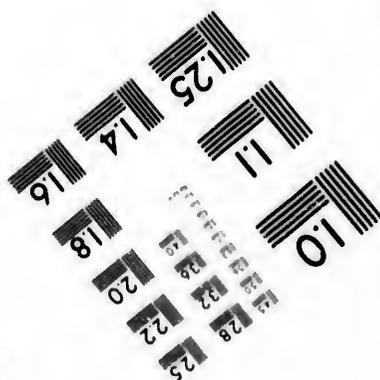
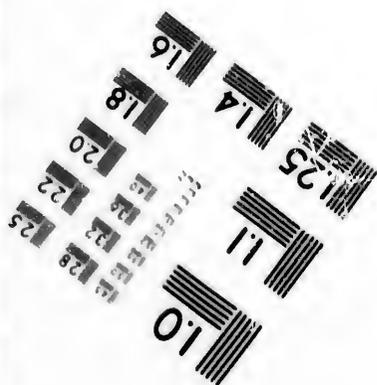
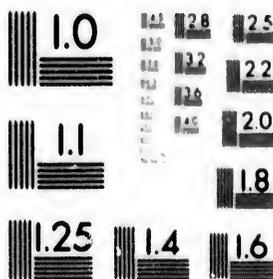


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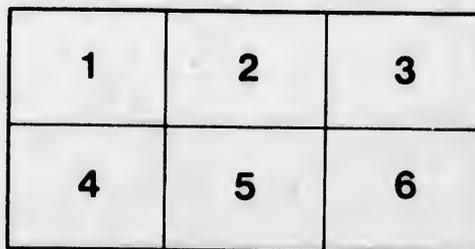
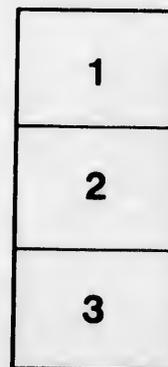
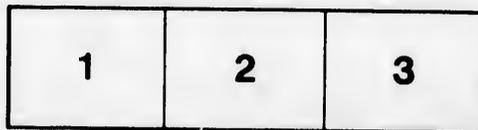
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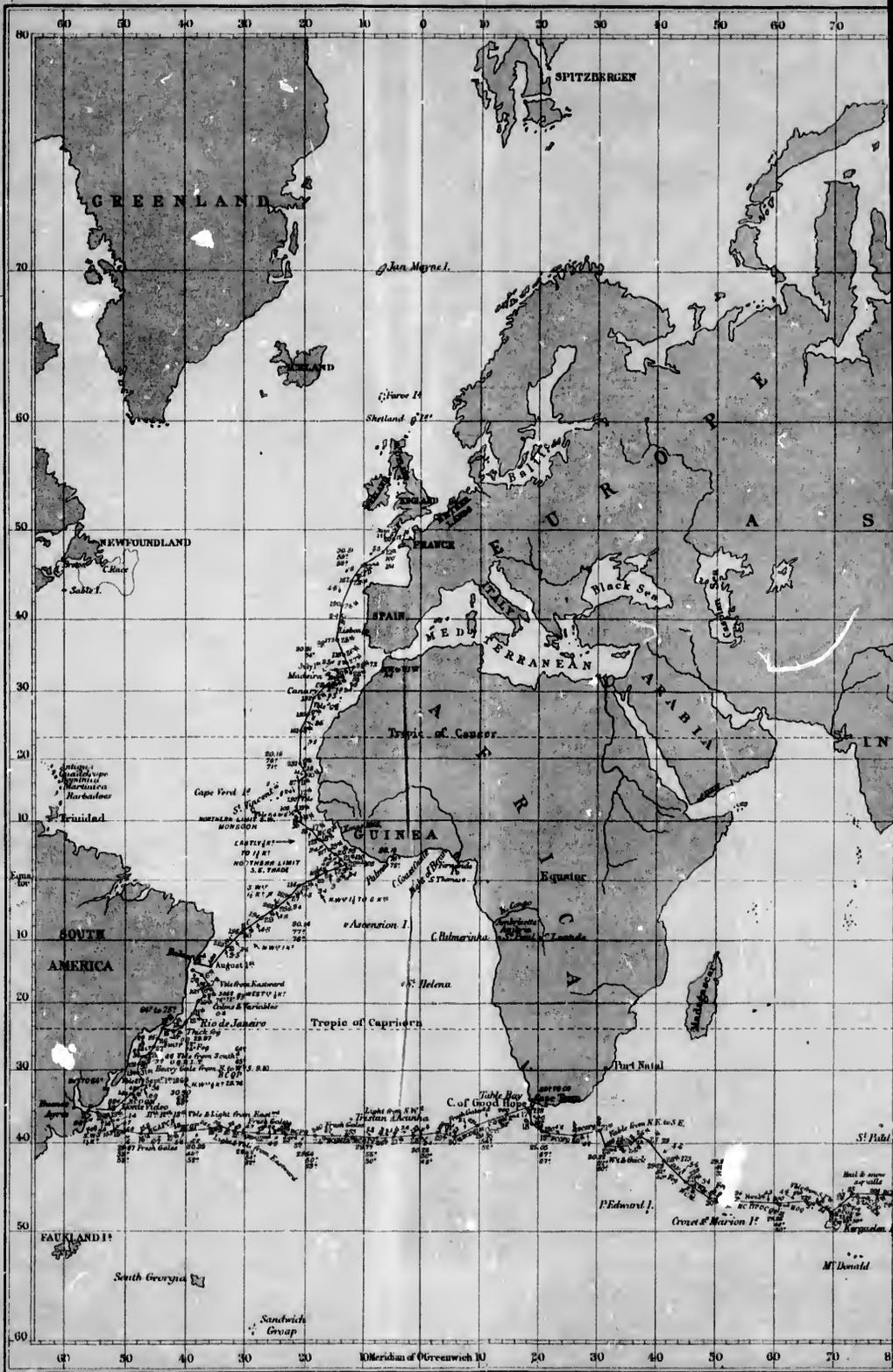
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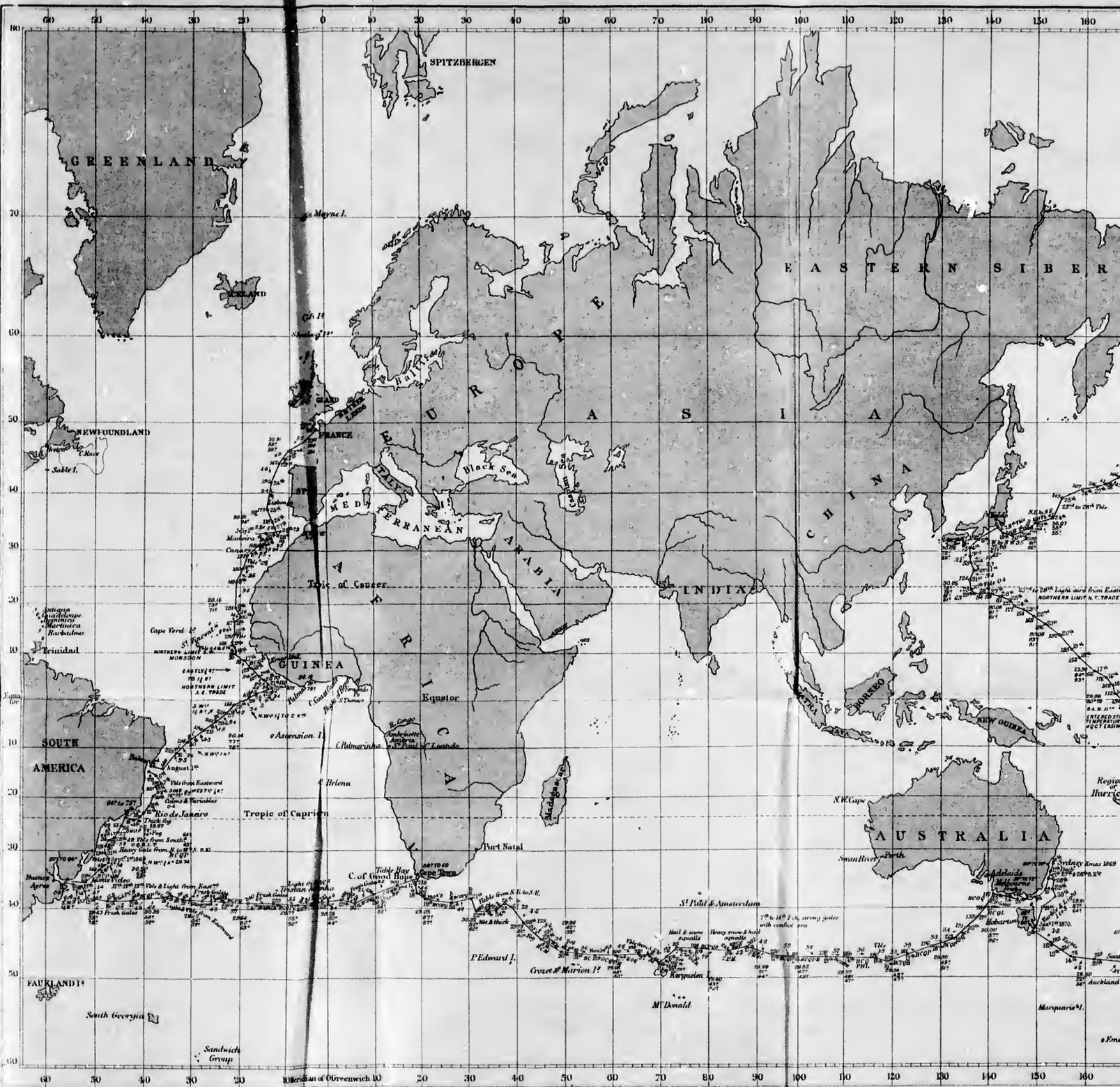


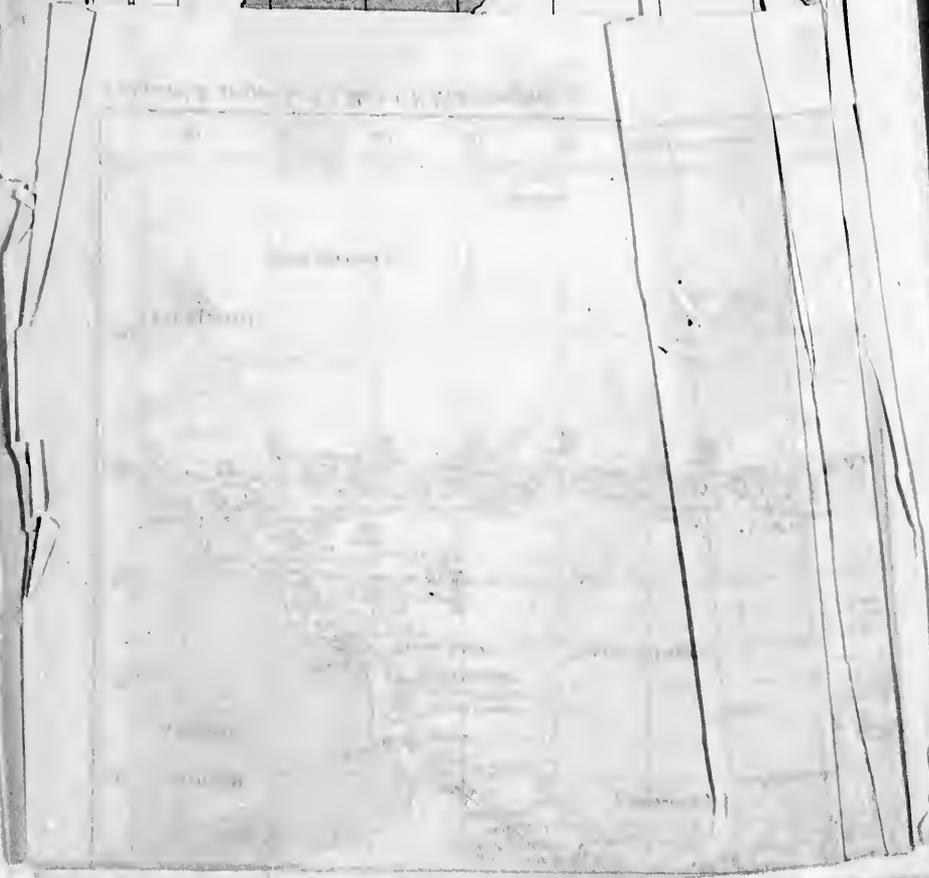
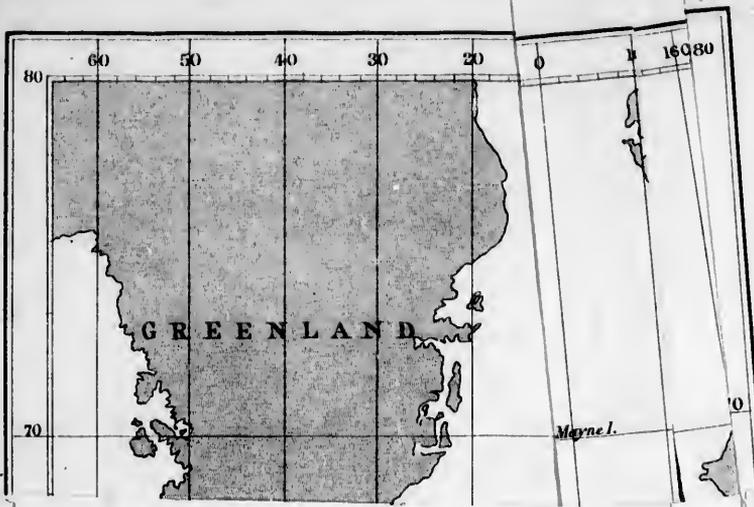
Compiled & drawn by T.A. Main, C.E. Hydrographer.

TRACK OF THE FLYING SQUADRON 1869-1870.



TRACK OF THE FLYING SQUA





THE
CRUISE ROUND THE WORLD
OF
THE FLYING SQUADRON

1869—1870,

UNDER THE COMMAND OF

REAR-ADMIRAL G. T. PHIPPS HORNBY.



J. D. POTTER,

ADMIRALTY CHART AGENT,

31, POULTRY, & 11, KING STREET, TOWER HILL.

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June 22 1870

TO
HER MAJESTY EMMA,
QUEEN-DOWAGER OF THE HAWAIIAN ISLANDS,
IN GRATEFUL REMEMBRANCE OF HER KINDNESS TO THE
FLYING SQUADRON,
THIS WORK IS RESPECTFULLY DEDICATED
BY HER HUMBLE SERVANT,

J. B.

To thee, proud daughter of Pacific Island's Chief,
And widowed wife of Hawaii's King,
Accept our grateful wishes, though they be but brief,
Yet heartfelt, for all happiness this world can bring.

FOR the benefit of those who took part in the first
British Circumnavigating Expedition since the days
of ANSON, in order to recall a few of its Incidents,
and also as a Memento in future times of the
Hospitality shown by the Great Colonies of the
Southern Ocean to the Squadron from the Mother
Country, these few Facts, with the assistance of
HENRY CAVENISH, have been compiled

By their Humble Servant,

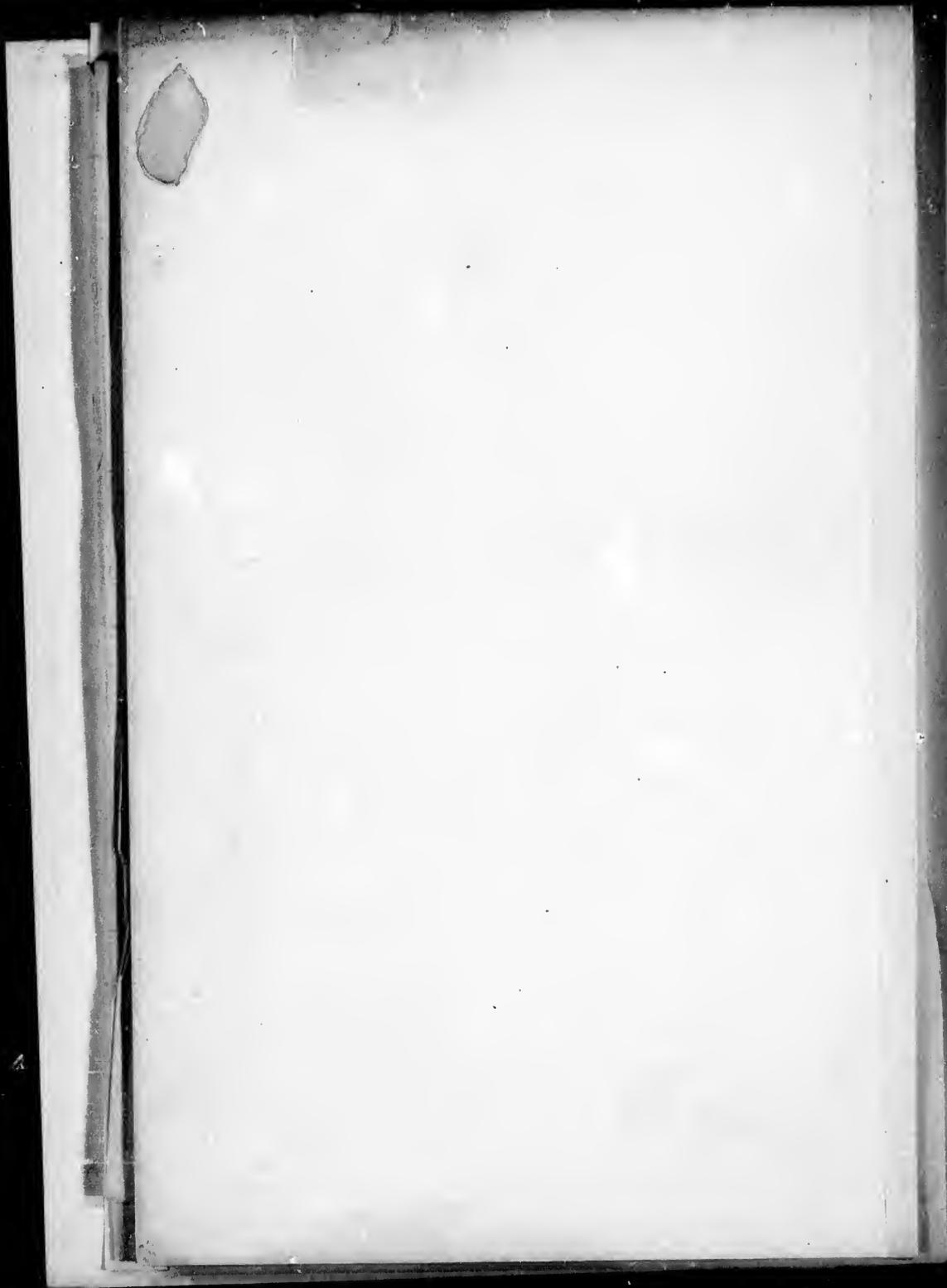
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FLYING SQUADRON. PLYMOUTH SOUND. JUNE, 1869

Photographer A. F. T. Co. London



CRUISE

OF

THE FLYING SQUADRON.

PLYMOUTH TO MADEIRA.

“SAIL at daylight, whether or no!” Such was the stern command of one of their Lords Commissioners to the Admiral commanding the Flying Squadron, on the afternoon of Friday, the 18th June, 1869, the squadron having been detained at Plymouth since the morning of the 17th, when the first start was attempted, owing to an accident occurring to the “Barrosa’s” engines (she being the ship that had taken the place of the “Cadmus,” that had been ashore near Salcombe, and knocked a hole in her bows). The squadron, consisting of the frigates “Liverpool” (flagship of Rear-Admiral Hornby), “Liffey,” “Endymion,” “Bristol,” and corvettes “Scylla” and “Barrosa,” having been organized in

compliance with a scheme laid before the House of Commons by Mr. Childers in his Budget Speech, having for its contemplated object the display of the British Flag in a detached squadron in the distant parts of the world, in order to facilitate the withdrawal of most of our ships on foreign stations, under the influence of the present rage for economy; to ensure which, the following order was promulgated before starting, for the guidance of the squadron:—

“Squadron Standing Order. No. 2.

“Liverpool. At Spithead,

“8 June, 1869.

“In compliance with Article 5, page 306, of the
“ ‘Queen’s Regulations and Admiralty Instruc-
“ ‘tions,’ I have to request that especial care be
“ taken to economize fuel and stores.

“2. The ships are to be completed with water
“ before leaving port, and at sea the crews are to
“ be placed on an allowance of one and a quarter
“ gallons per man per diem, to be increased to one
“ and a half gallons when in the tropics, and this
“ to cover washing water.

“3. The attention of the engineer is to be

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“ directed to the economy of fuel in distilling water,
“ and the expenditure of coal for cooking is to be
“ strictly watched; ashes are to be thoroughly
“ burnt when steaming, and to ensure it, the stokers
“ are, when steaming slowly, to get up the ashes.

“ 4. The oldest suit of sails is always to be worn
“ in the tropics, and in fine weather.

