exceptions to the rule, as time will not admit of their names being ‘ well known,’ neither can their credit be established. Notwithstanding, we dare say, if you appear, with a respectable old Indian, or you present a card, with a good address, to be measured for a coat, your credit will not be doubted, and your name will be booked. By the way, as the coat is the only article that you cannot get decently made, or suitably accommodated with, by a native, you may get it made by an European; but if you wish to save a few rupees upon every article, you will conclude, by what I have already said, that you can be suited elsewhere with whatever you may want, at more convenient prices.

“ We cannot refrain from giving you some information respecting your *Bazaar*, or ‘ *marketing*.’ This business is generally done by the khansamah, a servant kept by many families for that express purpose; but supposing that you would wish to economise, and evade the exorbitant overcharge invariably made for everything he

might purchase. You will never be able to ascertain the proper prices unless the person you employ does you justice. That he will, notwithstanding, contrive to rob you, there is no doubt; but as you have not the privilege of otherwise ascertaining the exact prices, you must submit, or else employ a provisioner in the town, to furnish you daily with what you require, at a stipulated rate; and you may be assured that the provisioner, for his own credit, will give you warranted articles. As the wants of different families vary so much, I cannot give a fixed rate, but the terms are from one rupee and a half to three rupees daily, for which the bill of fare is various, choice and abundant. Whether you adopt either of the above plans, or act otherwise, you should never fail to have the articles composing your bazaar inspected every morning, by yourself, or some deputed trustworthy person. This is found absolutely necessary, to prevent tainted meat, poultry, &c, being *introduced into your house*. As the climate is unfavorable to preserving food a day after it is cooked, the greater portion of it is generally left to be thrown away, or becomes the perquisite of the cook or khansamah, who sells it for a trifle to the needy: but as the situation of the poor prisoners in jail is such, as to render them objects of charity, a cart goes round the town, to collect the remains of dinner, &c.; should you be disposed to render them an essential service, you may direct the cartman to call daily for your fragments.

“LABORERS, &c.—Having already remarked that the value of labor done, in particular instances, by natives, is equivalent to their wants, we must now advert more generally to the manner in which tradesmen should be employed, and give an estimate of their charges, to direct persons how to economise in every branch of trade.

“It is customary for a stranger either to get recommended, or call in, an European or East Indian upon every occasion, when work of any description is to be done, that requires care and neatness in the execution. This practice is certainly praiseworthy, as it shews a disposition to encourage and support, either our own countrymen, or people professing our religion; but with due reverence for the kindred feeling, we must confess, we see no reason why a man should squander his money to gratify it, when he can obtain the same labor and workmanship, by employing another

class of people at considerably reduced charges. We now allude to such undertakings as can be performed by the natives, or even, those, where the stranger, by his knowledge of mechanics, can give the necessary instructions.

“When an European is employed, the work is done, without reference to expense or advance, at a credit of three or more months; but a native, whether engaged for ‘piecework,’ or at stipulated daily or monthly wages, will demand an advance, and probably do the work very indifferently, if not closely watched, or leave it half finished. Notwithstanding, in many instances, the workmanship of natives, without the superintendence of an European, will be equal to any thing produced elsewhere. In cases of large undertakings, there is but one opinion, as to what class of workmen should be employed; but in minor and trifling jobs, there is a great saving in engaging the natives; and, generally speaking, they give satisfaction, although their hours of attendance, and slow movements, are not at all compatible with the active and laborious life of a tradesman in Europe. The natives will estimate a job, and do it “piece-work,” or take monthly or daily wages. If the former, you should endeavour to ascertain what are the comparative valuations of two or more men; if the latter, pay him according to the rates affixed to his profession, in the list below. In purchasing the materials, which you must do if you employ workmen by the day or month, you must depend upon your sircar, if you cannot obtain them at auction.

MONTHLY.

DAILY.

| | | |
|------------------------|------------------------------|------------------------|
| Barber, Gentleman's | 1-8 annas | 2 pice each time. |
| Blacksmith | piece-work | |
| Bricklayer, 1st class, | 7 to 8 | 4 annas per ditto |
| | 2nd ditto, 5 to 6, | or 3 ditto. |
| | coolies, | 12 pice ditto. |
| | women, | 10 ditto ditto. |
| | boys | 7 ditto ditto. |
| Carpenter, 1st class, | 10 to 12 | or 7 annas per day. |
| | 2nd ditto, 6 to 8, | or 5 or 6 ditto ditto. |
| Carver | piece-work | |
| Cook or buggy maker, | ditto. | |

| | | |
|--|------------|---|
| Engraver | piece-work | |
| Farrier, (he finding shoes), | | 1 rupee each time. |
| Gharammies, or thatchers, | | 3 annas per day. |
| Painters, . 1st class 6 to 8, | | 4 ditto ditto. |
| 2d ditto, 5 to 6. | | 3 ditto ditto. |
| Pavior or } 1st class, 6 to 8, | | 4 ditto. |
| Tileman, { 2d ditto, 4 to 6, | | 3 ditto. |
| Plumbers, | piece-work | |
| Silversmith, | ditto | |
| Sailmaker | ditto. | |
| Tinman, | ditto. | |
| Tailor, Gentleman's 6 rupees, | | 4 annas per day. |
| Lady's 1st class .. 10 ditto | | |
| Ditto, 2nd ditto, .. 7 ditto. | | |
| Washerman, Gentleman's 6 to 7 } | | for Ship clothes, 3 rupees per hundred |
| Lady's 1st class, 10 ditto | | |
| 2nd ditto 6 | | |

“The above list refers exclusively to native workmen, and the only difference to be noticed, between the 1st and 2nd class, is, that one of the former generally superintends and works conjointly with the rest, and hence may more properly be called a ‘foreman.’

“The tradesmen who supply provisions, such as bread, butter and milk, contract by the month, and give

| | |
|--|----------|
| 20 loaves of bread, for | 1 rupee. |
| 12 chittacks of the best butter, for | 1 ditto. |
| 16 to 20 ditto, middling, for | 1 ditto. |
| 10 seers of good milk, for | 1 ditto. |
| 12 ditto inferior ditto, for | 1 ditto. |

“The Compiler, in fixing the above rates, begs to be understood that although the prices are what workmen and provisioners generally expect, something more or less is given: every person, therefore, is left to use his own discretion. However, since the rates, both for laborers and servants, as fixed by the magistrates, are no longer considered binding, even in a court of justice, a stranger cannot err in taking the foregoing table as a standard.

“PLACES OF AMUSEMENT.—The places of public resort for amusement, or recreation, being few, are summed up in a very small

space: they are—the Theatre, the Annual Concerts, Reunions, occasional Subscription and Private Balls, Reading and Billiard-rooms, the Asiatic Society's Rooms, the Company's Botanic and Private Individuals' Gardens, the Racket Ground, the Golf Club, the Races, the Nautches, &c., &c.

“Some months after the destruction by fire of the Chowringhee Theatre, Mrs. Leach under an impression that the Calcutta public desired a series of dramatic entertainments, engaged the extensive premises at No. 1, Old Court House Street, and converted them into an elegant little Theatre, capable of containing 400 persons, called the *SANS SOUCI*. The performances here, during the cold season of 1839-40, were so popular, that when, at their close, Mrs. Leach proposed to erect a New Theatre, the public came forward most liberally with their subscriptions. The result has been that a most elegant and commodious theatre is now opened. It is situated in Park Street, Chowringhee, and will hold six hundred persons.

“*Concerts* are got up generally by some professional gentlemen, who obtain the co-operation of amateurs and professors, and are remunerated by subscribers or casual attendants. They are held at the Town Hall and Theatre.

“As it is only to the privileged classes that the entrée is given to Government House, and the houses of certain private individuals where balls are given periodically or occasionally, it necessarily follows, that every individual who delights in pastime must seek it in that circle in which he moves: however, the public subscription and bachelors' balls are open to all, and the unavoidable consequences of a mixed company, late hours, bad liquors, and fatigue, are no common sequels to such entertainments.

“*READING, &c. ROOMS*.—Although Calcutta is deficient in many useful societies which adorn cities of less magnitude and importance, she can boast of libraries and reading rooms which are only equalled in the *Great Town*. The one named below, ranks highest among the public ones; and as many advantages accrue to subscribers, and as few individuals who can spare the amount of subscription should avoid sacrificing the sum, I have subjoined the regulations advertised by the proprietors.

“*The Calcutta Public Library*.—This Library was established by public subscription, at the suggestion of Mr. Stocqueler. It is a

Library of Reference and Circulation, which is open to all ranks and classes without distinction, and sufficiently extensive to supply the wants of the entire community in every department of literature. 1st Class Subscribers—Pay an entrance fee of 20 Co. Rs. for the first month, and 6 Co. Rs. every succeeding month, or 8 Co. Rs. a month, with entrance—Entitled to have two sets of works and one periodical.