“ 5. Worn rope may be largely used in the same
“ way; but before leaving the Trades, good braces,
“ buntlines, clew garnets, and reef tackles are to
“ be rove, using the worn rope for stunsail gear,
“ jib-haulyards, etc. Boats, falls, and yard tackles
“ are, of course, always to be of the best.

“ 6. Yarns are to be carefully collected and
“ packed at once for return.

“ G. T. PHIPPS HORNBY,

“ Rear-Admiral Commanding.

“ To the Captains, etc.”

Perhaps a grateful country was not aware that, for the large outlay of £329 10s. expended on her ocean labourers, an extra ton of water a day might have been served out to each ship in the squadron for one year; the gallon and a quarter daily allowance to officers and men, including cooking, washing, and drinking, with

the assistance of the extra ton per day, might have sufficed for the ordinary requirements of life and cleanliness, which, we venture to think, three tons (the allowance) was not able to do. The expenditure of each person belonging to the squadron of 7s. 7½d. annually, or, in other words, of a farthing a day, would have doubled the allowance; and we strongly recommend volunteers for the future Flying Squadrons to practise the one and a quarter gallon on shore before it is too late, notwithstanding the lowering-looking future impelled that strong sense of duty which has always so peculiarly characterized the British ocean wanderers. 4 A.M. next morning the flyers might have been seen opening their eyes slowly, and not very willingly, to get their ships under weigh, and with a light north-westerly air, for upwards of an hour afterwards, slowly, very slowly, making their way outside the breakwater, as though the ships themselves had a partiality for Devonshire lasses and Devonshire cream, as well as those they carried; and at four o'clock in the afternoon, while still hovering like vultures round the Eddystone, the Commander-in-Chief (Sir William Martin) and a large multitude of ladies were seen coming out from the Sound, as though anxious to gloat on our misery; and as he neared the squadron in his steam tender ("Princess Alice"), he

kindly made the signal for opportunity for letters to England, piling still greater agony on, and after steaming round the squadron under a full head of steam, without a sign of communicating. (We believe our Admiral had accepted the offer, and purposed sending a despatch.) We experienced some little difficulty in seeing how our penn'orth of farewell was to arrive at its destination, and then the waving of a cloud of pocket handkerchiefs, and a choking sob just behind from one of Devon's lads, soon set your mind at rest as to their intention, and half-an-hour afterwards the steamer was out of sight under the land, carrying with it her gay and jocular freight; and then, for the first time, our hearts began to sink as the last link that binds the Briton to his native land was severed, and our tempers to rise, as we came to the conclusion that in our forlorn condition the west country had amused itself with a practical joke at our expense. Then, we are happy to say that the wind commenced to perform the same manœuvre, as perhaps the sparkling genius of the western counties might have invented a repetition before the next day, and the breeze coming up from the N.E., carried us safely out of our tormentor's fair clutches and into fine weather, until the anchor went down off Funchal, Madeira, on Thursday, 1st July, at 6 P.M.,

where we found the "Warrior" and "Black Prince" at anchor, waiting for the arrival of the Bermuda dock at Porto Santo, where she was to be towed by the "Northumberland" and "Agincourt," assisted by "Terrible," the whole under charge of Captain May, of the "Northumberland," the second part of the voyage to be conducted by Captain Boys, of the "Warrior;" and a very pleasant job in prospect, to tow an unwieldy monster to a place like Bermuda, which is celebrated for its almost incessant gales of wind, in the event of which your only chance is, to sink her down to the water's edge and wait for fair weather; and as we were only to remain there twenty-four hours, time was precious. The first thing next morning, before daylight, a good many—and that good many chiefly consisting of that irrepressible boy, the "British midshipman"—were ashore bargaining for horse flesh—live, we mean, of course. We beg that responsible officer's pardon, but are as yet undecided which of the two—that most undeniable scoundrel, the Madeira horse vendor, or the complacent British midshipman—is most satisfied with the result at the end of the day. We know, of course, the least, but of the other two we should be inclined to think the midshipman gets the best of it, as in all likelihood the animal's legs will

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Photo by J. P. ...

FUNCHAL, MADEIRA



decline performing any of their functions for a week at least afterwards. If that most praiseworthy gentleman, the Secretary of the Society for the Prevention of Cruelty to Animals, receives pecuniary benefit by the number of his humane endeavours, we should mildly suggest his taking the earliest opportunity, notwithstanding his probable antipathy to sea sickness, to make a trip to Madeira, which would prove of equally great benefit to the island horses, as to his own heirs. Walking through the town that day, and it was far from chilly, the middle of summer at Madeira being almost as hot a place as you wish to find, we saw a number of those wretched animals that had been several trips to the Grand Corral and back since sunrise, a distance of only about thirty-four miles, over hard stones, diversified with an occasional relaxation in the shape of about eight miles almost perpendicular up to the convent for a change of scene between his other Alpine trips: enviable beast, the Madeira horse, with a hundred midshipmen turned loose in the island. The British Consul, Mr. Hayward, entertained the Admiral, Captains, etc., and a large party at luncheon, which entailed the consumption of a large quantity of very potent Madeira, which is a rather heavy drink for the middle of the

day, notwithstanding the undeniable quality; and some accepted the proverbial hospitality of Mr. H——n, who had, as usual, a sumptuous luncheon, and you had the satisfaction of standing to your mallet afterwards with his lovely and accomplished daughters. We must not omit to express intense admiration of the style of Miss M. H., at croquet of course; and here we wiled away that charming of all climates, the Madeira summer evening, until five o'clock, when, as we were beginning to think of going on board, we saw our lost lamb, the "Barrosa," just coming round the point, which gave rise to eager hopes and expectations that we should remain the night, in the event of which Mrs. H——n had made arrangements for a brilliant entertainment to take place in the evening, and if we behaved ourselves, we were to be allowed a moonlight stroll in the gardens afterwards. It was, however, suggested by Miss Practical that we should go down to the town and see if it were true, and if so, that the flagship should hoist a red pendant, at sight of which the white shoes should be pulled out immediately, ready for action, which accordingly we did. But, alas! when we got on board, we found, like Johnny Gilpin, we still were urging onward, and the anchors going up instead of the pendants,

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with the assistance of the mariner's friend, in the shape of the screw, it being perfectly calm, without a ripple on the water we passed along on our pilgrimage. As the island was fading away in distance, we still saw, or thought we saw, a figure clad in white gazing seaward, may we hope, longingly. And as soon as we had cleared the island, sail was made, and the next day found us in very nearly the same place, still dead calm, and at noon the "Warrior" and "Black Prince" passed us on their way to Porto Santo, and shortly afterwards we picked up a north-easterly wind, and passed on our southern way, going outside the Canaries and inside the Cape de Verds without sighting any of them; the wind carrying us to 15° N. 20° W. fell light, and went round to N.W. The next day—Tuesday, 13th—it falling calm in the afternoon, steam was got up by the second division, "Bristol" to tow "Liverpool," "Liffey," "Endymion," "Barrosa," "Scylla;" and at 7 p.m. the squadron proceeded; the towing ships having steam up in two boilers, making rather less than three knots an hour. Immediately after starting, a light foul wind sprang up from S.W., when the "Bristol" and "Barrosa" lit another boiler, and at midnight the speed was under two knots. At 12.30 a.m., "Barrosa" carried her hawser away, and at

4.25 a.m., the wind having freshened, and, consequently, the ships having almost stopped making any headway, cast off and made sail to the S.W. monsoon, in $11^{\circ} 30'$ N., and $21^{\circ} 20'$ W., which we carried to 3° N. and 13° W., where we found the S.E. Trade, which carried us across the line in 20° west longitude, and gradually freshening as we neared the American coast at 5 a.m. on Monday, the 2nd of August, the "Endymion" made the signal, revolving light N.W. by N., and at half-past five, blowing fresh, shortened sail to topsails, and hauled to the wind to wait for daylight, weather thick and squally. 9.0 a.m. bore up, and 11 a.m. observed H.M.S. "Phoebe" at anchor off Bahia, she having come down from the West Indies to take the "Bristol's" place in the squadron, as the latter being the training ship for the aspiring Nelsons, she had to return with her naval prodigies, in order to enable their anxious mothers to see how much their little trowsers would want letting down before they start on their next marine excursion.

Anchored off the town at 1 p.m., when the "Liverpool" saluted the Brazilian flag with twenty-one guns. Squadron dressed ship with masthead flags, in honour of the anniversary of the birthday of the late Empress of Brazil. Quite a novel idea, as the old lady had returned to the dust from whence she

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came for a considerable time, we believe. As regards the town of Bahia, we cannot say much, except that it is very small, very dirty, and very uninteresting. and is known principally for its pipless oranges.

The Hydrographer of the Navy (Captain Richards) being supposed to have charge of the key of the wind chest, which, if he had, would have been convenient, as he only allowed us six days to go down to Rio; and the people of Bahia said, between ten and fourteen, it was hoped that the stock he had sent was waiting outside, as every day we were at sea over our appointed time was to be deducted from the days in harbour, which at the most was only just sufficient to get your clothes washed; and if you were quicker over the passage than was allowed in the printed programme, it made no difference to your harbour time, so it was altogether a one-sided transaction, conducted on economical principles, and with individual disregard that is liberally characteristic; and we are afraid that as the last ship rounded Plymouth Breakwater, the Hydrographer must have put the Flyers up in a shelf, to be left there until return, as, weighing at daylight on the 4th with a light air as we got outside, where, if possible, it was lighter, and one of our magnificent frigates ("Endymion") got so near a reef, without of course touching, that steam was

obliged to be had resort to, in order to leave the unwelcome intruder, and we struggled slowly on with the light winds until the evening of the 14th, when, it becoming almost a calm, the Admiral entertained the captains of the squadron at dinner, who had to hurry back to their respective ships immediately afterwards, owing to a fast-approaching fog. One captain of a flying frigate, we believe, mistook his vessel, owing, of course, to the difficulty of distinguishing Her Majesty's vessels after dark, and, going on board H.M.S. "Phœbe," in preference to his own, ordered the officer of the watch to hoist his boat up, and the discipline of that ship was so perfect that he never ventured to remonstrate with his superior officer, and silently submitted to the exchange until it struck the gallant captain (the nightcap perhaps was of a different pattern) that he was in the wrong house, when he somewhat confusedly hurried over the side for fear of meeting the lawful owner; and at last, we are happy to say, the gallant officer arrived safely at his own floating establishment. Next day, Sunday, the 15th, we were within twenty miles from the Raza Lighthouse, but afraid to stand in, owing to a thick fog, and the following morning, at a quarter past ten, the fog lifted a little, and showed Marica Island, and then we tacked to stand in. Having

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once got hold of the land, we had no intention of letting it go again, so stood boldly on, the weather being still very thick (two days' fog outside Rio being the thing which, of course, had hardly ever been known before), and shortly afterwards we saw two vessels having the appearance of men-of-war making off towards the southward, who, directly they observed the formidable array of six British vessels, put their helms up, and bore down towards the squadron; on closing which they were discovered to be Brazilian men-of-war, who had been sent out to welcome the British Squadron, an act of extreme courtesy on the part of the Brazilian Government; one being a frigate, and the other a turret vessel ("Lima Barros"), armed with 450-pounder Whitworths, and the only available vessels they had, the others being employed in the endless-looking task of trying to catch Lopez, who, from the wildness of the country, his great knowledge of it, and utter want of roads, had succeeded in carrying on a war against the whole Brazilian Empire ever since an address to an Extraordinary Session of Congress, held in the Congress Hall of Ascension, the capital of Paraguay, from President Lopez, on the 5th of March, 1865, setting forth, as the chief points, that Brazil had violated the Treaty

of 1850 for the maintenance of nationalities amongst the Republican States, by allying herself with the rebel band of Flores, who afterwards, as President of the Uruguayan Republic, was basely assassinated in the streets of Monte Video, on the 10th of February, 1868; but more especially that Brazil had usurped the possession of a neutral province called Matto Grossa, situated between the Paraguayan and Brazilian frontier, and claimed by the former in virtue of discovery, possession, and treaties; and also against the Government of the Argentine Confederation, for refusing permission to allow the Paraguayan troops to cross their province of Corrientes, and also protesting against their crossing a disputed territory called Misiones, through which provinces Lopez wanted to pass, to encounter Brazil on her own territory. Two days after which meeting the Paraguayan Senate conferred on their President the rank of Field-Marshal, and in accordance with a proposal in the Senate, made by Senor Riveros, Lopez agreed to lead the army in person, and so, up to the time of our arrival at Rio the war had lasted over four years, at an annual expense to Brazil of ten million pounds sterling. As a great deal has been written about Lopez, and, in all probability, a great deal more will be, all we say is, that he un-

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doubtedly was a very remarkable man, and at times that he perpetrated cruelties, which barbarism itself could not compete with, since which time, owing to the indefatigable exertions of the Conte D'Eu, at the head of the Brazilian army, and also being driven to the last extremity, he, we have since heard, has passed to a higher tribunal, where the good and bad will be judged equally, and without bigotry. However, Paraguay had left its mark on our friend, the turret-vessel, that came out to meet us, as she was covered with shot dents and other indications of where she had been unmercifully hammered by the Paraguayan battery at Humaita, and, after an interchange of salutes and cheers, they turned round, and we all made our way together for that harbour, whose praises have been sung, allied with the Golden Horn and Bay of Naples, perhaps more than any others in the world; but at that time Tasmania, New Zealand, and that much vaunted inlet of the sea (our fine harbour of Sydney, N. S. W.) were comparatively unknown, and half-past four found us safely moored in Rio harbour, immediately after which Mr. Lennon Hunt, H. M. Consul, went on board the "Liverpool," to call on the Admiral, and also to give all the information in his power for the furtherance of our amusements on shore; for which, and

his many kindnesses, we tender him our sincere thanks.

The next day, Tuesday, the 17th of August, was devoted by the swells to interchange of compliments, meaning, of course, a good deal of display of flags, hoisting of jibs, and great waste of powder, Admiral Lobo (Spanish Admiral), calling on board the "Liverpool" in the forenoon, from his flag-ship, the "Blanca," and in the afternoon, the Admiral and most of the captains went to call on Mr. Buckley Matthews, C.B., our Minister Plenipotentiary, from whom we heard that the Foreign Office, having communicated through him to his Majesty the Emperor of Brazil, that the Flying Squadron would be at Rio on the 28th of July, the day that we were due by programme; but *l'homme propose*, and not being allowed the use of coal, as the winds objected, we were unable to fulfil our part of the contract, which was unfortunate, as the Emperor having, on one of the only occasions since the commencement of the Paraguayan war, most of his income being given for his country's benefit towards carrying on the war, issued invitations for a grand entertainment at his palace, for the second or third night after our arrival, ought to have taken place, which he was unfortunately obliged to postpone indefinitely. We fancy

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that there must have been an error somewhere ; and the next day the Admiral and Mr. B—— M—— called on the Minister of Marine, who also had, at the same time, the folio of Foreign Affairs, so his spare time was limited to an infinitesimal quantity, in order to thank him for their kindness in sending the vessels out to welcome the squadron. Thursday, 17th, was the day that the Emperor had consented to receive the officers of the squadron ; so, at half-past five in the evening, in perfect line-of-battle of carriages, headed by the Admiral and Minister, we started from the landing-place for the Emperor's palace, about five miles from the town, where His Majesty received the officers, and after having a few words with each of the captains, as regards their previous ships, stations, etc., his favourite language being French, getting an answer from a distinguished officer of the squadron, who is a firm believer of the benefit to be derived from the Anglo-Saxon tongue becoming the universal language of the world, in reply to the second question, "*dans la Méditerranée,*" which almost shook the royal gravity. Shortly after which, His Majesty retired, and then the officers were trotted in to make their bow to the Empress and Princess Impériale where the gallant Captain, who had been decorated by his Sovereign for distinguished gallantry, became the special object

of royal favour, the cross of valour being much admired by the ladies. After leaving the palace, the Minister, Admiral, and most of the officers adjourned to the theatre of Lyrico Fluminense, to see the Marchesa Caprinica del Grillo, better known perhaps as Ristori, of whom we only remark, that she is as well known in the Roman hospitals as on the Italian stage, and we were happy to see that Rio recognised not only her virtues but her merits, with a true Brazilian welcome, in the tragedy of *Camma*. The Imperial party, as usual, was there, as His Majesty patronized Ristori's performance almost nightly, and, we believe, presented her with a magnificent diamond necklace before she left; also the Italian Society a gold bracelet; and Rio was, in fact, taken by storm by the popular tragic actress. A good many wiled away a very pleasant day by a trip to the top of Cocovado Mountain, 3,000 feet; from the top of which you get a lovely view of the harbour and its surroundings, and, to do it properly, we should suggest putting up at the Hotel de Prince, Des Etats Unis, where a man will find clean linen and every necessary, as well as luxuries and starting early in the morning, getting to the top as the morning sun sheds her first glow on the water of the harbour, causing the shipping to sparkle like gems in a sea

of gold, and forming one of the most lovely panoramas that nature has produced for the benefit of the world. On Friday, the 20th, a good many, at the invitation of Dr. Gunning, originally Lecturer of Practical Anatomy at the Edinburgh University, and now one of the large landowners in Brazil, went to his house at Santa Anna de Rodrio, to which you go by rail over the zig-zag of the Cordelliera Mountains, 1,400 feet, where the subway is a grand triumph of engineering skill, and where you have to go five or six miles round a deep gorge that you might throw a stone over, with sharp curves, some of them half a circle in seventy yards, with a gradient of one in sixteen. On arriving at which, they were received with a real Scotch welcome by Mrs. Gunning, to whom, as housekeeper, nine or ten sudden additions to the household must have been a matter of no small panic in the commissariat department, and whatever her feelings were, she managed to conceal them well, as everything that was possible to do, in order to make you feel at home, was done by your hostess, and after a walk through a Brazilian garden and a village, that the Doctor has built for his liberated slaves, and a look at some of his Paraguayan prisoners, that he hires from Government at from two to three milries a day, whom they take no trouble to

look after escaping, as, if they get away, which they can only do by going through the large towns, they are immediately detected. After which, a sumptuous dinner, Scotch toddy, and such a sleep as you only appreciate when you go from the grilling heat of a low tropical town to the invigorating air of the mountains. Out with the early bird in the morning to pick our worm, which, on this occasion, was the enjoyment of a before-breakfast stroll, while all nature was at its best; then breakfast, sweetmeats, and other Scotch delicacies, after which the painful part of saying, "Good-bye," which was obliged to be done shortly after breakfast—our host accompanying us as far as Rodrio, where we parted with considerable sorrow on our side, and from there, sixty miles of rail, through the most lovely scenery, to Entre Rios, and from there, by a mule coach, at a hand gallop all the way to Petropolis, where a halt was made for the night; and the next morning early, in the coach again, going over the Sierra Mountains, and looking on the clouds and mountain tops, with an occasional glance at the terrestrial globe, as the clouds broke now and then in their course through the valleys. The road from Raiz do Sierra, for a distance of ten miles, cost £18,000 a mile. And from there took train to Praiba, the laying down of which

line cost a European a yard, so that traffic is not carried on in the country without considerable expense, and it will be many years hence before the interior of the largest monarchy, perhaps excepting China, and naturally richest country in the world, develops the wealth of her marvellous resources, which at that time were perfectly paralyzed by the war. And, taking the ferry steamer from Praiba, we returned to our normal state on board Her Majesty's vessels of war.

On Sunday, the 22nd, we regret to say, we lost the company of Ristori and her family, as she was on her way to Buenos Ayres, to electrify the inhabitants of the Argentine Confederation. Admiral Lobo, the Spanish Admiral, took the Marchese and Marchesa off to the Messagerie Imperiale steamer, "Aunis," which was to take them to Monte Video, the Signorina B—a C—a and her mother being escorted off in one of the flying cutters, by two representatives of their Sovereigns—a Victoria Cross, a British Consul, and an humble lieutenant, very much out of place in such exalted company; and after remaining a short time on board until the ringing of many bells and a good deal of swearing in unknown tongues, the parting came—on one side certainly—of sincere sorrow, and a wish (never fulfilled) to our next merry meeting at Buenos Ayres,

and then the "Aunis" steamed slowly and stately out of the harbour, as though she was aware of the violence of the South American pamperos, which, in all probability, she would have to battle with before arriving at the entrance of that most disagreeable of all estuaries, the mouth of the River Plate. We wish them good luck, and well through it. And from thence to Nitheroy, on the opposite shore to Rio, and a charming dinner at a villa half way up the hill, kept by an ex-Italian ballet-dancer, notwithstanding one whom we saw scaling the hill for a last fond gaze on what was then only a distant line of smoke, to mark the track where the outward-going steamer had passed from our view, finished a very pleasant day, which would have been pleasanter still if the "Aunis" had broken down and given us the company of some of her living freight.

On Monday, the 23rd, was the day His Majesty was to visit the squadron at 11 a.m.; and immediately after that time, a royal salute, thundered forth from the batteries ashore, closely followed by the Spanish and Peruvian ships of war, told us that he was on his way some time before he appeared from behind the crowd of shipping in the harbour, and on His Majesty arriving on board the "Liverpool," the Brazilian flag was hoisted at the main, and the

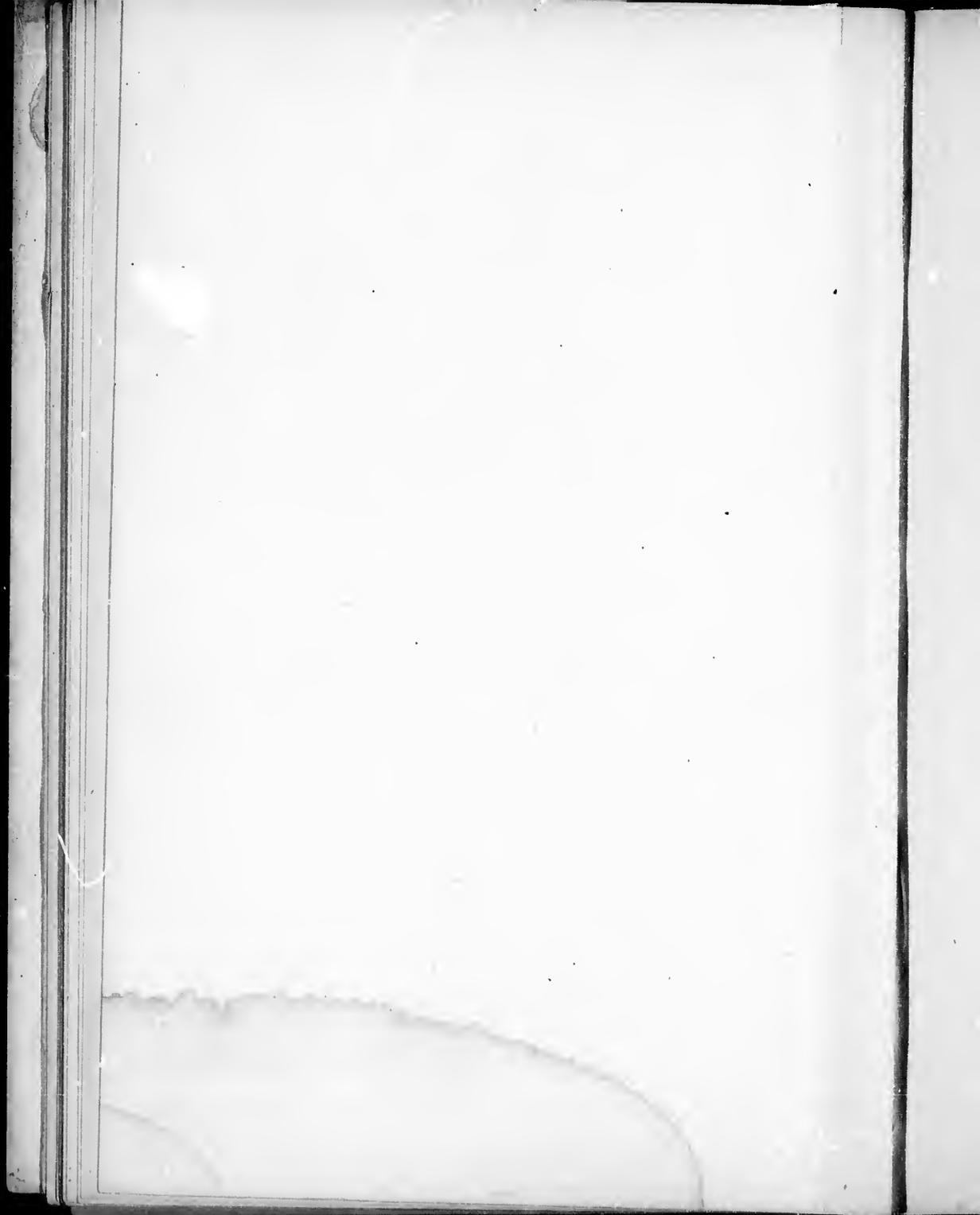
squadron fired a royal salute. After which he was entertained by the exercise of the men at general quarters on board the "Liverpool," and also by the squadron manning and arming boats; at the latter entertainment of which, the rocket-boats assembled under the flag-ship's stern, to please the royal eye with a *feu de joie* of rockets, on which occasion the articles in question, as a rule, insisted on remaining where they were; and as a grand *finale*, and by dint of great perseverance and science, one was persuaded to leave its tube, and proceed up into space, at which His Majesty expressed himself content; after which, he honoured the Admiral with his company at lunch, and then expressed a desire to visit the rest of the ships of the squadron, which, being unexpected, was slightly awkward, as "Liffey's" and "Endymion's" bands composed the gentlemen who played the Brazilian Anthem on his going on board the flag-ship, and as the "Liffey" was next ship to the "Liverpool," and close to, a little difficulty was experienced at first to see how her band, having played His Majesty over the flagship's side, going away, were to perform the same functions to him on going on board the "Liffey." But as it became a matter of necessity, it came to, "Do it at once, sir; don't ask me how." So, as he went down

one side, the gentlemen of musical propensities were propelled down the other, and by the aid of the modern invention of steam over the ancient one of oars, used in the imperial barge, they just arrived in time to blow His Majesty over their own side, though we believe the euphonium, having passed his prime, and being rather short in the wind, let off his portion of the National Anthem half way up the "Liffey's" side, in preference to not at all. And after having inspected each ship, the squadron, with the exception of the "Liffey" (she having a man dangerously ill), fired a salute on his leaving each one, and also in company with foreign men-of-war and shore batteries, on His Majesty landing, making 756 guns, or £70 worth of powder expended by the squadron during the day, the amount of which would have realized fourteen hundred tons of water, which, perhaps, would have been preferable, especially a little, after such a quantity of smoke. The following day the residents played the squadron at cricket, under a scorching tropical sun; and whilst we were discussing to ourselves the respective merits of sunstroke, or being devilled alive, Mr. Buckley Mathews arrived with a little cadeau for the cricketers, in the shape of a dozen of champagne, for which he has secured their everlasting gratitude, and to the invigorating effect



Photographed by J. P. L. L. L.

RIO JANEIRO



of which is mainly due our success, as the squadron won in one innings, and 13 runs to spare. After which, the Admiral entertained our Minister and the members of the Legation on board the "Liverpool;" an adjournment being made afterwards to the ball given by the British residents to the squadron, for which Mr. Mathews kindly gave up his house, for the great pleasure of having it turned inside out. We hope the sight of the room slightly rewarded him, as it was an exceedingly pretty one, with its different specimens of ladies and uniforms of most known countries in the world. As regards the ladies, we think the wife of a distinguished officer holding high position in the Spanish Navy, was without rival. 5 a.m. saw most on board, and at 7.30 we were steaming slowly out of one of the finest natural harbours in the world into the fogs and heavy gales constantly hovering about the mouth of the River Plate as a trap for unwary navigators.

Thursday, 26th, calms, light westerly winds, and fogs, which lasted for several days, with a good deal of thunder and lightning, and, in fact, generally extremely unpleasant weather, which lasted until the 30th, at noon of which day it was blowing a gale in squalls from the N.E., barometer standing high, and giving no indications of

the approach of bad weather. At 5.15 p.m., "Phœbe" dropped a man overboard; and as it was getting dusk, and a strong sea running, she was unable to save him; and being afraid of losing her boat's crew, as the weather was thick and threatening, she recalled her and stood on. At half-past two, in middle watch, shortened sail to a strong squall from the N.W., and at 8 a.m. were hove to under close-reefed maintopsail, maintrysail, and forestaysail to a heavy gale from the westward; only one ship in sight from the flagship, and that only occasionally. On the 1st of September, at daylight, still blowing a strong gale—"Liffey" and "Barrosa" in sight at 9 a.m.—wore ship to look after our scattered flock. "Phœbe" and "Endymion" rejoined in the afternoon, so the little flock were together again, with the exception of "Scylla," who prefers her own, to squadron company on the high seas, and has probably secured her opportunity. After the storm comes the calm, and the wind remained light and variable for several days. On the 3rd, "Barrosa" found a ship-rigged vessel west, about fifteen miles off, and communicating what she hoped would be glad tidings, was requested to chase the strange ship, which she accordingly did; and away went our bloodhound on the track, and shortly afterwards the signal was

made from the flagship—"Are strange ships men-of-war?" To which she received the answer—"Appear to be." And shortly before dark our hound returned, without her prey; though there was little doubt that the strange ship was our "Scylla" urging on her wild career, and, unlike Mrs. Lot, not looking back. On Sunday morning the "Barrosa" lost a boy from yellow fever, which she had picked up at Rio, and in the afternoon the squadron were carrying a good deal of sail to from fresh to strong gales from the N.E., going from 13 to 14 knots, trying to make the Island of Flores, at the mouth of the river, before dark, as we were perfectly aware that it was blowing a heavy gale of wind outside, and we thought that there might be a change, which must be for the better, in. At half-past three, the Admiral made the signal—"Should the weather thicken before reaching Flores, "I shall most likely run to sea." Happy thought! But to our mutual and intense satisfaction, so base a design was frustrated by the wind falling lighter as we closed the land; and at five minutes past seven, descried the light on East Point, and slowly wended our way, during the night, up that mighty river supposed to have been discovered by Sebastian Cabot, a native of Bristol, while employed in the

service of Charles V. of Spain, and called by him the Rio de la Plata, or River of Silver, on account of the massive silver ornaments that he found the natives wearing; or perhaps the original name given to it by the Indians of Parana (resembling the sea) is more appropriate, as the width across the mouth is nearly three times the distance from Holyhead to Kingstown. We anchored off Monte Video at 9 a.m. on Monday, the 6th of September, our little straggler, "Scylla," coming down to meet us, almost deluding you into the idea that she was pleased to see us again, where we found "Racoon," "Speedwell," "Beacon," and "Pylades" at anchor, the latter having just arrived from the Pacific to relieve the "Racoon," ordered to the West Indies, and also where we found ourselves about three miles off the shore, the water medium between us, usually being in a state of very unpleasant turbulency, owing to a constant succession of pamperos, one of which coming on that night, obliged the captains, who had gone to dine with the Admiral, to follow out the maxim of, "Where I dine, I sleep," and also making it a very pleasant anchorage for recreation (we only answer for our own time), as you are always in a happy state of ignorance when you go on shore as to how many days will elapse before you get on board

again; or, what is more important, after getting on board, as to how many days may elapse before you get ashore again. Tuesday, 7th, fired a royal salute, and dressed ship with masthead flags, in honour of the anniversary of the foundation of the Brazilian Empire. Wednesday was a grand night at the opera, *Rigoletto* being part of the entertainment, the greater attraction, however, being the ballet, which was carried on by an Italian company, who, we imagine, had left their own country on account, probably, of the shattered state of their Lord Chamberlain's nervous system, and found more sympathy from the inhabitants of the Uruguayan Republic, owing probably to their closer proximity to the sun; in fact, old continental ballet stagers were heard to say that European eyes had never seen its equal on their own stage (we decline moralizing on the effect, and only mention the fact). Headed by three Prima Ballerinas—one of whom had lately married an Italian officer in one of their men-of-war, and almost as recently left by the same person to her own devices—who, individually performing some more than ordinary pirouette, which dazzled the house, and almost made your head whirl, till you imagined her toe must penetrate the stage like a corkscrew, and while she was turning herself into a Catherine wheel, the

house was silent as a tomb, and not until she sank, apparently almost lifeless on the stage, did it come down with an applause that only Castilian blood, heated seven times, in a South American Republic, could hope to attain, and which is a total stranger to the inhabitants of our frigid climes—happily, perhaps—and the only effect of which was to bring her successor out ten times more determined to vanquish, which invariably she did, each successive one leaving her predecessor completely in the shade for the time (we trust we shall not be considered improper if we mention that it was the fashion to have their mottoes embroidered in gold or silver on their garters), until nothing but nature would have prevented their continuing all night, as each time the house came down with rounds and rounds of applause; and the final attempt of the ballet-master, to rouse the blood of the Uruguayans was worthy of his country, and must have been, in a mercantile point of view, for the house, a decided success. We noticed one gallant captain of the squadron, who, we regret to say, was rather near-sighted, and from his position in the stalls was unable to see as well as he desired, put his spectacles on, and almost immediately afterwards leave the house, under an imaginary compromise, we suppose, between his better half and his conscience. What he

could have seen was never revealed, as, a month afterwards, we regret to say, ill-health obliged him to invalid; but we must hope the shock of that night was not the primary cause. He had hardly taken his departure in time, as, immediately afterwards, a bell began to toll, and a score or more of priests, in garments which originally were vestments (but that was too much for Uruguay), arrived on the stage in apparent devotions, and in remonstrance against the levities before them; but gradually, through the fascination of the scene and the seductions of the ballet corps, these men of supposed adamant, yielding to the frenzy of the moment—fell—and in one universal *can-can* the curtain fell also over a sea of muslin, the only distinguishable objects of which were shaven heads and embroidered mottoes. The house stood up with one accord for an instant, speechless; and then broke forth into what we can call nothing else except a roar, growing gradually and gradually louder until you began to tremble for the structure itself, which lasted for about a quarter of an hour without a sign of response from the stage, when they slowly, and apparently unwillingly, commenced to leave. They could hardly have expected it over again, especially as the black-coated gentlemen would have required some new garments before they would have been able to

reappear. We must mention one peculiarity about the theatre: they had a gallery exclusively set apart for women, and perhaps more zealously guarded from the all-destroyer than the portals of an Eastern harem. The next day, the President of the Republic, who, formerly as Colonel Battle and Minister of War to General Flores at the time of his assassination, rose the garrison to arms, and overpowered Fortunato Flores, son of the assassinated President, who was endeavouring to raise a revolution at the head of his own regiment in the streets of Monte Video, received the Admiral; and in the evening, the senior officer on the south-east coast entertained on board his ship, in that profuse manner for which he was known; and, as usual, a pampero coming on immediately after sitting down, there was nothing to do but make a night of it, which there was no difficulty in, owing to the hospitality of our host; and at 3.30 a.m., the officer of the middle watch reports one survivor and his captain still playing double dummy: and shortly after, hearing the wind of hunting horn and a hark forrard, the gallant captain, fancying himself once more leading his harriers, supposed that he had retired to rest, in which he was correct, and from which we did not rouse him when we retired in considerable peril the next morning to our respective ships, as it was still blowing a gale

of wind, though not with sufficient force to prevent the British Admiral going to pay his farewell visit to his French colleague, much to the consternation of that officer, and also to the officer of the watch of His Imperial Majesty's ship "Circé," who, doubtless, in his fancied security (a Monte-Videan gale not tending to the enjoyment of boating) had perhaps somewhat relaxed vigilance, and was not made aware of the exalted rank of his visitor until close alongside, when, for a moment, it was almost a panic; but the discipline of the French Navy immediately asserted itself, and the head of the French squadron in the South Atlantic met his distinguished guest halfway on his own quarterdeck, notwithstanding the apparent impregnability of his position.

During the stay of the squadron a good many visits were paid to Mr. Buschental's Quinta (Buen Retiro), which combines a specimen of the choicest botany from all parts of the world; and also, before leaving Monte Video, we must mention the extreme and exceptional beauty of its women, comparing most favourably with Cork, Seville, and a few other places renowned for fair women.

MONTE VIDEO TO CAPE OF GOOD HOPE.

THE next morning (Saturday, the 11th of September), at 6.45 a.m., the squadron weighed, under double-reefed topsails, to beat down the river against a strong easterly breeze, and generally unpropitious state of affairs—glass falling, with a good deal of thunder and lightning, heavy rains and squalls, and weather generally looking very threatening—a second astonisher to the Frenchman of Albion's prowess. And as we got towards the mouth of the river, the wind fell light, and in the afternoon it was almost calm, with heavy rain, thunder, and lightning. At midnight the squadron were dispersed, and at 2.30 a.m. fog very thick. "Scylla" asked permission to anchor, and was told to sound, and reported six fathoms, when she immediately afterwards made the signal—"Hear breakers;" and then the "Liverpool" anchored, weighing again under steam at 6 a.m. Fog still thick. Trying to gather her flock together by firing half-hour guns, to assist her in which the fog lifted for a short time, just long enough to allow the flock to reassemble, and then closed in again as thick as ever; the "Liverpool" piloting the squadron all night with half-hour guns; and next morning the fog lifted to a light breeze from S.E., to which we stood away to

the eastward, with light and fresh breezes from N.E. and S.E. until the forenoon of the 15th, when the wind increased to fresh and strong gales from N. and E., gradually working round to N.W., and from there to S.W. and back, blowing fresh and strong gales, with a good deal of thunder, lightning, and hail, and, in fact, it was generally wet and unpleasant—as a vessel of war of ancient model always must be, running before gales of wind—which lasted until the 19th, when the wind fell to almost a calm for two days.

On the 21st, the Brave West Winds were carrying us along again eleven and twelve knots, on which day, at 10 a.m., the “Barrosa” was seen to heave to and lower a boat, the ship at the time being under double reefs, with a strong sea running, and weather thick; and on her returning to her station, in the afternoon, she made the signal to the Admiral: “Something floating, reported man overboard; did not pick up, “but nobody missing from ‘Barrosa.’” And then she afterwards asked “Liffey” if she had lost anybody, to which “Liffey” replied, that she had mustered ship’s company, and nobody missing; and the weather coming on thick, no more information was to be derived that day. The next day, “Liffey” reported a man missing; so he must have fallen overboard without anybody knowing anything about it, and if it had

not been for two boys in the "Barrosa" accidentally seeing what they thought was a man in a waterproof, floating on his back, his fate would have remained for ever unknown to all except his Maker; and as she was going about ten knots, time was too precious to calculate the risks, and deeds not words were chiefly required, and nobly carried out by the captain of the "Barrosa," who fortunately was on the bridge at the time of the alarm, and which elicited the signal from the Admiral: "Your efforts yesterday were very creditable." The Brave West Winds lasted without intermission until we arrived at the Cape; the day before which, the squadron ran 280 miles in the twenty-four hours, with a strong northerly breeze, and the "Liffey" took her departure for Table Bay, to look after the men on leave at Cape Town. On the 3rd, at 7.30 a.m., Table Mountain was seen on the port-bow; and at 1 p.m. rounded the Cape of Good Hope, and spent the rest of the afternoon with light airs and catspaws of wind under the high land in Kalk Bay. Opened the anchorage about four o'clock, and found the "Rattlesnake" there with Commodore Dowell, who at once saluted the Admiral, and from then until half-past six was spent in beating about, trying to get up to our berth in almost a calm, and with not too

much room for five vessels to work, the rule of the road being for the starboard tack to hold his wind. The flagship made the signal: "Admiral remains on "starboard tack;" so that, though the "Liverpool" was on the port tack, the Admiral was on the starboard, which simplified matters for that vessel very much, and at one time the "Barrosa" appeared to wish to take charge, as on one tack she took her departure from the "Scylla's" fore-chains, and the next time from the "Phœbe's" bow, with no more damage, though, than a broken skiff and feelings rather sore, as the Admiral made the signal: "Well done, "Phœbe!" And as they made quite certain that they could not have helped it, as they were in stays at the time, and, therefore, not under control, they entertained a short and erratic idea that it might have been what Artemus calls "sarcastically meant;" and, in the mean time, the "Endymion," in avoiding the ruck, had put her bow so near the sand that she hung in stays for about a quarter of an hour—the attraction of the copper to the sand; only, of course, and without further mishap, the squadron anchored at a quarter-past six, when the "Liverpool" made the signal: "Admiral is much pleased with the way "ships have worked in." We found, besides the "Rattlesnake," the "Pandora" and "Seringapatam"

(as usual) lying here, the Commodore going off at once to pay his respects to the Admiral, and offer him the hospitalities of his house, where Mrs. Dowell was doing the honours with a grace and kindness peculiarly her own. His Excellency Sir Philip Wodehouse also filled his house at Cape Town with the officers of the squadron.

We here quote the arrival of the squadron from the prolific pen of the correspondent of the *Cape Argus*, who, apparently suffering from inspiration, informed the readers of the great South African journal what he had seen—

“For two days the inhabitants of Kalk Bay
“ (better situated than their neighbours at Simon’s
“ Town) had been on the watch for the Flying
“ Squadron. Fishing being at a discount, owing to
“ the high tides and rough water, the occupation
“ has been a positive God-send in a place where
“ the aboriginals believe in nothing but fish and
“ beer. Many a glass has been turned seaward
“ during the last fortnight, and bright, if not anxious
“ eyes, have looked out wistfully over the Southern
“ Ocean. As we had ourselves cast in our lot for a
“ few days with the fortunes of Kalk Bay, we are able
“ to say what transpired on Sunday last. The truth
“ must be told that the first warning we received of

“ the approach of the squadron was from the exciting
“ waving of two or three white pocket-handkerchiefs,
“ from a neighbouring stoep. It is true that the
“ squadron at that time was some fifteen or sixteen
“ miles away; but in these days of telegraph, sub-
“ marine and others, these things are not thought
“ of. The signal was made, and, for aught we
“ know, answered from the deck of the Admiral's
“ ship.