“ 2d Class Subscribers—Pay an entrance fee of 16 Co. Rs. for the first month and 4 Co. Rs. every succeeding month, or 6 Co. Rs. a month, without entrance—Entitled to have one set of works and one periodical.

“ 3d Class Subscribers—Pay an entrance fee of 6 Co. Rs. for the first month, and 2 Co. Rs. every succeeding month—Entitled to have one set of books other than new Publications or Periodicals without special leave of the Curators.

“ *Metcalfe Hall.*—But about 5 months ago, the Right Honourable the Governor of Bengal most munificently granted that eligible site on the banks of the river, which had been temporarily appropriated to the ‘Sailor’s Home,’ for the edifice now in course of building, to be called *The Metcalfe Hall*, in commemoration of the freedom of the press by Sir C. T. Metcalfe. The lower apartment of this will be devoted to the use of the Agricultural and Horticultural Society of India, and rendered capable of containing an extensive Museum; the upper story will be given to the Calcutta public Library, and in a conspicuous part will be placed the bust of that illustrious Statesman, the Right Honorable Sir Charles Theophilus Metcalfe.

“ Besides the above, there are several which are exclusively appropriated to the uses of the different bodies to which they belong: viz. the Library of the Asiatic Society, the Classical Library in the College of Fort William, and the Calcutta Library Society.

“ *The Asiatic Society’s Rooms.*—From the variety and choice collection of the curiosities in these rooms, it is very evident that much labor has been bestowed upon the collection, and great merit is due to the founders and managers of the Society. The Stranger will be amply rewarded by going through the house, which is open every

day; and an attendant is in waiting to accompany the visitor, and describe the articles.

“*The Mechanic’s Institution, 13, Government Place.*—The object of this Institution is the dissemination of scientific knowledge as applicable to the arts of life. The means are by the voluntary association of mechanics and others, and the payment of small yearly subscriptions. The payment of 5 Rs. yearly constitutes a member admissible to all the privileges of the Institution. Lectures on popular science are delivered every Tuesday evening, at half-past seven. Schools are open four evenings in the week, for instruction in geometry, mathematics, and arithmetic for junior members, and in drawing and perspective. The scientific periodicals of the day are circulated amongst the members, and the library of the Institution is open throughout the day.

“*THE COMPANY’S BOTANIC GARDEN.*—A morning may be delightfully spent in a visit to the Botanic Garden. There, one may see, in a short ramble, all the varieties of vegetable form known throughout India, together with a vast collection of exotics, chiefly collected in Nepal, Pulo Penang, Sumatra, and Java, and increased by contributions from the Cape, Brazil, and different other parts of Africa and America, as well as Australia and the South Seas. The Garden, which is about half an hour’s row (with the tide) from Calcutta, may be visited at any time.

“The Gardens of several of the native gentlemen are also worthy of a visit, as the style of horticulture, and the varied and select number of wild beasts, and birds, with a choice selection of flowers, give them a pleasing variety, particularly as their owners are gentlemen of independent property, and delight in the pursuit for the love of it. The gardens are four or five in number, in the neighbourhood of Calcutta, on the Dum-Dum and Barrackpore roads; they may be visited by permission of the owners on application at the gates.

“The Park at Barrackpore bears the nearest resemblance to the style and character of an English pleasure-ground of anything of the description near Calcutta, and until lately had within its bounds a good menagerie: the garden and grounds are still in excellent keeping, and are adorned with shrubs, plants, and flowers of every kind. The stranger may take a trip to it either by water

or land, and will be amply rewarded for his trouble. In the event of going by water, he should leave Calcutta with the tide, in a *bhowlia*, which will cost from three to four rupees. This method is preferred to going by land, as it is more reasonable, and the scenery, &c., up the river is sufficiently interesting to make the trip agreeable. When so far as Barrackpore, you may cross over to Serampore, a Danish settlement; or proceed on to Chandernagore, a French station; or Chinsura, a Military cantonment, and the principal place in this part of the country, where segars are manufactured. There is nothing *particularly* worthy of notice at any of these places, and except the novelty of a change of scene, and the satisfaction of seeing the foreign settlements, one may dispense with going farther than Barrackpore.

“*Rackets, Cricket, and the Game of Golf*, are the principal athletic exercises engaged in during the cold season, by such as are fond of them; but owing to the community of Calcutta being small, clubs have been formed and persons are balloted in according to the rules of the society.