“ Then our eyes travelled out to sea, and there,
“ some miles distant on the blue water, were five
“ gallant ships of war appearing to sail in line abreast,
“ as if in order of battle. They soon, however,
“ separated, some showing their broadsides, and
“ others their bow and cut-water. It was evident that
“ the squadron was not to sail into harbour on a fair
“ wind. A gentle breeze set off the shore, and every
“ ship of the squadron had to tack to the very place
“ of anchorage. This operation lasted some seven
“ hours from the time when it was first sighted, and
“ a more beautiful spectacle we have not witnessed for
“ many a day. The breeze was stiff enough to fill
“ every inch of canvas, but not sufficient to cause any
“ rolling of the vessels from side to side.

“ Each ship came in full-breasted, upright, and
“ stately, as if borne on the quiet surface of a river.

“ In the broad waters of Kalk Bay, every vessel had
“ to make a long leg on either tack, and the squadron
“ was proportionately scattered; but after the Light-
“ house was passed, and the comparatively narrow
“ entrance of Simon’s Bay neared, they came close
“ together. We followed on the road which skirts
“ the bay, watching every movement. The sun was
“ getting low, and as one ship crossed the path of the
“ other, shadows of spars and sails fell and passed
“ like spectres on the open canvas of the sister ship,
“ At the entrance to the bay the scene was singularly
“ beautiful; a cloud of white canvas moved between
“ the bare, brown hills, ever and anon shifting into
“ the red beam of the evening, or the gloom of the
“ further shore. Here, too, as if by magic, the whole
“ fleet fell into order—three in line on one tack, and
“ two on the other—what we took to be the flagship
“ of the Admiral, leading the way. If the frigates
“ had been sailing to encounter a plunging fire from
“ the shore forts, they could not have moved in more
“ exact line.”

As the inspiration lasted a long time, and was all committed to paper, it may become wearisome, notwithstanding it really having been, we were told, a very pretty sight from the shore. So we will content ourselves with the last paragraph.

“ Whilst the residents in and about Simon’s Town
“ were enjoying the unusual sight of the arrival of
“ five of Her Majesty’s ships in Simon’s Bay, the
“ people of Cape Town, Green Point, and Sea Point
“ had an opportunity of witnessing the arrival in
“ Table Bay of the ‘ Liffey,’ one of the largest ships
“ in the squadron. Made down in the afternoon, she
“ was observed approaching the bay under a press of
“ canvas seldom seen in this quarter of the globe.
“ The ‘ Liffey,’ as she came fully in view, appeared
“ what she is—one of the best specimens of the
“ wooden walls of Old England. Like her sister
“ ship, the ‘ Liverpool,’ she was built about the time
“ of the Russian war, and is generally considered one
“ of the finest frigates in Her Majesty’s Navy; and
“ she is rightly thought so. Standing on her broad
“ deck, even a landsman may see that she combines
“ much of the strength of the line-of-battle ship, with
“ the swiftness of the lighter frigate. Though months
“ at sea, and now engaged in refitting, a visit will
“ amply repay those that make it. Courtesy from the
“ officers and civility from their men will meet anyone
“ who treads her deck.”

With fiery, passionate eloquence like the above, no wonder the *Cape Argus* is now of world-wide repute. It would be unfair to criticize such an article tech-

nically, but we should like to know what evolution the inhabitants of Cape Town and its environs went through when they "made the 'Liffey' down." However, Jack read it, though he says he didn't, and, as he usually does on such occasions, pondered until coming towards the end, when the gilt on the gingerbread so deeply affected him that he put his thoughts on paper, and sent them to the editor (or editors, as he believes in the multitude), and in consequence the *Argus* inserted :—

"SIRS,—Having heard that there is an account of
"the Flying Squadron in your paper, which I have
"not had the pleasure of seeing myself, of which you
"give a minute description of the arrival of the said
"squadron, and of the magic disappearance of the
"sails of the ships composing the squadron, also of
"the fine lot of men they have on board, of the
"character of which you gave them, I think they all
"feel very thankful to you for. Now, as you say, the
"men may have a very fine appearance to people on
"shore, but little do they know of the privations they
"have been subject to since they left the shores of
"Old England. It is all very well for people on
"shore to praise the men or the ships up, but little
"will they think that one half of the cruise we had

“rusty water to wash face and hands in, also our
“clothes, which has spoilt the best part of our white
“frocks and trousers. Mr. Editor, I must let you
“know, we have worked and drilled very hard since
“we left home—sometimes the greater part of our
“meal hours. I must tell you, by what I have seen
“in some of our home papers, that our friends at
“home are not so much interested in this squadron as
“they were on first leaving England, on account of
“the treatment we received since we left to go on the
“cruise. When we are at sea we scarcely get a pint
“of pure water per day, which is very hard, especially
“after two hours' exercise aloft in a hot climate.

“So, hoping that you will insert this in your paper,
“so as to let the people of the Cape see that all
“is not gold that glitters,

“I remain yours,

“A SEAMAN ATTACHED TO FLYING SQUADRON.”

Jack undoubtedly thought he would rub a little of the gilt off, which we leave him at, and go back to our story. Refitting the ships was one of the chief things to be looked to, as you had to do that; coal, provision, take in stores, and give the men leave, all of which performances had to take place in ten days, there was no time to be spared, so the

refit commenced immediately on Monday morning ; and in the afternoon, Mrs. Dowell gathered together a very pleasant afternoon party for the benefit of the squadron, where we particularly noticed a peculiar absence of temper at croquet, which can only be accounted for by the advantage the softer sex derives from the balmy air of the Cape in comparison to our frigid clime. All the week Cape Town was full of the squadron, officers and men, which was a God-send to the hotels, the Royal being largely patronized, on account of Mrs. Kennemayer's indisputable good horses. On Wednesday the Admiral went up to Cape Town to stay with the Governor, and in the afternoon the band of the 11th played in the gardens, where, we regret to say, there was an almost total absence of the ladies of the upper ten ; owing, we heard, to the supposed possession of them by two sombre-looking damsels in deep mourning, who certainly, when we had the pleasure of seeing them, would have done credit to an ecclesiastical training. "On guard" is certainly the motto of the Cape matron ; but we venture to think more unholy ideas would be kept out of the brain of their flock by suppressing a large portion of their present literature, than by forbidding the supposed contaminating influ-

ence of rubbing shoulders in a public garden with those who have once fallen from the path of virtue, and if such was a universal idea, we are much afraid that the English matrons would experience great difficulty in selecting a fit public entertainment for their daughters. On Thursday the "Liffey" got beaten at cricket by a mixed team of soldiers and civilians, on the Wynberg Ground, which was largely patronized by the squadron, and where we had the pleasure of seeing our friend, the Honourable Walter, bring his team on the ground in true coachmanlike style, and when the ribbons were handled, and the team got a breather round the field, with the Bishop of the squadron, in the place of honour, the delighted spectators gave vent to their feelings of undisguised admiration by constant bursts of applause, and in the evening Sir Philip Wodehouse gave his ball to the squadron, which was eminently a success, as there were gathered the fairest of the fair, in a country famous for its beauty, and where, as usual, the matrons we think carried off the laurel crown, in the midst of whom we saw a brilliant necklace exacting rightful homage from a legion of her unfreed serfs; and in a room where none were plain, we saw, for the first time, the green and white frock, destined at a later period to carry much

anguish to so many of the Flying Squadron, and also the "B—y." She will forgive us, we hope, for the name, when we say that notwithstanding the many oceans, and tens of thousands of miles that we have travelled since we parted, that the name will still recall the pleasantest memories, almost to conviction, to some of our fellow travellers; and on the next afternoon, the 11th band played at Rondebosch, where all the world and his wife assembled to see and be seen; and presently, threading its way through the fast gathering multitude, was seen the smart bay team ably steered by the Honourable Walter, to the great delight of those that saw it, and gratification (?) of those inside, as lives were unencumbered. On Saturday, the squadron played Mr. Percy Vigor's eleven on the Wynberg Ground, which was decided by the first innings in favour of the Fleet, but we regret to say our opponents had lost the valuable service of Mr. C. N. Thomas, their bowler, through indisposition, and in the evening the 11th Regiment had invited the Admiral and officers of the "Phœbe" to dinner; the Admiral, we regret to say, not being well enough, had returned to Simon's Bay to put himself under the care of Mr. D——l. Sunday was a day of peace and quiet, in which respect, we are happy to say, our Colonies follow the example of the mother

country; and several of the officers went to the picturesque little church of Wynberg, where the ecclesiastic carrying on the duty, returning good for evil, having a dog-cart driven almost into his aisle (owing to the unknown absence of porch), and who, being disturbed in his Second Lesson, sang the well-known, much-loved hymn: "For those in Peril on the Sea"—a rare thing to hear in almost an inland church.

Monday, the Western Province Club played the officers of the squadron, the account of which we borrow again from the *Cape Argus*.

"WESTERN PROVINCE CLUB V. THE ELEVEN OF THE FLYING
"SQUADRON.

"This interesting and well-contested match was played on the Wynberg Ground yesterday, with His Excellency the Governor, and the 'Upper 'Ten' of the city, and its neighbour for spectators.

"The Western Province, having won the toss, sent in Lieutenant Fox and Mr. Steytler, who were not separated before they had contributed forty to the score. From this time the aspect of affairs underwent a change. Mr. Pearson's slow twisters began to take effect, and Mr. Sparkes's steady round-hand balls were hard to get away. Advocate Thompson made some brilliant hits, contributing twelve to the score.

“ The ‘ Fleet ’ went in for eighty-six, and chiefly
“ owing to the excellent play of their captain, Lieu-
“ tenant Wright, who carried his bat with thirty runs,
“ and who was admirably supported by Lieutenant
“ Bruce, all but succeeded in reaching the number,
“ the last wicket falling for eighty-five runs. The
“ fielding of the Blue-Jackets was excellent, that of
“ the Western Province Club middling, one or two
“ not difficult catches being made.

“ After luncheon, the Western Province Club went
“ in for their second innings, Messrs. Ogilvie and
“ Steytler taking the bat to the bowling of Messrs.
“ Wright and Pearson. Mr. Ogilvie was soon caught
“ off one of Pearson’s slows, and Steytler was also
“ caught after a short but brilliant innings, in which
“ he scored twenty-six; C. Van Renen made nothing,
“ but Baskerville and Thompson got together, and
“ by splendid play, rapidly increased the score. The
“ innings closed for a hundred and eight, most of the
“ players making a stand. The bowling and fielding
“ of the squadron was not nearly so good as in the
“ first innings.

“ The squadron commenced their innings at half-
“ past five, so that there was little time to run up
“ a score. Those who went in, however, made a
“ gallant attempt, forty-six runs being run up for five

“wickets. The game was therefore decided by the
 “first innings, and won by the Western Province
 “Club by one run.

WESTERN PROVINCE CLUB.

1ST INNINGS.		2ND INNINGS.	
Lieut. Fox, R.A., b Pearson... ..	23	run out Pearson, thrown Richmond	1
Mr. G. Steytler, c and b Pearson ...	15	c Pearson, b Wright ...	26
Lieut. Stewart (86th), c Sparkes, b Pearson	8	c Sparkes, b Pearson ...	0
Mr. C. Van Renen, b Pearson	0	c Prothero, b Wright ...	0
Lieut. Baskerville (11th), c Richmond, b Sparkes	8	b Sparkes	25
Adv. Thompson, M.L.A., c Wright, b Pearson	12	b Sparkes	24
Mr. C. Rudd, run out, thrown Pearce	1	c Baring, b Wright ...	3
Ensign Williams (86th), b Pearson ...	5	b Wright	4
Ensign Barry (11th), hit wkt, b Pearson	0	not out	13
Lieut. Lanning, R.A., c Sparkes, b Wright... ..	1	b Pearson	1
Rev. Canon Ogilvie, not out... ..	3	c Richmond, b Pearson	4
Bye, 1; wides, 4; no balls, 1; total	7	Bye, 1; leg bye, 1; wides, 5; total... ..	7
	<hr/>		<hr/>
	86		108

THE FLYING SQUADRON.

1ST INNINGS.		2ND INNINGS.	
Mr. Pearce (A.P.), b Baskerville... ..	1	run out Baskerville, thrown Williams ...	7
Mr. Baring (S.P.), b Fox	4	b Fox	8
Mr. Adamson (Mid.), b Baskerville ...	0	not out	5
Mr. Henderson, b Baskerville	0	b Baskerville	0
Mr. Richmond, b Baskerville	0	not out	1
Lieut. Pearson, c Van Renen, b Fox ...	2	b Fox	12
Lieut. Wright, not out	30	c and b Fox	4
Mr. Prothero, b Barry	8		
Mr. Sparkes, b Barry	0		
Lieut. Bruce, b Fox	7		
Mr. Beresford, run out, thrown Ogilvie	1		
Byes, 21; leg byes, 4; wides, 7; total	32	Byes, 2; leg byes, 3; wides, 8; total ..	13
	<hr/>		<hr/>
	85		51

Our last man, running himself out, caused bitter execrations to be hurled on his head, but the fit was quickly over, and harmony remained undisturbed. After the match was over, and a plunge at the Wynberg Hotel, for the purpose of reinvigoration, some of the eleven went up to the camp, and dined with the cricketers of the 86th. Whether it was the novelty of the causes, or the extra exuberance of animal life consequent on being on *terra firma*, they displayed a very jovial appearance to the soldier on vigil, as adjournment was made to the hotel for the purposes of pool, when one of the number (celebrated for his slowness) finished three pints of milk, and then went to bed, and to the bath, which was also ready, which, on his being about to avail himself of in the morning, found it dry, and on collecting scattered thoughts, recollected that perhaps he might have finished it in the night. Moral: Ware midnight milk.

On the next day, Tuesday, commenced the festivities of Simon's Town, whither every one flocked that could find a hole to put their head, the commodore filling his house to overflowing. Sandfleet was there, and a very pleasant gathering he had, and every way in which it was possible to show hospitality was done by the commodore and his wife. In the afternoon the

Admiral entertained on board the "Liverpool," about 180 sitting down to lunch on the main deck, and directly afterwards dancing commenced, and went on with commendable vigour until six, and then an impromptu supper, which while the guests were below discussing, the ship was lit up with the lanterns of the squadron, so that when they returned to the arena it had become a blaze of dazzling light, and dancing went on, we hope and think to the enjoyment of all, except one or two of the elder lords of creation, who, we dare say, would have preferred not seeing the young and faithful helpmates of their little joys

Yielding to dark-blue arm, the taper waist
 O'er which the sailor's hand may wander undisplaced.
 G, seductive waltz, source of flushing cheeks and languishing eyes,
 Teaching the young ideas how much to prize!

For certainly, according to Byron,

Not Cleopatra on her galley's deck
 Displayed so much of leg or more of neck
 Than thou, Ambrosial Waltz, when first the moon
 Beheld thee twirling to a Saxon tune.

But considering, probably, that it would be altogether vanity to attempt remonstrance, they only gazed and wondered with the honest Turk what might follow all this palming work, until nature at last gave way, and a little after ten the now eager husbands managed to persuade their spouses to

return to their lawful homes and domestic felicity, some fifteen and eighteen miles for most, and a large part over occasional quicksands; but, as we never heard of mishap, we trust they all arrived safely at their destination, and did full reparation for previous anguish. The next day "Endymion" gave a dance, where were gathered together all that Simon's Town contained; and, in consequence of the constant rotatory motion, gloves and shoes began to show distress, and special messengers for more of the necessary articles were despatched to Cape Town, the only prevailing idea being that it was perfectly necessary for existence to dance day and night, and ably they carried it out. As soon as one ship stopped, the band having no more available lungs left, another ship took it up, and any spare time was appropriated by Mrs. Dowell; and as there were seven or eight weeks in front of us—over more than six thousand miles of stormy ocean to recruit—we might make the most of it while it lasted, and we saw no hangers back; old and young, married and single, were all infected alike.

Thursday was to be our day of departure; but as the English mail was overdue, we waited, expecting a telegram from Cape Town to say that she was in sight every moment. However, instead

of sailing, the commodore's garden was filled with bronze boots and silk stockings standing to their mallets; which latter feminine appendage, we humbly suggest, has largely contributed to the undeviating success which has attended that game, so demonstrative of the human passions, which is now universal in Anglo-Saxon countries; and in the evening the commodore's house was taken possession of by all those still eager to dance and intending to make the most of the non-arrival of the mail.

The next morning (Friday) still no mail. The Admiral determined to sail the following morning with or without, and we regret to say we lost the cheerful company of the Chevalier, who had to resume his duties at Cape Town, owing to the arrival of the Portuguese corvette ("Infante Don Juan"). Many and anxious glasses were directed all day to the flagstaff at Simon's Town over Anderson's store, where they hoist a signal directly the mail is telegraphed from the lighthouse at Cape Town, and as it was the last afternoon, the Admiral, in virtue of precedence, sent round to collect all that could be found for a farewell on board the "Liverpool," where dancing went on notwithstanding the conviviality being sustained by jerky bursts of mirth, which betokened a mind depressed, and the gloom of friendship about to be severed hung about most,

we won't say all, because some we think are born with a total absence of electricity. Imagine a young and lovely creature, whom you have fancied yourself desperately attached to, as her hand hangs perhaps a little longer than usual in yours, and you take the privilege of a traveller's farewell, says, "Oh, I hope you'll look nice as you go out in the morning;" and we miserable mortals, with hearts in twain at the thought of it, could hardly appreciate such levity, and with six or seven weeks of about as much discomfort as man can suffer in the way of running before constant westerly gales, hail, snow, and a probable iceberg, the cup of bitterness was filled to such an extent that some succumbed for the moment; in fact, our Flying Lillywhite having landed with what he loved most for the time on earth, and escorted her and her chaperone to the portal of their mansion, under a load of parasols, shawls, but no fan—on the strength of an expected tea, and a last evening in company with a green-and-white frock—was wished a very affectionate good-bye, and the door gently closed, leaving him on the cold side, where emotion would have been out of place. However he still retained sufficient outward composure to make his way to the club, and try the consolation of B. and S., the first articulate sound that was heard afterwards being, "O, my

gad, my heart!"—a not solitary instance of the susceptibility of the heart of the British naval officer. We might mention that several times since we have had occasion to feel deeply for this officer, and consider evening service on the Sabbath to be always dangerous navigation, and especially so at Newtown, Tasmania, where the perils are many and the landmarks *nil*.

In the evening, the commodore entertained His Excellency, Sir Philip Wodehouse and staff, who had come down to accompany the "Flyer's," or, as the "Rattlesnake's," in their wrath at having their commissariat prices run up by the arrival of our little squadron, full of money, after long sea cruises, and prepared to spend as much as possible, and then go to sea again, and make more, christened us, while they were undergoing low diet: the Hungry Six, and memorialized the said half-dozen by employing their local Tennyson for their especial benefit, who brought forth a series of verses, bitter in invectives, and withering in sarcasm, we believe, though we regret to say they have not forwarded us a copy, but an idea of the substance may be formed from the last lines:—

They clapped their hands, and cheered like bricks,
And said, "There goes the Hungry Six!"

We only trust such rising talent may come in its time under the special notice of the Prime Minister, and be rewarded according to its merits.

8 a.m., Saturday, Oct. 16, saw us standing out of Simon's Bay, and the focus of many glasses was a green-and-white frock sitting on the doorstep of a neighbouring verandah, and thinking, we hope, how nice we looked. But, alas! it was to last but a few minutes; for we had hardly gone half a mile when a thick fog and misty rain came on, and entirely shut out the emerald rosettes, which disappeared then and for ever from the history of Hungry Six, and the "Rattlesnake" appeared out of the fog with the Governor's flag at the main, and many ladies to do farewell to the squadron in spite of the inclemency of the weather, for which act of self-devotion we return our very grateful thanks. The squadron, in close column of line ahead, wore in succession to meet the "Rattlesnake," the Admiral saluting His Excellency, in passing, with fifteen guns; we then bore up, and ran out into False Bay, with "Rattlesnake" in company, where we found a fresh south-westerly wind, consequently a dead heat down the Bay, which, as our friends the "Rattlesnakes" were rather proud of their ship's sailing capabilities, was a grand opportunity for them to try rate of sailing; so, as the

Admiral asked the Governor if he felt inclined, which he did, away went the squadron and the Cape clipper ("Rattlesnake"), when we expected in about an hour to have to make use of a powerful glass to see her. However, at 3 p.m., having chased for an hour and a-half, the three flyers, "Scylla," "Barrosa," and "Liffey," being respectively one, two, three, with "Rattlesnake" an indifferent fourth, the commodore diplomatically made a signal to say he thought it time to return, and putting his helm up, passed, without many inches to spare, between the "Barrosa's" flying boom end, and "Liverpool's" stern, hands and handkerchiefs were freely waved; and as she rushed by before a strong breeze to her Cape home, and we stood on our ocean pilgrimage, the Admiral made the signal: "Farewell to you and good ladies;" to which "Rattlesnake" replied: "Wish you pleasant voyage," which was a tacit severance of the last tie between the squadron and the Cape Colony, before leaving which we take this opportunity of expressing the sincere thanks of the squadron, one and all, for the unvarying hospitality and kindness shown by the commodore and Mrs. Dowell to the officers of the Flying Squadron during their stay at Simon's Bay.