“The *Races* commence about the 15th of December, on the course, a piece of ground exclusively appropriated for them, about two miles from Calcutta, near Kidderpore bridge.

“*SALE ROOMS*.—A ramble through the *shew-rooms* connected with the auctions, is a resource that furnishes an opportunity of seeing a variety of articles, both native and European, and which are only equalled by what may be seen in the Bazaars: where the stranger will be surprised at the costly display of precious stones, gold and silver ornaments, and almost every description of commodities.

“*BATHS*.—As almost every house has conveniences for bathing, little or no encouragement has hitherto offered for establishing public baths: notwithstanding, there is now a ‘Vapour Bathing Establishment,’ belonging to Messrs. Spence and Co., at Loudon’s Buildings where baths of every description may be taken at a short notice, at four rupees each bath.

“There is another in Hammaum gully, belonging to Mr. Aviet, at three rupees each bath. At either of these places the stranger is recommended, after a sea voyage, to apply for a shampooing bath;

not only as a luxury, but to remove the coarseness and scurf from the skin, and cure the prickly heat, which is too frequently a tormenting and obstinate companion.

“ THE NAUTCHES.—Perhaps there is nothing in India, to which the stranger looks forward with more interest than *the Nautches*; and there can be no doubt but a description of them conveys to the mind's eye much novelty and amusement. Although considered by many to be a pastime only suited to the character and habits of the natives, they are attended by many of the European inhabitants of lower classes; but owing to their unvaried nature, the stranger is soon tired of the exhibition, and finds little inducement to repeat his visit. They are given by the wealthy natives, upon all occasions of opening a new house, a marriage, and during the Doorgah Poojah holidays, which fall about the latter end of September.

“ GENERAL REMARKS.—A stranger should invariably select such food and drink as are free from *fermented* acids, as more danger is to be apprehended from their effects, than from natural acids; he should also rise early, and by retiring early, avoid, at particular seasons, the night dews. Gentle exercise on foot, for an hour or two during the evening, will be found more congenial to health than lolling on a couch or sleeping, when langour or heat oppresses the mind and body. *Shampooing* is frequently resorted to on such occasions, and no doubt possesses valuable advantages; but when once employed, one can scarcely do without it; hence, however useful, it should be used sparingly. Nothing renders the life of an Indian more miserable than the absence of a *punkah* moving over his head, or the want of *kus-kus tatties*; the former, owing to the number of advocates it has obtained, must possess, to those who accustom themselves to it, the desideratum of cooling the apartment; but we firmly believe that it is possible in India to dispense with all artificial apparatus, as much as it is in the West Indies, excepting the hand *punkah*, to drive away the insects; however, to avoid taking the bull by the horns, or in other words, exciting the censure of critics, we will yield this point, and admit that, provided no actual inconvenience be felt, such as a head-ache, ear-ache, or deafness, as a consequence of sitting under a *punkah*, the

stranger may indulge; but let him beware when either of these symptoms appear, and further never sleep behind the *kus-kus tatty*. If of a sedentary and studious habit, we advise you to choose the nights, until one o'clock, for study and reading. *Smoking* is a habit which cannot be very injurious, if used moderately, and at fixed times, as nearly the whole population of the southern hemisphere, and a great portion of Europeans, indulge in it to a great extent: but the manner, whether by the segar or hookah, deserves notice. By the former, the same benefit and pleasure are derived, without the probable consequences of smoking: what is decidedly injurious to the nervous system: we allude to the baneful influence of many ingredients which are employed to give 'gusto' to the chillum. Opium is not the least of the evils, and every hookah smoker should ascertain what quality of tobacco he smokes, and see that, in preparing it with other ingredients, it is likely to predominate in the flavor of the chillum. *Bathing* is a luxury, to which most persons in India are habituated; but from its too frequent use, a great deal of its medicinal virtues are lost, and the body, by a general application, becomes reconciled to the process without rendering it the service it might obtain, by a partial ablution. That the application of water to the body, daily, is absolutely necessary, I do not doubt; but that such application should be oftener resorted to in one uniform way, appears to me unnecessary; hence I believe, that in 'keeping the head cool,' by having water poured over it, or the feet washed with lukewarm water, the same end will be obtained, with the additional advantage of equalizing the circulation, and securing the head against a 'determination.' "

Within the last few years, the establishment of Army Agencies in Calcutta has done much to relieve new comers, military men in particular, from annoyances and difficulties to which they were previously, on many accounts, subject, immediately upon their arrival, notwithstanding they might have been previously furnished with the most wholesome and detailed advice, in the power of experienced friends to

bestow. Under the impression that assistance of the nature alluded to will be eagerly sought after, the Author makes no apology for appending the prospectus of the establishment, which he deems most likely to secure the many advantages which a well-conducted institution cannot fail to afford to its subscribers.