CAPE OF GOOD HOPE TO MELBOURNE.

IN the afternoon we picked up "Phœbe," who had relieved the "Liffey" at Table Bay, Captain Johnson, of the "Liffey," having, we regret to say, been compelled to invalid at his surgeon's recommendation—Captain Gibson taking "Liffey," Captain Hand "Barrosa," and Lieutenant Bosanquet acting-commander of "Endymion." The wind being southeasterly, the squadron stood close-hauled to the south-west, in order to make as much southing as possible, to get clear of south-easters and the Agulhas current; and on the night of the 18th, in $38^{\circ} 30' S.$, got a north-westerly wind, and carried strong breezes, veering from north-west to south, until the 21st, in longitude $30^{\circ} E.$, when the wind veered round to the south-east, and remained light and variable, with thick fogs the latter part of the time, until the 31st, when, in $45^{\circ} S.$ and $52^{\circ} E.$, a breeze sprang up from the north-west, which soon carried us along ten and eleven knots, and we congratulated ourselves that we had got the brae west winds at last; but, alas! we were doomed to be disappointed, as, on the morning of the 4th of November, $45^{\circ} S.$ $68^{\circ} E.$, strong southeasterly winds, and fresh gales with wet fogs, made

their appearance, and continued until noon of the 7th, at which time we were going two knots to north-westerly wind, and the next day eleven and twelve knots to strong gales, with heavy squalls of wind hail, and snow; thermometer down to 33° —a fall of thirty-four degrees since the day we left the Cape; the brae west winds at last with a vengeance, and which lasted almost without intermission from the 7th, in longitude 72° E., until the 21st, in longitude 138° E., making short work of three thousand miles. Between noon of the 7th and noon of the 14th the squadron neared their port by a distance of seventeen hundred and one miles, seventy-seven miles of which have to be taken off in consequence of sailing on a great circle, the apex of which was in $46^{\circ} 26' S.$ $111^{\circ} 37' E.$, leaving the real ground gone over by the squadron in a week to be sixteen hundred and twenty-four miles, or an average of 9.7 knots per hour.

On the forenoon of the 9th, running under double-reefed topsails, whole foresail, and single-reefed mainsail, making twelve and thirteen knots an hour, we quote the "Liverpool's" signal log: "Daylight; observed 'Phœbe's' quarter boats to be washed away, and 'Barrosa's' crossjack yard gone. 7 a.m., 'Scylla' split mainsail, and at 8 a.m., carried away crossjack yard. 9 a.m., 'Endymion' split jib,

“ and ‘ Liffey,’ maintopsail. 10 a.m., ‘ Liverpool,’ split
“ mainsail and maintopsail. 10.50, ‘ Phœbe,’ split
“ maintopsail, ‘ Endymion ’ and ‘ Liffey,’ split fore.”
We only give this as a specimen of the inevitable
effect of constant competitive exercise aloft on the
gear and sails of an ocean squadron. We regret to
say, in the afternoon, that the Admiral met with an
accident that might have been more serious in its
effect, by his fetching away in a heavy roll, and
falling on the back of his head, cut a deep wound
in the back of the scalp, which caused him to
wander in the head for some little time, and in the
middle of which a heavy sea struck the quarter of
the “ Liverpool,” as though somebody had thrown a
huge rock at it, and drove the whole quarter gallery
in, bodily flooding the Admiral’s cabin and all the
after-part of the ship; so he had to be shifted into
the captain’s cabin, and very soon began to mend.
In the afternoon, the “ Scylla ” had to run ahead, as
she was unable to shorten any more sail, for fear of
being swamped, for, as her log relates—“ 2.50 p.m.
“ Heavy sea struck ship, carrying away starboard
“ quarter-deck hammock netting, filled port-cutter,
“ carrying away the foremost fall, life-lines, and
“ bent davit; cut away boat to prevent ports being
“ stove.” As the sea struck the ship on the star-

board side, and filled the port-cutter, the officers and men that were on deck were obliged to be undergoing a salt douche during its passage, one of whom computed that he must have been under water about three minutes, holding on to a deck-bolt. We daresay it seemed long, as it is not an enviable position, but it was a mercy that she lost nobody washed overboard. The cutter, which she cut away, falling into the water keel down, floated away like a cork, was just seen through the haze by the "Liverpool," who hauled up a little to see if there was anybody in her, and as there fortunately was not, continued her way; though if there had been, it would have been almost an impossibility to save them, as a loaded boat could not have lived in such a boiling sea, and the only chance would have been to try and pick them up with the ship; and so the "Scylla" left her squadron, and was seen no more until meeting on the rendezvous off Cape Otway, on the forenoon of the 25th. The following day, 10th, "Endymion" parted company, and appeared no more until we had been two days at Melbourne, the remaining portion progressing satisfactorily until the 21st. When due south of Adelaide, and 271 miles off Cape Otway, the wind veered round to the south-

eastward, and standing to the northward on a wind at 7 a.m., on the morning of the 23rd, land was reported on the bow, and as those who, for the first time, looked on the great continent of Australia, few could suppress a feeling of interest as he thought of the many thousands of his fellow countrymen leaving their native land, home, mother, and all nearest and dearest, for fear of starvation, fear of love and law, and love of enterprise; but all with one universal object—gold—had gone to the masthead, at the same cry of land, to be the first to see the country of their hopes and dreams in the past, and their visions of the tranquil prospect in the future; of a home deep in the recesses of an Australian forest, without a sound to break the almost unearthly stillness, except the prattling children and never-silent locust, and all raised by the one much-sought-after nugget they could not fail to find. A fair picture—the one successful digger, resting, in the autumn of his life, on the results of luck, and the labour of his brow; on the reverse side, the thousands of men, broken in heart, spirit, and health, dragging their starving bodies into an early grave, aliens in a foreign land; as those who went aloft expected probably to see a land flowing with milk and honey, and glittering with ungathered gold, but instead, as we stood close in, a bold, rugged,

and desolate-looking coast, without a sign of human occupation, and, for all the eye could make out, an undiscovered land; so we must admit, the first glimpse was gloomy. The melancholy part of the coast that we had the misfortune to hit on being Cape Bridgewater, half-way between the capitals of Victoria and South Australia.

On the 23rd, beating against strong easterly breezes, and the next day, the wind going round to the north-westward, the squadron stood along the coast for Cape Otway, the weather looking threatening at sunset, with a very low glass, 29.15, the light on the Cape being made out about a quarter to eight, the wind light from westward, and the ships running under all sail from three to four knots; at half-past eight, Cape Otway being then north about fifteen miles, a heavy squall from the southward struck the squadron, making a dead lee-shore of Cape Otway; took in stunsails, third reef of topsails, reef of courses, and got up steam full speed; but happily were not required to use it, as the wind worked round to the south-westward, and enabled us to clear the land, close-hauled to a south-westerly gale, with very heavy squalls of wind and rain, so we stood off the land for the night. The next day it was still blowing strong from southward, with thick

weather, we remained beating about between King Island and the mainland, and in the forenoon passed the clipper ship, "Stockbridge," close-hauled to the southward, with a sort of selfish satisfaction at seeing somebody in the same plight as ourselves, and also, evidently afraid of trying a closer acquaintance with the land. In the afternoon, the "Scylla" rejoined; it remained blowing hard all night. The next morning, Friday, 26th November, there not being much change for the better, and getting rather desperate, the squadron stood to the northward, to have the satisfaction of seeing the haven, if possible, where we would be, and also with a weak sort of hope that, as things were then at their worst, they might mend; which theory proved correct, for the weather cleared a little as we closed the land, when the unsuspecting "Scylla" got a hint not to part company again, by being sent to the rendezvous to wait there for the "Endymion," which, as she was fully aware of its blowing a gale of wind in those parts, and every day outside being one out of her ten in, afforded her doubtless unmitigated satisfaction, and at 9 a.m. Port Philip Heads were sighted, and half-an-hour afterwards the squadron was hove-to under double-reefed topsails off the entrance, when a schooner-load of pilots made their appearance and boarded the various

ships, conveying the pleasing intelligence that we must wait outside until the first of the flood, which performance, according to ordinary precept, would not take place until 2 p.m., as, for a vessel of heavy draught, the passage between two rocks, with respectively 18 and 15 feet of water, is narrow and dangerous, with an ebb-tide, and whilst waiting for the flood, we had the satisfaction of seeing the "Great Britain" come out under steam, homeward-bound with about three hundred passengers, and immediately setting a cloud of canvas to a fresh westerly gale, was soon bowling home her fifteen or sixteen knots. At 1.50 p.m., the squadron wore and bore up for the Heads—2.10 running between them, and at 2.30 the "Liverpool" hove-to off the Quarantine Ground for the health officer, the other ships running by, to rendezvous again the further end of the channel; and while she was hove-to, a steamer coming out from Melbourne hailed to say she had a telegraph for her, which, as it was blowing fresh, with a very nasty bubbling sea, as the medical gentleman discovered to his cost, she did not like to trust her boat; and during this time wild ideas, such as outbreak in New Zealand, etc., which could only emanate from people six weeks at sea, had been freely circulated, when the captain of the steamer, apparently tired of

inaction, went close alongside, and passed it in without touching the ship, where it was received by an eager crowd, and discovered to be an intimation from the beef contractor to the paymaster concerning the price of bullocks, which circumstance, small in itself, will show perhaps better than a volume of literature, the secret to which the great success of Melbourne is due: that being the pushingness of its inhabitants, if we may be allowed to use the expression, and use it in any but a detrimental manner, but with a sincere wish that they may go on pushing until Victoria, as a country, and Melbourne, as its capital, stands as unrivalled in the southern hemisphere, as it was in the welcome of Australia to the Flying Squadron of 1869; and at 4 p.m. the "Liverpool," having secured *pratique* for the squadron, rejoined at the end of the South Channel, where the pilotage may be said to be over, and from there to the anchorage was twenty-nine miles of plain sailing, which was done by the squadron in two hours and twenty-five minutes, rather over eleven and a-half knots an hour, under double-reefed topsails and courses, and the anchor dropped off Williamstown Pier at 6.25 p.m., said by the pilots to be the fastest known run from the Heads up. The Victorian line-of-battle ship, "Nelson," exchanged salutes with the Admiral, and immediately after

anchoring, Captain Payne, of the "Nelson," and Captain Richardson, A.D.C. to Major-General Sir Trevor Chute, K.C.B., went on board the "Liverpool," to convey congratulations to the Admiral, and shortly afterwards, the most important gentleman of all, the man with letters, made his appearance, unmistakably from Cork, and then excitement waxed strong; as, on account of missing the mail at the Cape, news was scarce, and some who were on the tiptoe of excitement one minute, ten minutes afterwards were giving vent to a very audible growl, because the right one was not there, and it would probably be an indefinite period before he would be able to find out that she was only fickle, fair, and false. These remarks are, of course, only intended for the bachelors, as we must say that what we saw of the Flying Squadron's wives, the way they corresponded with their lords, and the repeated assurances of faithful love, might be taken as a not indifferent pattern for the domestic felicity of the present day. Whether it is that distance lends enchantment, or that absence maketh the heart grow fonder, the result is equally commendable, and satisfactory to the interested parties; and as we have strayed away on the subject of a letter bag, we will return to the squadron, the members of which retired very early to their beds, tired with beating

about in the bad weather outside, and also anxious to start fair on the morrow, having heard of the preparations which Melbourne had made to welcome the squadron from the mother country.

The next day, Saturday, Nov. 27th, the Governor's A.D.C., Mr. Rothwell, R.A., went on board the "Liverpool" early in the forenoon, to convey His Excellency's welcome to the Admiral on his arrival in his kingdom, and also an invitation to his house at Toorak, about four miles from the town, and situated in such a manner that, from the top, you not only get a beautiful view of the Bay, but also of the town of Melbourne, with its surrounding suburbs of Brighton, St. Kilda, Collingwood, Richmond, South Yarra, Sandridge, etc., so that the Governor has a bird's-eye view of his entire capital, the now enormous extent of which, with its environs, appears almost marvellous, when it is considered that the first settler only pitched his tent on the ground where, we venture to think, the finest city in the southern hemisphere now stands, thirty-four years before, and mainly caused by those enterprising and reckless spirits who made their way there during the gold rush, after the discovery in 1851. Invitations commenced to pour in apace. Picnics, balls, croquet, dinners, tea-fights, etc., free passes not only from Williams-

town, off where the fleet were lying, to Melbourne, but also over the whole colony of Victoria; in fact, everything that Melbourne could do to make the welcome right royal was done, not only by individuality, but one and all testified to their pleasure in welcoming a squadron so nearly associated with their still much-loved home. The Mayor (Mr. S. Amess) and Corporation went off to welcome the Admiral, and shortly afterwards the general and staff, including Major Baker; in the afternoon the Admiral landed at the Sandridge Pier, where the Governor's carriage and a great crowd were assembled—one to take him to pay his respects to His Excellency, and the other to look at the first British Admiral that had landed in Australia. Saturday afternoon being devoted by the Melbourne Hurlingham Club to pigeon shooting—an ardent supporter of which is the Governor. The Melbourne Club, the members of which were among the first to offer their hospitality to the squadron, was soon filled with officers, who, from the kindness of many of the members, were soon rapidly making early acquaintances—an affair of much moment in these racing times of fifty days' sea and ten harbour, and we venture to express a wish that some of the Conservative tendencied old gentlemen, who stagnate the progression of most of the London

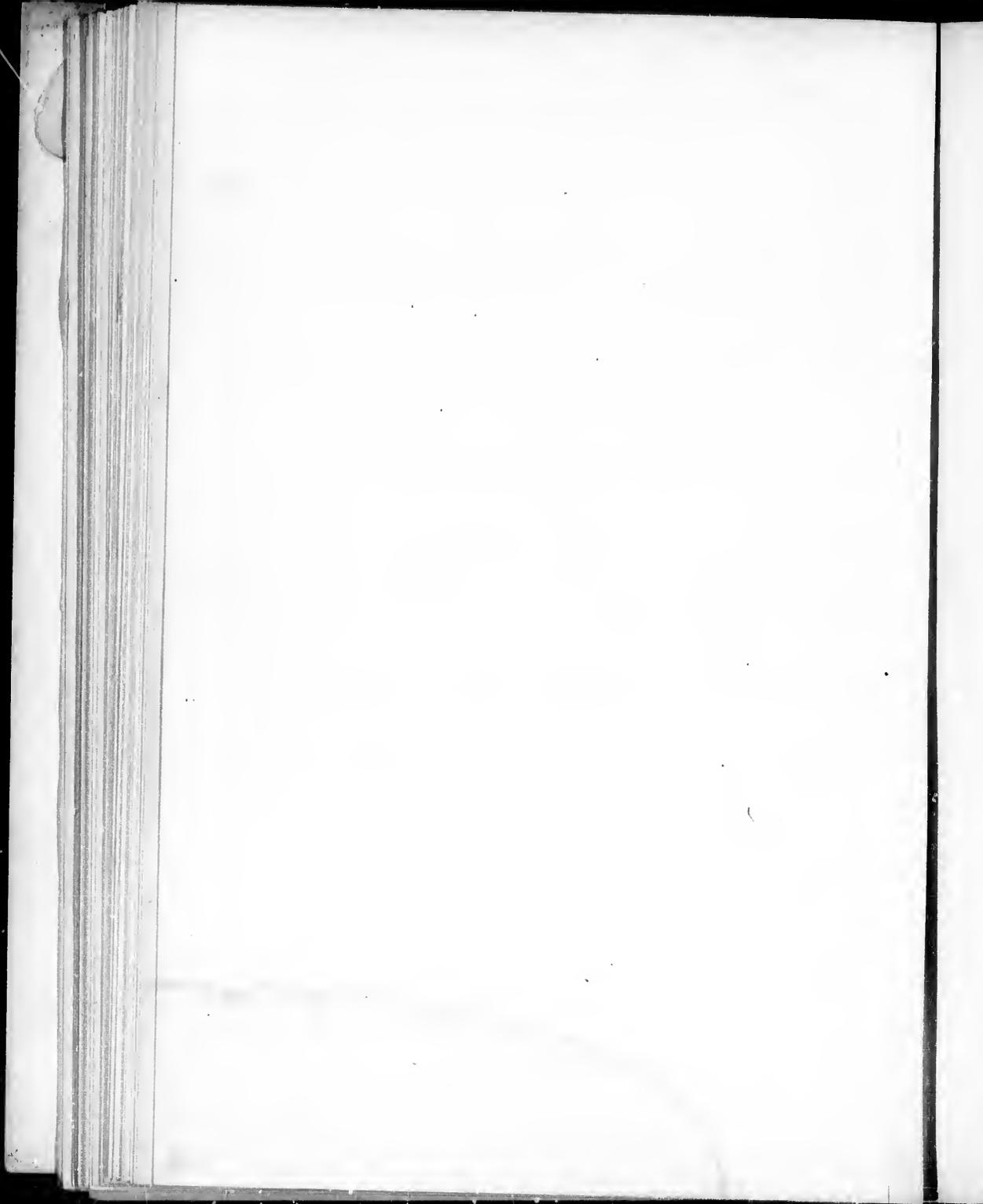
clubs, would take a leaf from the book of one of our progressive colonies, as regards the comfort of those establishments.

Sunday, 28th, was a lovely Australian summer's day, and naval uniforms and gay frocks were plentifully sprinkled about the surrounding churches, especially towards the end of the evening service, by which time they appeared to have increased their acquaintance largely, and on Sunday night the missing sheep ("Endymion" and "Scylla") returned to their fold, all ready to commence the festivities which began on Monday night with a ball at Toorak, given by His Excellency and Lady Manners Sutton, where was collected all the Victorian beauty that could be gathered together, and we must regret much that a recent bereavement should have prevented the Springfield belle from giving us the pleasure of her company. Mr. Manners Sutton and Mr. Rothwell, A.D.C., were inexhaustible in their endeavours at procuring partners, and with so much success that the British naval officer was introduced one minute, card full the next, and the third walking in the garden on a lovely summer's night, on the best of terms with yourself and partner, and with just sufficient light diffused from a series of Chinese lanterns suspended by the rose trees and shrubs, to enable you to see the path, and entirely conceal your nearest neighbour in shadow. We con-

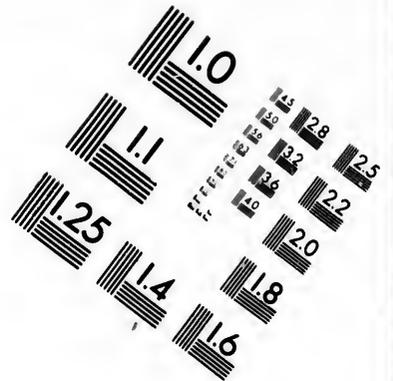
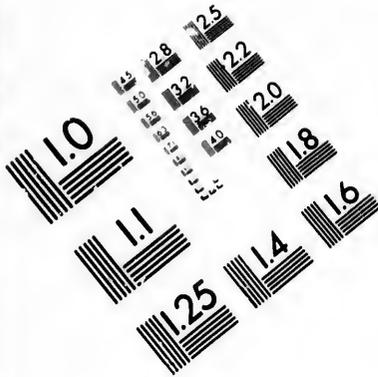
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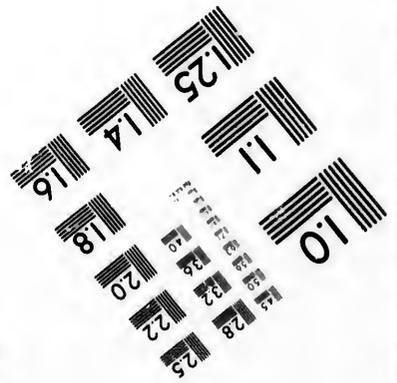
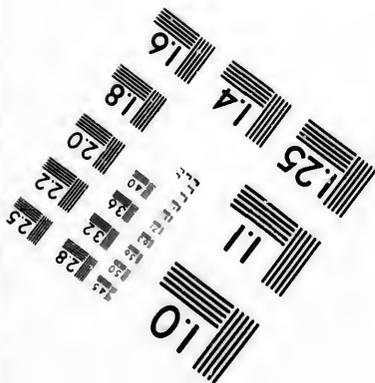
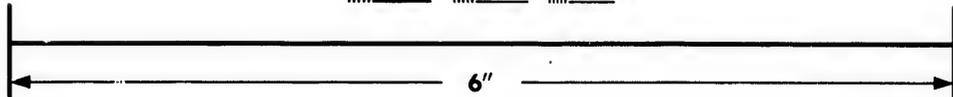
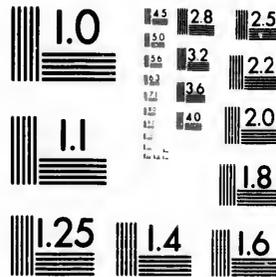
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gratulate Lady Manners Sutton on a triumph of effect, and hope that she was as much pleased as her guests, at the result of her labours, which were unexceptionable, though we are inclined to think heavy damage was done that night, which would probably have been far heavier but for firmness in high quarters, concerning a kitchen garden key, and many friendships were founded then, and built up afterwards, which a lifetime will not destroy; and we must take this opportunity of apologizing to our much-esteemed friend, the Bishop of Toorak, as, after the ball was over, the Bishop looked huffed, and on tender inquiries being made concerning his lordship's health, which was considered by him to be still unimpaired, temper only a little short, or, as he forcibly stated it, that the black coat was nowhere, and the blue and epaulettes had it all their own way. We felt deeply for our esteemed friend, but are certain when he looked at it next morning, through the invigorating medium of the pure morning air, and cold douche, he would have the grim satisfaction of knowing, that in a short eight days there would be an entire absence of the blue-and-gold, and the more sombre and ecclesiastical colour would have it once again all its own way; and this idea, we fancy, forcibly impressed his lordship, as next morning he appeared more cheerful and with spirits lightened at the prospect of sure and certain revenge. We had



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the pleasure of meeting the young lady, for the first time, at the same ball, who when lately a noble lord, a passenger in one of Her Majesty's ships, said to her: "I suppose, Miss —, you are "not accustomed to dance with lords out here?" "No, Lord —; but we are accustomed to dance "with gentlemen! Thank you: I think I see my "mother;" and with a haughty inclination of the head, the colonial young lady left so pleasing a specimen of the British aristocracy to make the best of it, and not only Victoria, but Australia, will take care that it is not forgotten against that gentleman, who we should recommend to omit that continent in the Southern Ocean, during his next circumnavigating trip.

Every day hundreds flocked off on board the ships, and we hope they enjoyed the trip, as they appeared to, their spirits, while on board, being always of the most exuberant order.

"Melbourne Punch," December 2, 1869.

"AFTER THE 'AT HOME' AT TOORAK.

"The following lines were picked up in Collins-street, and brought to our office:—

"'DEAR CLARA,—

"'The "At Home" at Toorak on Monday was "a decided success, and the officers are such delightful

“ fellows, and such flirts! Captain Long and Captain
“ O’Hara are so *distingué*-looking—almost as much so
“ as that darling Duke of Edinburgh was; but the
“ handsomest man in the room (mind, *en confidence*)
“ was Lieutenant Jenkins, who will have an immense
“ fortune when his cousin dies. He paid me such
“ attention, danced three times running with me, and
“ oh! he is such a lovely waltzer, and says such nice
“ things! He told me he liked the Melbourne girls
“ better than any other girls he had ever met, and he
“ has travelled all over the world. His Christian
“ name is Montague. I was just flattering myself I
“ had made an awful impression, when that hateful
“ Mrs. Blab came up, and said, ‘Oh, Laura, dear!
“ how well your dress washes; only a little faded;
“ and I see you’ve turned all your old trimmings. I
“ wish I could get servants to wash as well as you do.
“ Good-bye, dear!’ I could not help crying—the
“ nasty, spiteful creature! Lieutenant Jenkins said,
“ very kindly, ‘Don’t mind—she’s jealous.’ I shall
“ never forget it. I can’t make out what men see in
“ her. She is a flirt, which is no credit to any married
“ woman, and she looks like a ghost. I think she
“ must be a spiritualist—ono of a low sphere. Any
“ married woman can get the name of being pretty if
“ she but consents to spend three parts of her time

“ ‘ doing the block ’ with a parcel of boys. They say
“ the furniture is mortgaged. Lucy and Charlotte
“ Mortimer were there in their old dresses, the ones
“ they wore at the last Governor’s ball, and so were
“ lots of others I could name. Everybody is not so
“ dishonest as Mrs. B—— ; she never pays for hers.

“ Your affectionate friend,

“ LAURA.”

On Tuesday evening the members of the Melbourne Club gave a dinner to the Admiral and officers of the squadron, at which His Excellency Sir Henry Manners Sutton was present, and we had to regret being deprived of seeing Mr. Bright in the chair as President of the Club, owing to a recent bereavement ; his place, however, was ably filled by the Vice-President. The dinner, of course, was good, and passed off better by being full of the best of feelings and good cheer.

Wednesday there was a state performance at the Theatre, which was largely attended. The Governor, Lady, and Miss Manners Sutton, Sir Trevor and Lady Chute, and the Admiral, with their respective suites, occupying the centre box, after a short appearance at which, there was a general exodus by those whom the weighty cares of office forced not to

remain, to the more genial company of Mrs. Fellowes' ball at South Yarra, given to the officers of the Flying Squadron, for which, as well as the great hospitality shown by the host and hostess to their guests, we shall be for ever grateful. But, with all due respect to Mrs. F., we think that if a certain bench, under a certain shaded tree, had been removed before the festival began, a few of our circumnavigating colleagues would still have been free to woo and win; but, alas! the troth, for better or for worse, was pledged beneath that fatal tree; and, as our hostess belonged to the Anti-Chinese Lighting Association, no other light save the stars of the firmament—and they apparently mournfully—shed their slender rays through the gloom of night so sweet, o'er which such awful morn arise.

The fragrance of a garden, notwithstanding the hour, in the full bloom of an Australian summer, with a partner equally sensible of its seductions; to say under those circumstances only what you would not object repeating to the paternal parent after the following matutinal meal, would be less than human or more than angelic; and it was with very genuine regret that we noticed the squadron were universally cast in very human mould; so the slaughter was terrific, on one side, certainly; and

we must consider the outdoor arrangements a model of the consummate generalship of our worthy hostess to clip the "Flyer's" wings.

On Thursday morning the match began between the Squadron and the Melbourne Club, of which we give the extract of the Melbourne paper.

“ THE SQUADRON V. THE M.C.C.

“ This match, between the officers of the squadron
“ and a team of our best amateur cricketers, proved a
“ very brilliant affair. There was a large gathering of
“ the public on the ground, at one time not less than
“ 3,000, and the marquee on the enclosure was well
“ filled with ladies, whose presence and beauty gave
“ additional picturesqueness to the handsome ground
“ the whole day. His Excellency the Governor, with
“ Lady Manners Sutton and family, arrived about three
“ o'clock in the afternoon, and stayed several hours
“ on the ground. Admiral Hornby, with Captain
“ Hopkins, of the 'Liverpool,' and Captain Gibson,
“ of the 'Liffey,' were present during nearly the
“ whole of the match, in which they, as well as all
“ the naval officers on the ground, appeared to take
“ considerable interest. The excellent band of the
“ 'Liffey' discoursed sweet and gentle music, which
“ was extremely pleasant to the ear, and a remark-

“able contrast to the brass bands often stationed
“on the ground, whose clamour so near to the
“pavilion is occasionally so loud as to compel spec-
“tators to wish them a little further away. The
“M.C.C. captain (Mr. Handfield) waived the right
“to play professionals—an act of grace on their part,
“but certainly not more than the strongest club in
“the Southern Hemisphere ought to have done to a
“team of sailors, who could not, under the circum-
“stances, be otherwise than out of practice. Lieute-
“nant Wright, captain of the officers, sent in Rich-
“mond and Bampton first, but they were soon dis-
“posed of by Allen and Reid, two of the best bowlers
“in the colony. The bats who followed (Assist-
“ant-Paymaster Pearce and Lieutenant Pearson)
“played well, more especially the former, who scored
“40 runs before he was disposed of. Pearson scored
“14; but only one of the other players, Lieutenant
“Bruce, who made 13 (not out) succeeded in reaching
“double figures. The whole of the wickets fell for
“95 runs, a very good score, considering the bowling
“they had to contend against. After the Melbourne
“team had been at the wickets a short time, it
“became evident that the officers were weak in the
“bowling department, and four or five of the players
“succeeded in making large scores, Cameron getting

" 23, Barton 11, Allan 55, Major Baker 26, Reid 39,
" and Fraser 11. The total scoring was as follows :—

" THE SQUADRON TEAM.

Midshipman Richmond (" Phœbe "), b Allen	...	...	...	2
Midshipman Bampton (" Liffey "), l b w b Reid	...	...	...	2
Assistant-Paymaster Pearce (" Liffey "), c Barton, b Wilson	...	...	...	40
Lieutenant Pearson (" Scylla "), b Reid	...	...	...	14
Lieutenant Wright (" Scylla "), b Allen	...	...	...	5
Midshipman Prothero (" Liffey "), b Reid	...	...	...	2
Lieutenant Eden (" Endymion "), b Allen	...	...	...	1
Lieutenant Henderson (" Phœbe "), b Reid	...	...	...	1
Midshipman Henderson (" Endymion "), b Reid	...	...	...	0
Lieutenant Bruce (" Liverpool "), not out	...	...	...	13
Midshipman Sparkes (" Liffey "), b Reid	...	...	...	1
Byes, 11 ; leg byes, 2 ; no ball, 1	...	...	...	14
Total	...	...	...	95

" MELBOURNE.

Wilson, st Eden, b Pearson	...	...	...	...	1
A'Beckett, c Lieutenant Henderson, b Pearson	...	...	...	...	4
Cameron, c Wright, b Pearson	...	...	...	...	23
Barton, l b w b Pearson	...	...	...	...	11
Allan, c Lieutenant Henderson, b Wright...	...	...	...	...	55
Baker, b Pearson	...	...	...	...	26
C. Reid, l b w b Pearson	...	...	...	...	39
Fraser, b Pearson	...	...	...	...	11
T. F. Hamilton, run out	...	...	...	...	0
Handfield, not out	...	...	...	...	8
Cavanah, b Brompton	...	...	...	...	3
Byes, 7 ; leg byes, 3 ; wides, 9 ; no balls, 5	...	...	...	...	24
Total	...	...	...	...	205

" The match was won by Melbourne, with 110 runs
" to spare.

“ After the naval men had been disposed of, the
 “ company adjourned to lunch, which had been pro-
 “ vided in the Pavilion in particularly handsome style.
 “ Full justice was done to the tempting viands, and
 “ the usual loyal and complimentary toasts were duly
 “ honoured and responded to, and the hospitality of
 “ the Melbourne Club duly acknowledged. Altogether,
 “ this match was a highly agreeable one to all parties
 “ concerned, and the occasion will live long in the
 “ recollection of Victorian cricketers as a day of more
 “ than ordinary enjoyment.”

We are certainly very much indebted to Mr. Hand-
 field, the secretary of the club, for their courtesy in
 leaving professionals out, and also for his exertions in
 every way to add to the conviviality and good feeling
 of the day, which was, as the Melbourne paper says,
 one of extreme enjoyment, and marred by nothing
 unpleasant, if we may accept the thoughtfulness of the
 club in having their two professional bowlers (Mullagh
 and Cousens, of aboriginal fame) to bowl for the
 benefit of the squadron before the real fight began,
 for which we were extremely grateful, more especially
 as, after a very limited number of balls from those
 gentlemen, we were quite satisfied as to their power in
 that line, and rather pleased to retire with a somewhat
 broken finger and rather dislocated shin-bone, which

we had to patch up before the evening, in order to appear fit at the ball given that night by the Private Assembly Committee, in their rooms at Prahran, at which the Governor and Admiral were present, and which went off with all *éclat*, the only thing we heard regretted being no outside recreation, as the garden programme had been left out; but, like the boy and the plums, we expect they were better without.

Friday, December 3rd.—On the strength of the following letter to the Admiral, for which an Australian wranglership might be advantageously disposed of:—

“ TO REAR-ADMIRAL G. T. HORNBY, ETC., ETC., ETC.

“ SIR,—

“ A lot of boys in the schools about Melbourne
 “ would like to have a chance of seeing the ships of
 “ the Flying Squadron, and as we have no chance of
 “ doing so without a holiday, would you kindly try
 “ and get a general school holiday on Friday next.
 “ We are sure no master would refuse it if asked
 “ for by you in one of the papers, or through the
 “ Governor.

“ Yours respectfully,

“ SCHOOLBOYS.

“ November 30, 1869.”

This distinguished specimen of the rising diplomacy

of Melbourne was eminently successful, and two ships were set apart for the benefit of the boys, who were regaled with biscuit, tea, lime juice, and other delicacies, provided by Her Majesty ; and the only people who appeared not to altogether approve of the arrangement being the first lieutenants, who feebly remonstrated at the destruction of paint work. We hardly know how the refreshments will be accounted for in the next estimates, but fully expect that it will be taken out of the squadron somehow.

This was also an important day in the squadron annals, as it was set apart by Mr. Amess (the Mayor) for his picnic at Fern Tree Gully, about twenty-four miles out of the town, fifteen of which was over a decidedly bad road, and the rest being a forest track only, an early start was unavoidable. So at 7 a.m. punctually our worthy host had between seventy and eighty carriages assembled at the Town Hall to convey his guests to the promised land, and by that time naval officers and their indispensable assistants on shore, the ladies, came pouring in, and with an alacrity worthy of so great a corporation, and were hurriedly told off, two naval officers and two young women being the complement for each shay, and rapidly they were filled and driven off to encounter together the perils of an Australian forest road. We hope that

the young ladies had no occasion to complain of the backwardness of the Flyers; as far as we saw, we should say not; and as uniform was, unfortunately for the clothes, a compulsory addition to the other delights, there was no difficulty in recognising the Lotharios. First, the sedate parson, holding his hands rigidly in front through the town, as became the church; then the stout engineer, of hitherto unimpeachable character and unblemished reputation, corroborated by a faithful wife and loving family at home, looking a little abashed at first, but, we believe, considerably before arrival, had become on most intimate terms; and, as for the return, it perhaps was lucky that so many miles separated the better half, and deepening twilight shaded passing events. Lastly came the gushing ones, regardless of the feelings of the public, who soon found the back seat of a dog-cart, over a forest road, was a decidedly dangerous position, and that the partner of the said seat had a strong desire to land herself and charms, muslin included, in the centre of the road, which, being a foot deep in dust, would have been decidedly detrimental to future appearance, consequently was obliged to encircle the taper waist, in his humane endeavour to save life; and, finding that the feminine scream, which is used so often, and means so little, was not taken

advantage of, the bond of friendship tightened rapidly, and after the first thirteen miles, a few minutes' halt was made at a bush inn (the Cheshire Cheese) for purposes of refreshment, and away you jolted on again, over a forest path, first one wheel in a hole, then the other, then an angle of forty-five over a tree; and still thinking, as long as the muslin frock shared the agony, how infinitely superior it was, compared to running before the brae west winds; and when, after another eleven miles, the haven of comparative rest, in the shape of the Gully, was arrived at, where tents, meat, and drink in profusion were supplied, you lifted the partner of your joys and troubles from her exalted position, and after a little recreation, under the shade of the forest fern, you proceeded to explore together; which meant about three miles laborious travelling up the Gully path, occasionally over your boots in mud; but, nothing dismayed, you toiled on, having at stated intervals to drag your once white-muslined and silk-stockinged partner out of something very like an Irish bog. The Admiral, in virtue of his exalted rank, was allowed a magnificent barouche, the advantage of which was, having twice the time to survey the surrounding country on the road; and we fear his worship must have either been erroneously informed,

either that the commander-in-chief of the squadron was indifferent to the charms of the fair sex, or else that it was the custom of people in high positions to lay aside the frailties of the flesh. Whichever it might have been, the result was similar to the occupants of the barouche, who had, after six weeks at sea together, to rely on their own resources for conversation, without the beneficial diversity of female intercourse; and, a short time before the arrival of the Admiral, Major B——r appeared on the ground, having negotiated the distance with his fire horses at a hand gallop all the way, and also the exciting knowledge to his passengers that, in the previous trip of that gallant officer, over the same ground, he had carefully landed his freight in the centre of the forest, the obstruction being the stump of a fallen tree. However, the little cherub had looked after his own, and the journey was safely performed; and at three o'clock, after the photography of many groups, and the return of promiscuous wanderers from the Gully path, an adjournment was made to the luncheon tent; and, as time was on the wing, and a long drive home in prospect, immediately afterwards the company were speeding homewards, much pleased with themselves, partners, the world in general, and also with a grateful recollection of the profuse

hospitality of the Mayor of Melbourne to the officers of the Flying Squadron.

In the evening, His Excellency entertained the Minister and heads of departments at dinner, to meet the Admiral; and afterwards an amateur performance by the officers of the squadron was given at the Duke of Edinburgh Theatre, the pieces being *The Goose with the Golden Eggs*, Messrs. Innes, Wright, Stewart, Bignold, Dick, and Montagu; after which *Kenilworth*, with Mr. Menzies as Good Queen Bess, assisted by Messrs. Michaelson Montagu, Grissell, Henderson, Minhinnick, Stapleton Bignold, Macausland, and Lillingston, assisted by Miss Docy Stewart and the "Endymion's" band, which did duty in the orchestra, the whole performance going off admirably, before a crowded house.

Saturday was the day that Melbourne had looked forward to with the greatest interest—more so considerably than the squadron, by whom it was partially reciprocated, but in a totally different manner, as it entailed turning one of the ten harbour days allowed by their lordships into a pleasant day of nautical manœuvring in the Bay; and the general cry was to leave the anchors where they were; but it was thought otherwise, where might is right, and from the first dawn almost of morning, a constant stream of

trains came pouring into Williamstown Station, bringing, we may almost say, thousands of Melbourne's fairest flowers, clad in their summer array, to do a day's yachting with the Flying Squadron, each ship having a large stage rigged between her fore and mainmast, capable of holding about five hundred people; and, in spite of the most zealous and fascinating of lieutenants, backed up by cocked hats and gold lace, having been accredited to the extremely difficult position of putting nearly three thousand people, bound for different ships, into their right boats, and also the more difficult business of attempting to soothe many irritated damsels, who were borne away from the steps in triumph, by victorious midshipmen, where the touting waxed loud and fierce, as directly the midshipman's Venus, or rather Juno, appeared. Of commanding stature, raven hair, and flashing eye, she was seized by several of those distinguished officers, and almost carried bodily off. " 'Endymion,' yes; these steps, please. No, a little farther on; just shoving off. Quick, jump. Shove off!" And away went the victorious midshipman, carrying his fair charmer in a totally opposite direction to where she had intended, and, actually—impertinent boy—put his fingers to his nose, in the direction of his discomfited rival, who, by that time, was per-

fectly oblivious of the desired insult, in his desire to carry off another angel. For days before, the canvassing had been fierce for the respective ships, and we must congratulate the hospitable owner of Springfield in his success for the "Endymion," and also the gallant major, in his touting for "Liffey," although he was, both in and out of his official capacity, the promised guest of the Admiral; but we believe time has forgiven him, though he did try to seduce away one of the fairest of her sex from her promised allegiance to the "Liverpool." Shortly before 11 a.m., Sir Trevor, Lady Chute, and staff embarked in one of the "Liverpool's" cutters, and very soon after His Excellency, Lady, Miss Manners Sutton, and staff, accompanied by Mr. and Mrs. Bright, arrived by special train, and embarked in the Admiral's barge for the "Liverpool," where His Excellency was received by the squadron with all the honours, yards manned, the "Liverpool" saluting the Governor's flag at the main.

Immediately afterwards, the signal was made to weigh; and by half-past twelve, the squadron were standing out, with a light breeze from the north-westward, in column of division, the Victorian line-of-battle ship "Nelson." Captain Payne, having gone out before, with the Members of Parliament and their

friends, nominally, but really with about two thousand people; and we believe it was almost a personal compliment to Captain Payne that he was allowed to take charge of his own ship, for which he was probably grateful. The squadron performed some evolutions as they went down the bay under sail—much to the danger of the good people of Melbourne, who had taken to the water that day, in between fifteen to twenty steamers of all sizes; and it was estimated that there were thirty thousand people belonging to the city afloat, making a considerable clearance of the town, which was almost deserted, as young and old, and all that was fair and lovely, had flocked from the hot and dusty streets to the pleasanter temperature on the water, and, we hope, genial company of the British tar; and had it not been that the Fates had otherwise ordained, mirth and revelry, combined with occasional bursts of seamanship, would have been the order of the day. But, alas! shortly after three o'clock, a dense, black fog was seen moving steadily up against the wind, and in a few minutes the squadron and their guests (especially the muslined ones) were taken aback with a southerly wind and soaking rain, and as the water beat the ladies off the upper deck, dancing commenced between them, in some places in a considerable depth

of water, but that appeared to be quite a secondary consideration, as long as it remained below the tops of the boots, and happily Hessians and tassels were the order, and at four o'clock the weather apparently getting worse, the helms were put up, and a general run back made for the anchorage, which was safely reached again at a quarter past five; and, a little after six, His Excellency and party left the "Liverpool," and immediately returned to Melbourne by special train, followed by the rest of the Admiral's guests, consisting of the Ministry, Executive Council, Judges, President, Legislative Council, and Speaker of the Legislative Assembly, and others of the great men at the helm of state of Victoria, with their wives and families; but the "Liverpool's" example was not generally followed, as a large number preferred not returning to their paternal homes, so dancing and revelry were kept up on board some of Her Majesty's ships to a late hour of the night. And so ended the first, and probably last, naval review of English ships in Australian waters, which Melbourne had looked forward to with so much anxiety, and which, owing to the elements, had been so total a failure.