THACKER, JEPHSON, AND CO.'S
ARMY AND GENERAL COMMISSION AGENCY,
No. 6, GOVERNMENT PLACE,
(Adjoining St. Andrew's Library)

Subscription 12 Rs. per annum, to be paid in advance.

“ Messrs. W. Thacker and Co. having made arrangements, at the suggestion of several old constituents, for the establishment of an ARMY AND GENERAL AGENCY in Calcutta, beg to solicit the support of those gentlemen of the Civil and Military Services, and of the Indian community generally, who are yet unpledged to any other firm, and to offer an outline of the business transacted, and the conveniences afforded, by their agency.

“ W. T. and Co. feel it unnecessary to use the name of any gentleman of rank or influence in support of their new undertaking: they are enabled, with no small degree of satisfaction, to refer to their own standing as a house of business in Calcutta for upwards of twenty-two years, and they trust that the mention of this simple fact will be received not only as proof of their stability and integrity, but also as a tolerably fair guarantee of their fitness to undertake commissions of any kind that may be entrusted to them; for which, it may be added, their long connexion with the mercantile and shipping community in Calcutta and London gives them peculiar facilities. In proof of their desire to render the agency thoroughly useful to their Military friends, W. T. and Co. have the pleasure to announce, that the management of the business will devolve chiefly upon Mr. George Jephson, late Registrar of the Adjutant-General's office, who has been admitted as a partner, and whose experience in Military matters they have been happy to avail themselves of.

“READING ROOMS.—The Agency rooms are in the most eligible situation in Calcutta, whether as regards the transaction of business, purity of air, or accommodation at the best hotels or places of refreshment, and will be found abundantly stocked with maps, charts, military plans, books of reference, army and navy lists, newspapers, and information of every description likely to be useful; much of it of a nature not heretofore afforded by any other establishment in India or in England.

“Subscribers absent from India may leave a proxy, to whom the resources of the rooms will be fully available, as well as the advice and assistance of the agents in the transaction of business.

“PASSAGES.—To Europe, any of the Indian ports, the British colonies, or to Suez, negotiated free of charge to subscribers, and on the most economical terms. Lists and plans of vessels trading to and from this port, and of the Bombay steamers, with their dates of sailing, will be found in the rooms, as will also the dates on which the inland steamers leave town, plans of the several accommodation boats, rates of cabin hire and other charges, together with a table of time occupied in the trip to and from Allahabad and the intermediate stations. Parties who may prefer the old mode of proceeding by the river route will have tables of pinnace, budgerow, and boat hire to refer to, and the best accommodation of that description will always be sought for, on timely notice being given by subscribers. The baggage of passengers by sea will be passed, shipped, or landed, free of charge, beyond what may be incurred at the Custom House, or for hackery and boat hire. Subscribers at a distance from Calcutta can be supplied, on application, with plans of vessels, or any other information required to enable them to make their arrangements for a voyage to sea. The agents will be happy to attend to commissions for cabin furniture, or outfit for sea, if early and full instructions are sent, and by this arrangement constituents who arrive late in the season, or whose stay in Calcutta may be short, will find themselves relieved of much trouble and annoyance.

“SUPPLIES, MILITARY, SPORTING, AND OTHER EQUIPMENTS, SADDLERY, INSTRUMENTS, &c. &c.—The daily increasing facility and frequency of communication between this country and England,

and between Calcutta and the upper provinces, afford opportunities of obtaining a constant and fresh supply of the best articles in the above line, and T. and Co. having already adverted to their long established connexion with the mercantile community at home as well as in India, and the advantages thereby ensured to them, have now only to add, that all commissions for supplies or articles of any description, from London or Calcutta, will be promptly and effectually attended to, without losing sight of economy; but it is requested that orders for musical, mathematical and other instruments; guns, pistols, watches, jewellery, or military equipments may be accompanied by the fullest instructions possible, with the name of the maker to whom a preference is to be given. It is also desirable that constituents should signify their wishes as to the mode of despatch, by land or water, steam boat or otherwise.

BOXES, PARCELS, LETTERS, &c.