Sunday being virtually the last day out, as the next one was to be given up to gold digging, a large

number of ladies patronized the chaplains of the squadron; but we must confess ourselves that we prefer not only doing our devotions on shore when the opportunity offers, but also seeing them do theirs there too, so a large number of officers patronized the small country church of Toorak, where they heard a very eloquent sermon from the Rector, a gentleman well known in the annals of the All England Eleven, and more recently in the Victorian one against them, in his farewell magnificent innings, before the willow was obliged to be put on the shelf; as some people, high in episcopal power, have an idea that manly sports and godliness cannot go together; but we are afraid that there was more than a devotional meaning in the large sprinkling of blue and gold about the suburban churches, as we saw a general pairing off at the door—a preconcerted arrangement, probably, on the previous day—and a general adjournment with the angel of the hour to one of the Melbourne fashions; an early and sumptuous Sunday dinner, followed by the pleasant, yet dangerous, listlessness of the garden flirtation after; the time which the elder and more sedate members of the family, having outlived the folly, devote to the recreation of Morpheus; to the commander of a noble frigate in the meshes of the fatal passion we felt deeply; but as he was undecided

between the individual charms of the sisterhood, numbers accomplished what prudence could not attain, yet we rejoice to say that many thousands of miles of blue water has dimmed the past into misty oblivion, and raised other longings in the future.

In the evening, Sir Redmond Barry, late President of the Intercolonial Exhibition Commission, entertained the General, Admiral, and a number of the leading defenders of the colony, at dinner, and to some of his marvellous old port.

Monday was the day that Ballarat had set apart for the entertainment of the squadron, so at 7 a.m., by the aid of Mr. Longmore (the Minister for Railways), a special train left Melbourne, with the Admiral, captains, and about fifty officers, arriving at Ballarat shortly before ten, where they were received on the platform by the Mayors of Ballarat East (Mr. Eastwood) and Ballarat West (Mr. Cowan), together with a large number of gentlemen and ladies of the town, who manifested their pleasure by lustily cheering the train as it entered the station. A division took place for breakfast, the Mayor of Ballarat West taking the Admiral in a break with four bays to Craig's Hotel, and the Mayor of Ballarat East presiding over the other half at the George, and, as soon as breakfast was over, the procession, headed by the

Admiral's team, with Mr. George Moore, in blue and silver uniform as Marshal, doing duty as outrider, and followed by a stream of carriages of all sorts and sizes, started for the mines, when half stopped at the Band and Albion's Consort's shaft, and the rest went on to the Prince of Wales's company, No. 1 shaft—the first being an alluvial and the second a quartz mine—and after spending about two hours and a half, four hundred and fifty feet below the surface, digging violently, but finding little, although we do the miners the credit of believing, that they tried to show gold; but the mine at the time was not flourishing; so their efforts were almost fruitless, and after toiling up many perpendicular ladders, some eighty feet high, up curious shafts, holding on with the grim clutch of despair, with one hand to the rung of the ladder and the other endeavouring to hold a lighted candle, to prevent being utterly annihilated and cast to the bottom of the pit by a descending, heavily-booted miner. If you attempted to look up, to see after what appeared hours of perpendicular travelling, how near you were arriving to the top, you immediately got your eyes, mouth, nose, etc., full of mud from the gentlemen in front; and by the deep and muttered curses that rose from below, you had the satisfaction of knowing that you were performing the same act

of benevolence to the rising gentleman underneath, and it was with feelings akin to pleasure that we found ourselves eventually at the bottom of the shaft, after having inspected the horses that they use down the mine, who all look in the height of health, although once down the shaft they never see the light of day again. And it was with more than pleasure that the light of day down the shaft shone on the cheerful face of Mr. Lewis, surrounded by brandies and soda, to wash the mud down before returning to the level of civilization, where the enterprising photographer was taking a series of groups, after which the miner's costume had to be returned, and the very serious operation of taking the thick of the mud off before going back to a sumptuous lunch which had been prepared at the Mechanic's Institute for three o'clock, and by that time the whole of the guests had arrived. The Volunteer band being in attendance, and the gallery filled with the fair and lovely ones of Ballarat, the Mayor of Ballarat West (Mr. Cowan) in the chair, supported on his right by the Admiral and Mr. Longmore, with his colleague of Ballarat East on the left; and, after the usual toasts had taken place, the chairman, requesting the company to fill their glasses for the toast of the day, "Admiral "Hornby and Officers of the Flying Squadron," said—

“ In doing so, he was sure that there was no toast
“ that could be proposed which would be received
“ with more general enthusiasm, for he was sure that
“ there was not within the colonies a man that, from
“ his heart, did not feel proud of the wooden walls
“ of old England. (Cheers.) They would all seize
“ the opportunity of showing their kindly feeling at
“ the remembrance, by drinking the health of Admiral
“ Hornby, their guest. We were all glad to welcome
“ to the shores of Australia a sample of the fleet,

“ ‘ Whose flag has braved a thousand years

“ ‘ The battle and the breeze.’

“ (Cheers.) He was sorry that time had not per-
“ mitted their guest to visit the whole of Ballarat.

“ Admiral Hornby could form no idea of its import-
“ ance from the brief visit he had had, but he might
“ be permitted to say that they had, in addition to
“ what he had seen, many things worthy of being
“ seen or known of—their Benevolent Asylum, their
“ Hospital, their Orphan Asylum, and their Ladies’
“ Clothing Society. He believed that those insti-
“ tutions would compare favourably with any in
“ the world. (Cheers.) He was also sure that, in
“ the way in which they were managed, they were
“ not surpassed in the whole world. (Cheers.)
“ They had their public boards of management for

“ those, as well as for the management of mining,
“ and looking after the interests of the mines;
“ and they had also their municipal institutions.
“ As a sample of what the greatness of Ballarat
“ was composed of, he might say that the very
“ mining shaft which Admiral Hornby had been
“ down that day had contributed to its holders no
“ less than 8 tons 2qr. 2lb. 7oz. of gold. Half that
“ amount had been obtained from the Golden Gate
“ Company, making in all £1,774,497 worth of
“ gold. The Band of Hope Company had produced
“ £515,000 worth. He was sure, in conclusion, that
“ the gentlemen present would drink their guest's
“ health heartily. (Cheers.)

“ The toast was received with three times three,
“ the band playing ‘Rule Britannia,’ ” to which the
Admiral rose to respond amid loud applause, and
returned thanks for the kindness of Ballarat in
entertaining the officers of the squadron. The Chair-
man then proposed a bumper, and his desire being
immediately acceded to, the Admiral rose to propose
the ladies who had honoured us by their company,
in filling the gallery with their august presence, and
called on Captain Hopkins to respond, who rose,
amid applause, and said :—

“ It gave him unspeakable pleasure to have the re-

“ sponse to such a toast placed in his hands. He was
“ only sorry that it had not been placed in more worthy
“ hands. All he could say was, in returning thanks on
“ the part of the ladies, that they--and he was sorry
“ to say what he was going to say—they felt very
“ great pleasure in meeting with friends fresh from
“ the old country. If he was to be their mouth-
“ piece, which he thought he was on that occasion,
“ he could only say that the more Flying Squadrons
“ they saw, the better they were pleased. He only
“ hoped when the next Flying Squadron came to
“ this colony that some of them would have their
“ wings clipped before they left these shores again.
“ On the part of the ladies, he wished to return
“ those who had drunk their health his sincere
“ thanks. (Cheers.)”

Immediately after which, there was a hasty retirement, and the vehicle procession, still led by Mr. Hepburn's team, started for the railway station, where, after many hand-shakings, mutual good wishes for the future, and three cheers from the platform, which was returned with interest, as the special moved off for Melbourne, with no time to spare on the road, the engine being ably and rapidly driven by the Hon. Walter, time-keeping and stoking also being performed by the squadron, and at one time

the combination was undoubtedly successful, as the train was going sixty-two miles an hour, regardless of the boiler, and, with the exception of a short stay at Geelong, where there was a very pleasant young woman in the refreshment-room, from the county Clare, and where the last of aboriginal monarchs of Victoria presented himself to the Admiral and requested, we think, about sixpence, we again urged on our wild career, and after a short stay at Williamstown Junction, arrived safely at Melbourne, having accomplished the distance of ninety-six miles in two hours and ten minutes, exclusive of stoppages; and then we had to hurry away, in order to prepare for the last great struggle—the Sailor's Home Ball, in the Exhibition building, which is the largest edifice south of the Equator. His Excellency the Governor, Lady, and Miss Manners Sutton, Sir Trevor and Lady Chute, the Admiral and their respective suites, met in the ante-room; and at nine o'clock, as his Excellency entered, the company rose, the band playing the National Anthem, making the combined effect of a very handsome room full of pretty women, pretty dresses, and the variety of many-coloured uniforms, a very handsome sight; but we regret to say that there was a gloom over all, which nothing could dispel. Every one appearing to make a jerky

effort to be cheerful, but with not altogether great success, as the bare and unpalatable fact was there, that in a few hours the friends that had been made in a few days, and which threescore and ten years could not unmake, would be severed probably for ever; as few that were taking part in that night's festivities will ever see what we venture to think and hope will be the capital of the great republic of the Southern Ocean, or those eyes which looked so fondly into theirs that night, again. And when the parting came, which was to be in all probability for ever, there were, if it be right to admit,

Gathering tears and tremblings of distress,
And cheeks all pale, which but an hour ago
Blushed at the praise of their own loveliness.

Then, rushing from the sublime to the practical, as the dawn was breaking, and the squadron were supposed to sail at daylight, and whilst the driver of the special, which was to leave at 4 a.m., not too pleased with his night out, was frantically blowing his whistle to collect his reluctant passengers, who, a very few minutes after the appointed time, were on their way to Williamstown, where they were deposited safely about half-past four, tired, sulky, and altogether in an indifferent frame of mind, at leaving, what was doubtless thought at the time, the world and all in it behind.

And the first and only other inhabitant of the pier was a sentimental waterman, whistling softly: "The "brightest summer soon must fade," gazing fondly on the Flying Squadron, thinking of the silver harvest he had reaped, and could reap no more; and by five o'clock everybody had reached their respective ships, and leaving pleasure behind, had settled down, with whatsoever energy was left, to shorten in cable, and prepare to weigh; which operation took place shortly after ten, under double-reefed topsails, blowing hard with strong squalls from the north-westward, and the wind heading. As the intricate navigation of the South Channel was reached, steam had to be used, although it was suggested to a pilot by one in high authority the propriety of beating through; and the proposition appeared to have such an immediate effect on that functionary as to change his hitherto bronzed and weather-beaten visage to a sickly hue, and it was not until after a liberal consumption of pale brandy that his nerves allowed him to proceed; and a few minutes afterwards, the "Endymion" telegraphed to the Admiral, to say that her engines were disabled, and many anathemas were showered on the makers and their drivers as the wind was strong and the passage narrow, and sail was immediately made to test the progressive seamanship of the day, which had

to succumb to natural causes, and the anchor dropped, in order to prevent further mishap, the "Liffey" being sent back to take her in tow, and the squadron in the meanwhile anchoring off Quarantine Ground to await the arrival of the disabled one, who did not make her appearance until half-past seven, when it was too late to go through the Heads that night, so as Melbourne was lost to sight, it was, we think with all, to memory dear. And should any demur at this statement, we should recommend the Canadian backwoods as a suitable residence for them in the future. Most retired early to their respective bunks to think over their last ten days' career; some with much regret, and others with a pleasant and sober satisfaction. During our stay, the editors were bewildered with suggestions from all quarters, and one gentleman, exasperated beyond measure, published a few of his, the extract of which was—

"In common with other newspapers, we have a mass of correspondence in reference to the Flying Squadron. Not being five times the size of the *Australasian*, we have not room to publish the various letters at length, but we here give a *résumé* of the first that come to hand:—

"AN EX-NAVAL OFFICER believes that our naval de-

“ fences should be looked to. We have now in our
“ Bay a body of naval officers of ability, etc., in-
“ telligence, etc. Would it not be well if Admiral
“ Hornby went down to inspect the two guns at the
“ Heads, and gave us his valuable opinion, etc.?’

“ ‘ AN OLD SEA CAPTAIN knows that many vessels
“ lie sunk in the deep waters of our Bay. We have,
“ in our midst, a body, sir, etc., skill, etc., usefully
“ employed, etc., firing guns over the wrecks, in order
“ to raise them.’

“ ‘ SOUND COMMON SENSE suggests that much time
“ is wasted by the workmen on the New Town Hall.
“ We have now a number of able-bodied, etc., etc.,
“ commanded by officers of experience, etc., etc.,—
“ could they not conveniently be made use of, to raise
“ some of the huge blocks of stone, etc.?’

“ ‘ FATHER OF A FAMILY proposes that a picnic
“ should be given at Point Nepean. “We have
“ now,” he says, “a number of young officers, etc.,
“ etc., midshipmen, etc., etc., whose influence would
“ be most valuable in forming the manners of our
“ daughters, etc., etc.” ’

“ ‘ A BUSHMAN would like to know if it would not
“ be well to send a couple of thousand men up

“ country. We have now, etc., etc., an intelligent,
“ etc., who might lend a hand during the lambing,
“ etc., etc., and make themselves generally useful at
“ the drafting yards.’

“ ‘ SCIENCE AND ART would like the process of
“ swinging compasses gone through at the Mechanic’s
“ Institute. “ We have now an Admiral, etc.,
“ genius, etc., a lecture from him, etc., swell the
“ funds of local institutions, etc.’ ”

“ ‘ AN INHABITANT OF GEELONG remarks that “ there
“ is now, etc., a body, etc., officers, etc., men, etc.,
“ equal, etc., to any emergency, etc. The gradual
“ filling up of the harbour is a cause of great dis-
“ comfort. Might not four or five ship anchor in the
“ Bay, and spend a few weeks in carefully dredging,
“ etc. ? ’ ”

“ ‘ TERPSICHOorean laments the decline of those
“ national dances, which tend to elevate alike the
“ hearts and legs of every community. We have
“ now a magnificent, etc., body of men, etc., trained
“ in athletic sports, etc. ; could they not assemble on
“ a fixed day on the pier, and give the sailor’s
“ hornpipe, etc. ? ’ ”

What other suggestions might have taken place, if

there had only been time, it is difficult to contemplate, but anything might be expected after a few of the ones mentioned. Heaven help Paterfamilias' daughters, if they were formed by the influence of a British midshipman! However, that is a mere matter of opinion, where, perhaps, the ladies differ.

TOUCHSTONE :

A SATURDAY JOURNAL OF CRITICISM, COMMENTARY, AND SATIRE.

Melbourne, Dec. 4.

THE LAMENT OF A PATERFAMILIAS.

BY ONE WHOSE FAMILY HAS BEEN SEIZED WITH "FLYING SQUADRON"
ON THE BRAIN.

Oh, dear ! oh, dear ! what shall I do ?
My wife, my sons, my daughters, too,
About, in manner odd, run ;
They early badger me, and late,
(They're cranky, just as sure as fate,)
About the " Flying Squadron."

There's Jack goes off now ev'ry day
A-cruising about Hobson's Bay,
And thinks me an old fool
Because I won't go with him too,
And spend an afternoon to view
The frigate " Liverpool."

And as for Jim, I can't tell what
Insane idea that boy has got ;
He vows, in half a " jiffey"
(Whatever that may mean), that he
Would cut the Bank, if he could be
A " mid " on board the " Liffey."

There's Isabel, my eldest girl,
Her brain's in a perpetual whirl—
Enough, I'm sure, to kill her ;
She's been to Toorak, pic-nic, ball,
And vows she's " gone " upon a tall
Young fellow from the " Scylla."

That Lilian, who's so demure,
 Had better sense, I felt quite sure ;
 I've altered my opinion—
 She's worse than Jessie, ten to one
 Her tongue all day does nought but run
 On —, of the "Endymion."

While little Nell, who's just fifteen,
 Says, "Oh, pa, who d'ye think I've seen
 And wonder who can he be ;
 Oh ! such a nice young man in town—
 An officer—do ask him down—
 I think he's in the "Phœbe."

But, worse than all this, there's my wife,
 And really at her time of life
 (Well, there, I dare not cross her),
 At me does nought but jeer and flout—
 She's "mad as a March hare" about
 Some one in the "Barrosa."

Well, never mind, they welcome are,
 From "Admiral" to bold "Jack Tar,"
 Who does aloft unshod run ;
 So wife, sons, daughters, while we may,
 Let's welcome them ; not ev'ry day
 We see a "Flying Squadron."

Wednesday, December 8th.—At 5 a.m., weighed, and passed through the Heads under steam, in charge of pilots, leaving 158 men behind, who preferred a country to a marine life. The sum total for piloting the four frigates only in and out amounting to £329 15s. 8d., a fourth of which sum expended on the navigating officers would have caused those gentlemen to dispense with the pilots, and have saved the sum of £247 6s. 9d., or, what was of considerably more importance to the squadron, the equivalent of 1,648 tons of water ; but as a liberal

country would only allow those gentlemen between 30s. and £2 for performing the same function for which the pilot got about £50 for, they naturally decline the office, and, under such circumstances, take a malicious pleasure in swelling the navy estimates. As soon as the ships were outside, sail was made, and the pilots were discharged with their easily earned rewards, to wait for other victims, and the course shaped with a fresh westerly breeze for Bass's Straits, which were passed through by the squadron shortly before midnight, with a strong breeze, and rather thick, in single line, as the passage was narrow, and on clearing which hauled up for Sydney. After several days light and variable winds, at 11.10 a.m. on the morning of Sunday, October 12th, the lighthouse was made out on the Sydney Heads, and shortly afterwards Commodore Lambert (commanding the Australian station) came out to meet the squadron, in the Government steamer "Thetis," in company with a large number of yachts, regardless of its being the Sabbath; and between half-past five and six o'clock the squadron passed between the Heads of Port Jackson, and under the feet almost of the thousands of people who had taken up their position on the South Head, to welcome the new arrivals, and shortly after half-past five, anchored just inside the Heads,

on account of there not being sufficient water, in Mr. Cork's (the "Liverpool's" pilot) opinion, for the squadron to cross the bar that night, as there is only between 26 and 29 feet at high water, and 21 feet at low, which would debar it from harbouring large vessels of war in case such a misfortune should arise in the future as that New South Wales, through jealousy, should arm against her neighbours. So the squadron waited patiently for the morrow's afternoon tide, to go up to the proper anchorage in Farm Cove, without, perhaps, on account of being the Sabbath, being disturbed by any civilities, except from a few coal contractors, etc., and gentlemen of that stamp searching for individual pecuniary benefit.

Monday, December 13th.—At 2.45 p.m., the squadron weighed under steam, the wind being dead foul, and the "Liffey" towing "Endymion," proceeded up the Harbour of Port Jackson, better known, perhaps, throughout the world as our fine Harbour of Sydney, the shores on both sides dotted with pretty villas, and gay-coloured dresses watching the procession passing in close order of line of battery (single line) up to their anchorage in Farm Cove, accompanied by the vessels of the Royal Sydney Yacht Club, under their commodore (Mr. Dangar), in his yacht, "Mistral," and also the "Prince Alfred"

Yacht Squadron, under their commodore (Mr. Hanks), in the "Psyche," respective commanders-in-chief being stern martinets amongst the yachting fraternity, as the many evolutions that the yachts performed were done well, and without any accident whatever to mar the pleasure of the day, or the beauty of the scene, and at a quarter to four, when the first ships of the squadron anchored, there were supposed to be 30,000 people on Lady Macquorie's Chair, a small point on one side of Farm Cove; and as our mild description will not give any idea of the scene, we quote an extract from the flowing description of the *Sydney Herald*.

"THE FLYING SQUADRON.

"The most glorious sight ever witnessed in Port Jackson was the passage of the Flying Squadron from their temporary anchorage at the Heads to their moorings in Farm Cove (perhaps better known as Man-of-War Bay), which took place yesterday. Admiral Hornby intended bringing his ships up the harbour under canvas; but owing to the southerly wind setting in, the idea had to be abandoned, and steam was substituted. At any time, or in any part of the world, the movements of one or more of Her Majesty's ships are always viewed with interest; but when a squadron, com-

“ prising six of the finest vessels in the service, is
“ seen for the first time, it produces an indescribable
“ sensation in the spectator, more especially when
“ witnessed under fortuitous circumstances. The
“ spectacle of yesterday will not readily be forgotten
“ by those who were fortunate enough to be present,
“ and in after years the particulars of this interesting
“ event in the annals of our colony will be repeated
“ to eager listeners, when all who were present have
“ passed away. It may not, perhaps, be arrogating
“ too much to say that we possess one of the finest
“ harbours in the world for displays of this kind, and
“ judging from the thousands that were present
“ (massed, as they were, on every available jutting
“ point and headland), all wrought up to a state of
“ enthusiasm seldom seen, as the noble ships, in the
“ full panoply of war, steamed round Bradley’s Head
“ and came in view, we think the idea will be fully
“ endorsed. The beautiful appearance of the ships,
“ as regards their hulks and spars, the correct
“ order and seamanlike manner in which they
“ held their various positions and were handled,
“ and the total absence of bustle or confusion,
“ was as gratifying to the spectators as it must
“ have been pleasing to the gallant Admiral who
“ has the honour to command so fine a squadron.