Received, and forwarded to the parties addressed, by the earliest opportunity; the postage, duties, freight, carriage, or insurance chargeable to subscribers. In transacting this branch of their business, the Agents require letters to the Collector of Customs or Post Master General, authorizing the delivery of the parcels or letters.

BILLS, REMITTANCES, GOVERNMENT SECURITIES, PAY, PENSIONS,
FUND ALLOWANCES, &c.

T. AND Co. offer their services in the sale or purchase of Bills, Bank Shares, and Government or other Securities, and in drawing and remitting pay, pension, or fund allowances, if provided with the requisite power of attorney. They will also be prepared to offer their guarantee for constituents who, having unadjusted accounts with Government, cannot, at short notice, furnish the usual pay certificate required from Officers proceeding to sea or on furlough.

The pay bills of Officers on leave at the Presidency, as well as Bills for passage money, boat or other allowance, will be drawn out, sent for audit and payment, and the amount paid over without delay.

MILITARY INFORMATION, APPLICATIONS FOR LEAVE OR
FURLOUGH.

Officers requiring information on any subject of professional interest, save points of drill or discipline, need only apply to the Agents. Forms of reports, applications for leave or furlough, and rules under which obtained, lists of Regiments and Officers, shewing the movements of corps or individuals, and tables of time allowed to reach the several stations of the army by land and water, are kept in the office for ready reference:—the General orders of both services will be filed separately from the newspapers.

MISCELLANEOUS.

T., J. AND Co. will be happy to take charge of maps, books, pictures, musical or other instruments, guns, articles of vertu, and other property of a valuable but not bulky nature, which gentlemen proceeding to Europe or the colonies are frequently obliged to sell at a considerable sacrifice. The articles will be registered, and sold at fixed prices if desired, or made over to the owners on their return to India.

T., J. and Co. have adopted the rates of subscription to Captain Grindlay's and Captain Barber's Agencies, finding that a lower amount would not cover the expenses of the reading-rooms, newspapers, and an efficient establishment of peons, servants, &c., for the accommodation of those resorting and applying to the office, and at the same time protect the Agents from an outlay not met by any corresponding return.

The following are the rates of Messrs. Thacker and Co.'s Army and General Agency.

| | | |
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| On granting or procuring loans of money, Commission | 2 | per Cent. |
| On ordering goods, or superintending the fulfilment of contracts, where no other Commission except that of account is derived | 2 | per Cent. |
| On guaranteeing Bills, Bonds, or other engagements, and becoming Security for Administration of Estates, for Contracts, Agreements, &c., or to Government where the funds of the individuals are insufficient to cover the risk | 2 | per Cent. |

| | |
|--|--------------------------|
| On del credere, or guaranteeing the due realization of sales | 2 per Cent. |
| On effecting Insurances, or writing orders for the same whether on lives or property | $\frac{1}{4}$ per Cent. |
| On settling Insurance, losses, and averages, and on procuring returns of premium | $1\frac{1}{2}$ per Cent. |
| On purchasing, selling, or negotiating Bills of Exchange | $\frac{1}{2}$ per Cent. |
| On debts or other claims, and on recovering dividends from Insolvent Estates | 2 per Cent. |
| On debts recovered by a process at law or by arbitration | 4 per Cent. |
| On returned Bills of Exchange | $\frac{1}{2}$ per Cent. |
| On collecting House Rent | 2 per Cent. |
| On granting Letters of Credit | $\frac{1}{2}$ per Cent. |
| On sale or purchase of Government or other Securities and Bank Shares, and on every exchange or transfer, not by purchase, from one class to another | $\frac{1}{4}$ per Cent. |
| On delivering up Government Securities and Bank Shares, or depositing them in the Treasury | $\frac{1}{4}$ per Cent. |
| “ On close of the Books, say on 30th April of every year, $\frac{1}{2}$ per cent. will be charged on both the Debit and Credit side of the accounts. | |

“ On deposits lying in hand for more three months, 5 per cent. Interest will be allowed.

“ On all advances under security, 10 per cent. Interest will be charged annually.

“ It is particularly requested that all letters to T., J. and Co.’s Army Agency be post-paid, and that all commissions, of whatever description, may be accompanied by a remittance; the nature of this Agency rendering it impossible for them to attend to any orders without being supplied with the necessary funds.

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Map
of the Countries
BETWEEN
ENGLAND AND INDIA.

for the use of overland Travellers
in illustration of

THE HAND BOOK FOR INDIA & EGYPT.

Longitude West 40 from Greenwich

H174^o

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