“ 3 p.m. was the time appointed for the ships to come up, by which time there could not have been less than 30,000 persons on Macquorie's Point and along the Domain Road, all anxious to catch the first glance of the new arrivals. But we will give in detail the programme of the day. Arriving at the Heads at 1 p.m. yesterday, we found the squadron still at anchor, with steam up but with one exception, the 'Endymion,' who, having disarranged some of her screw gear, was unable to use her propeller. They had royal and topgallant yards across, squared to perfection; 'Phœbe' being the weathermost ship, the wind being south, 'Liverpool' and 'Scylla' the most leeward. At 1.30 p.m. the first indication of their being about to weigh was the shortening in of their cables, and soon after the 'Liffey' tripped and steamed ahead of 'Endymion,' dropping down stern first on her, and taking on board towing warps, a manœuvre that was carried out beautifully. The wind had by this time freshened considerably, and a long roll from seaward was coming in. At 2.50 p.m. the 'Liverpool' tripped, and came steaming up for the west channel in charge of pilot Cook. She was followed by the 'Scylla,' then 'Phœbe,' pilot Coots, and 'Barrosa,' the rear being brought up by 'Liffey,' pilot Jenkins, with the 'Endymion,' pilot Christison,

“ in tow. The ships were separated by about three
“ cables’ length; but when they had cleared the bar,
“ signal was made by the Admiral to form close order,
“ ‘ Liverpool ’ going off at full speed. The vessels all
“ kept the proper line, and preserved the regulation
“ distance. After rounding Bradley’s Head, ‘ Liverpool ’
“ and ‘ Scylla ’ ported their helms, and passed north of
“ Fort Denison, ‘ Phœbe ’ and ‘ Barrosa ’ keeping to
“ the south side of the harbour. ‘ Scylla,’ after round-
“ ing Port Denison, steamed past the ‘ Liverpool,’ and
“ ran well into Farm Cove, ‘ Liverpool ’ following, and
“ taking up her mooring inside ‘ Challenger,’ ‘ Barrosa ’
“ at the same time passing ‘ Phœbe,’ and anchoring
“ under the stern of ‘ Scylla.’ ‘ Phœbe ’ mooring out
“ in the stream, ‘ Liffey ’ still having ‘ Endymion ’ in
“ tow, passed across ‘ Phœbe’s ’ bows, dropped ‘ Endy-
“ mion ’ in her proper position to the westward, and
“ then, keeping on her course, steamed up the harbour
“ as far as abreast of the Cove; here she cleverly
“ slewed, and, coming back again, took up her proper
“ moorings. On the ‘ Liverpool ’ being sighted at
“ Bradley’s, the Flag was saluted by the ‘ Challenger,’
“ and promptly returned from the Admiral’s ship.
“ The French Consul boarded the ‘ Liverpool ’ shortly
“ after she brought up, and was received with the
“ customary honours. The process of mooring the

“squadron was finished by 2.50 p.m., each vessel
“coming-to with wonderful precision. Sails were
“then unbent, and at sundown topgallant and royal
“yards sent down, but until dark the crowds as-
“sembled still lingered, unwilling apparently to leave
“so picturesque a scene. In addition to the yacht
“squadron, there were no less than ten steamers,
“including the ‘City of Brisbane,’ ‘Black Swan,’
“‘Collaroy,’ ‘Agnes Irving,’ and ‘Breadalbane,’ well
“freighted with passengers, proceeded to the Heads,
“and, after steaming round the squadron, accom-
“panied them up the harbour.”

Immediately after anchoring, the Admiral landed, and, accompanied by Commodore Lambert, went up to Government House to pay his respects to the Governor (the Earl of Belmore), who, unfortunately, had gone out driving ten minutes before. But we hope that the disappointment was not altogether inconsolable, as they had, instead, the genial company of Mrs. L—t and Mrs. B—d. The members of the Union, Australian, and Volunteer Clubs immediately offered their houses for the benefit of the officers of the Flying Squadron, which was largely and gratefully taken advantage of. On Tuesday, the Commodore dined the Admiral to meet Mr. Robertson

(the Premier) and some of the Ministers, and the next day the Admiral and captains of the squadron had the pleasure of meeting the Governor for the first time at dinner at Government House with the members of the Government and heads of departments. Thursday evening the ball at Government House was to take place, and there the Upper Ten of Sydney congregated largely to welcome the Flying Squadron, and where also the squadron had the pleasure of seeing for the first time that fair sight of the fascinating sisters, with their faces powdered and painted, golden hair, fresh from the hands of a Parisian coiffeur, and manners apparently from the Mabilles :

They have many partners at a ball, but none, alas ! for life ;
For modesty at times is one of the things men look for in a wife :
For, in their turn, they flirt ; with one, and each, and all ;
And, in return, get flirted with, and go beyond recall.

We will now give a leading article as it appeared in the Sydney paper (*Empire*), to show that Sydney was really glad to welcome the squadron, although, the whole country being in the throes of a general election, they were unable to show it as, perhaps, otherwise they might have wished :

“ *The Empire*,” Tuesday, December 14, 1869.

“ The arrival of the British squadron, under Rear-Admiral Hornby, is a proof, if any were wanting,

“ that England has a long arm, and is able to protect
“ her colonies if necessary. Probably not half of the
“ twenty or thirty thousand people who saw the fleet
“ coming in yesterday had ever witnessed anything so
“ magnificent as those stately ships coming quietly
“ through the water, with all their deadly armament,
“ as it were, slumbering, but ready to pour out its
“ terrific fire, if need were. The salutes exchanged
“ would create in the minds of any utilitarians the
“ idea that there was a very wasteful expenditure of
“ ‘ villainous gunpowder ;’ but the sternest disciple of
“ economy must admit that the whole spectacle was a
“ grand sight. It was not, perhaps, so splendid as
“ the appearance of Nelson’s fleet was off Aboukir, but
“ with the gathered knowledge of seventy years we
“ may appreciate the march that Science has made.
“ There is no decadence in the British pluck. The
“ same kind of men who fought the most desperate
“ sea fights with other nations at almost any time
“ during the last three centuries, are still, we have
“ no doubt, to be found in Admiral Hornby’s fleet.
“ Most of the men, as we have understood, are from
“ the Naval Reserve, which, for some years past, has
“ been in a state of organization for service if called
“ upon. During the late cruise of the Channel
“ Squadron, a large proportion of the men were taken

“ from this reserve, and their conduct met in every
“ way with the warmest approbation from the English
“ Press. There needs but one glimpse of the speci-
“ mens that arrived here yesterday, to show that in
“ this reserve Her Majesty’s Government has a
“ resource better than all that could be given by
“ press-gangs, and the old style of things. There
“ have been some desertions, as we hear, in Mel-
“ bourne. This was to be expected; but in all pro-
“ bability many of the deserters would be glad enough
“ to go back again to their ships if they were assured
“ of immunity. The rules of the Service are severe,
“ and, perhaps, necessarily so; and when Jack goes
“ on a frolic, he may sometimes be afraid that re-
“ sistance would not be good for his health. At all
“ events, we have in Sydney hundreds of fine young
“ fellows who seem to be bursting with loyalty and
“ combativeness, and who, to all appearance, could
“ not be better employed than in assisting Britannia
“ to rule the waves. They would thus be able to
“ see the world from a broader point of view than
“ they do at present, and would return much bene-
“ fited by their experience. We have no doubt that
“ numbers would offer themselves if the Admiral
“ called for them, and that would solve a difficult
“ problem as to the disposal of our surplus population.

“ Amongst the spectators of the stately arrivals
“ yesterday there were many who recalled to mind
“ the sea stories of old, and who thought of the present
“ strength of the United Kingdom in ships of war.
“ The *Navy List* at present contains the names of
“ more than seven hundred vessels, the greater
“ number of which are larger and heavier in artillery
“ than Admiral Hornby's squadron. Dismissing the
“ old three-deckers—such as the ‘Howe,’ of a
“ hundred and twenty guns, and the ‘Duke of Wel-
“ lington,’ of a hundred and thirty guns—we come
“ down to the more modern style of ship, of which
“ the ‘*Milotaur*,’ which was of nearly seven thousand
“ tons burden, four hundred feet in length, and was
“ propelled by engines of nearly fourteen hundred
“ horse power, may be taken as an example. Vessels
“ like this—or, rather, more handy ironclad ships,
“ such as the ‘*Bellerophon*,’ the ‘*Royal Sovereign*,’
“ and later constructions—are kept for home service,
“ and will be found ready to defend the British coast
“ from foreign invasion at any time. Such ships as
“ these are never likely to be sent for service out
“ of the British Channel or the North Atlantic Ocean.
“ What we welcome to-day is but a pigmy representa-
“ tion of the naval power of England. It is sufficient
“ to protect her dependencies from all probable

“ assaults, with the determined resistance of the
“ colonists themselves, and it is well understood that
“ the visit of this squadron is merely the precursor
“ of other visits of a similar kind. In fact, it is well
“ known that the future policy of the parent country,
“ so far as naval and military defence is concerned,
“ and so long as the present Government remains in
“ office, will be to protect the British Isles, in the first
“ place, and to assist its distant dependencies in the
“ next.

“ Amongst all the thousands of people who saw the
“ fleet come in, the prevailing feeling was one of pride.
“ It might be repressed, but it could not be altogether
“ concealed. It has been the fashion at times to
“ disparage the maritime glories of England, and to
“ say that her greatness was on the wane; to
“ anticipate all kinds of evil as her destiny, and to
“ set her down as a future province or state of some
“ foreign power. We feel assured, however, that the
“ people who greeted the arrival of Admiral Hornby
“ and his squadron—earnestly, though undemonstra-
“ tively—will feel that Great Britain has still an
“ arm to protect the defenceless, or to avenge their
“ wrongs. The officers and seamen of the fleet will
“ find, without further expressions of feeling, how
“ heartily they are welcome here.”

It is our earnest hope that in the indefinite ages of the future, when the inevitable progress of civilization has divided Australia, as a colony, from the mother country, that the old Anglo-Saxon kingdom of the northern, and the young country of the southern hemisphere, may always unite together for mutual prosperity, and never forget the time when born and bred Australians ceased not to call Great Britain home, and loved it as such.

On Friday night the Flying Amateurs gave their first performance at the Prince of Wales's Theatre, before His Excellency the Governor and a crowded house, the pieces being

THE GOOSE WITH THE GOLDEN EGGS.

Turby, Mr. Innes, R.M.L.I., "Scylla."
 Flickster, Mr. H. T. Wright, Lieut., "Scylla."
 Bomser, Mr. J. Bruce, Lieut., "Liverpool."
 Mrs. Turby, Walter Bignold, "Liverpool."
 Daughter, Miss Florence Colville.
 Maid, Mr. Leonard Dick, "Liverpool."

KENILWORTH.

Queen Elizabeth, Mr. A. J. Menzies, "Endymion."
 Amy Robsart, Miss Kate Corcoran.
 Janet, Mr. Montagu, "Liverpool."
 Duke of Sussex, Mr. Henderson, "Endymion."
 Lambourne, Mr. Macausland, "Liffey."
 Earl of Leicester, Mr. Michaelson, "Endymion."
 Sir Walter Raleigh, Mr. Minhinick, "Endymion."
 Varney, Mr. Grissel, "Endymion."
 Tressilian, Mr. Bignold, "Liverpool."
 Wayland Smith, Mr. Lillingston, "Endymion."

To conclude with "Ici on Parle Francais." By Mr. Innes and Mr. Wright.

The whole performance went off very satisfactorily, and "Queen Elizabeth" herself, as well as her "Good Queen Bess is my name—ha! ha!" were both vociferously encored.

Saturday was the day set apart for the distribution of the prizes to the Volunteers of New South Wales; and a little after four o'clock Lady Belmore, the distributress of the prizes, accompanied by the Admiral, drove up to the tent, where already the youth and beauty of Sydney had congregated to see, and perhaps be seen; and shortly afterwards the Governor and his aide-de-camp, Captain Beresford, rode on to the ground, and were received with a general salute by the combined naval and military forces of New South Wales, about 3,000 strong, under the command of Colonel Richardson, and after the conclusion of the presentations the Naval Brigade were inspected by Commodore Lambert, in the presence of the Governor, Admiral, and a lady who shall be nameless, belonging to the staff, who manifested a decided antipathy to the discharge of artillery.

On Sunday, the vice-regal party, with the pleasant addition of Colonel Blackall, the Governor of Queensland, who had arrived from his kingdom during the night, went on board the "Liverpool" to church, the other ships being filled with ladies, or

rather the churches emptied, to such an extent, that a not fluent, but irate parson, remonstrated with the Admiral commanding the Flying Squadron, on the plea of Sabbath-breaking, for coming in on Sunday, which took his evening congregation away from the drowsy influence of prosy eloquence to the more exhilarating one of Sydney Heads, in order to welcome a squadron from the old country coming through their Heads for the first time. The following Sunday his congregation left him for the relaxation of having their divine teaching afloat, and if the reverend gentleman had been gifted with sufficient foresight, he might have seen his third Sunday's congregation, notwithstanding his remonstrances during the week, again standing on Heads, waving a long farewell to the outward-going squadron, where we left the flock once more to their rightful and now irate pastor, who we are much afraid, if he has followed the career of the squadron, will have found many and divers acts of Sabbath-breaking since he lost his congregation on the Sydney Heads.

On Monday morning the vice-regal party went round the squadron in a non-official way, and in the evening there was a complimentary benefit at the Prince of Wales's Theatre, principally remarkable for

the largeness of its house and the stupidity of its performance; after which there was a large and distinguished company congregated at the supper-room of the Café de Paris, kept by Mr. Wangenheim, and patronized principally for the sake of Miss E. H.

Tuesday was a day devoted to cricket, in a great measure, Sydney playing the Squadron, who were dreadfully beaten, for many reasons—the principal ones being that they played very badly, and Sydney, without professionals, was too strong; but with them, they were overwhelming to our puny efforts. And there was also a match going on, which apparently caused more excitement than the bigger one, between eleven men of the "Liverpool" *versus* eleven of the "Phœbe's," which was won by the "Phœbe's;" and after the first innings, they were provided with a sumptuous luncheon, which somewhat caused the play of the second innings to be rather erratic. However, the whole affair went off without the slightest hitch, and it was pleasant to see the trouble the people took to make Jack happy, for which we return their entertainers our sincere thanks, especially to Messrs. Pritchard and Kelly, who appear to have most favourably impressed the sensitive heart of the British sailor.

Wednesday was the day of the pic-nic given by

Sydney to the officers of the squadron at Clontarf, a place now of world-wide reputation as being the chosen ground of the would-be assassin in his dastardly attempt on the life of the Duke of Edinburgh, where only a small tree now marks the place of the most cowardly tragedy since Wilkes Booth electrified the world in the Washington Theatre; but the past was put on one side for the time, as in the early part of the day the steamers arrived at the spot of revelry, in continuous succession, heavily freighted with gay muslins, pretty bonnets, and bright faces. As everybody appeared intent on enjoying the day themselves, and also trying to make their guests, even including our fair-haired sisters, whose lovely chignons sparkled in the summer sun like pure gold, and who condescended to give Sydney a treat by their patronage. We have to regret the absence of Lady Belmore, who entertained such a horror of her last Clontarf picnic, as to be afraid to take part in another; so at half-past two, about 300 sat down to lunch in a large tent, which, in a few minutes, would have been equally serviceable without a top as with, a tremendous thunderstorm breaking vertically over Clontarf, and the rain pouring down like a sheet of water, came right through the roof of the tent, underneath which mackintoshes and umbrellas were in great requis-

tion, and in the midst of which our worthy host, the Mayor, rose, and commenced what doubtless was a very amusing speech, if anybody could have heard it, but the elements were against him, and so were his fellow councillors, who loudly insisted on their august colleague resuming his seat in the middle of a very interesting anecdote, we believe; to two gentlemen; the one on the right hand, and the other on the left, who repeatedly showed signs of approval at the sentiments of the Chairman; and we strongly suspect that but for the unmistakeable signs of fatigue evinced by the farther end of the tables; if nature had allowed, the anecdote would still be in process of recital; and we were much pleased to see Colonel Blackall amongst the guests, looking as if the climate of Queensland was more beneficial to health than that of Sierra Leone. After a considerable amount of oratory, the greater part of which was inaudible, the party broke up, and shortly afterwards the greater number were wending back to Sydney, after which His Excellency entertained the Admiral and a large party at dinner, and in the evening Mrs. Moriarty, the wife of the Surveyor-General of the colony, gave a ball on the north shore, which was largely attended by the squadron, and where the commanding officers of two of Her Majesty's vessels solaced themselves of

their Melbourne anguish in the sunny smiles of the Miss H——ds.

Thursday, 23rd.—The Admiral entertained His Excellency the Governor, Lady Belmore, Colonel Blackall, the vice-regal party, ministers, and heads of departments at lunch, His Excellency being received by the squadron with all the honours, and after lunch the dancing part of the community went on board, actually accompanied by the golden heads, who refrain from dancing on board ship, because they have not brought their shoes; not, we trust, because the *can-can* was the only branch of the Terpsichorean science which the Parisian sojourn had taught, and which has fortunately not yet been publicly recognised as a national dance for the daughters of England; and by the others dancing was kept up until seven o'clock, and in the evening the second Flying Amateur performance was given by request, on account of the large number which the house could not hold on the first occasion, when Mr. Menzies as “Queen Elizabeth” was enthusiastically received, and her prologue—

“Ky-ind Sydney friends, how do once again?
 Been electioneering, d’ye say? No, no—no fear;
 We’ve been visiting your poor harbour; ’tis dem fine—
 So was your picnic, so was your colonial wine.
 We’ve been to Clontarf, to Botany, the Rocks,
 Bought wax matches at a penny a box;
 Been to Gus Wangenheim’s, seen his funny sketches,
 Been pestered with the ’sketurs, horrid wretches;

With the Flying Squadron we've been to lunch,
And read the last number of the dear old *Sydney Punch* ;
We've heard the flying pie-man's high-flown speeches,
Heard those dirty little bus-boys' horrid screeches ;
We've seen live snakes, cockroaches—my word, there's one.
Stay, stay ; here they're quite harmless—so you needn't run,
And now courtiers of Kenilworth we bring
To greet Will Hoskyns of comedy the king,"

—was warmly applauded by a crowded house, and on her second appearance on the Sydney stage she was received with a perfect ovation, but we fear her prologue will be quite unintelligible, except to the people interested ; so we will only mention that the last name mentioned was the manager of the Prince of Wales's Theatre, who managed remarkably well to do the squadron, and as there were some unpleasant remarks made concerning the disposal of the money after the departure of the squadron, we must mention that we consider the responsible people of the Amateur Company much to blame on leaving the disposal of the money in unscrupulous hands, and also our surprise that a distinguished member of the Judicial Bench, who had been knighted by his Sovereign, should have taken, despite of his profession, so one-sided and bigoted a view, and expressed his ideas so plainly against the absentee's, which, we should think, is hardly the courtesy of the law.

Friday, 24th.—A large number of officers, etc., including the Governor, Admiral, and Ministers,

etc., left Sydney by special train at a little before half-past seven to see the engineering feat of the Zig Zag railway, in the Lithgow Valley. After a short stoppage at Paramatta Junction, during which the passengers regaled themselves with coffee and buns, the train proceeded to Mount Victoria, where champagne, sandwiches, cakes, and all other delicacies were lavishly distributed to the squadron, under the immediate supervision of Mr. Sutherland (Minister for Works); and after the distribution, and several cutting-out expeditions by the midshipmen, the train proceeded to the Zig Zag, and after a not very long stoppage, started back at two o'clock, arriving at Sydney at a quarter after six, the greatest gradient being 1 in 30, and for the lubrication of which performance, castor oil is used for the furtherance of economy, at the rate of an ounce a wheel for 60 miles. In the evening Mr. Towns, of Rose Bay, gave a ball to the squadron, which was largely attended, and we must sincerely congratulate one of our golden heads on chattering, billiard tables not yet being invented.

A WELCOME TO THE FLYING SQUADRON.

"We are officers of H.M.S. —, and we admire the harbour very much."—*S. M. Herald.*

Three cheers for the flag of Old England,
And three for our monarch afar,
And welcome each gallant commander,
Merry middy and jolly tar!

By thousands we hurry to meet them
 As they steam up our beautiful harbour,
 And shout, as exultant we greet them,
 " Pray, what do you think of our harbour ?"

Oh, brothers ! our hearts cannot tell you
 How they cling to your jackets of blue—
 How we honour our country's brave sailors,
 From the prince to the least of the crew ;
 But we'll flock round your vessel to-morrow,
 Till our coming shall blacken the harbour,
 And our voices shall chorus the greeting,
 " Pray, what do you think of our harbour ?"

Come away ! we'll have dinners and dances,
 And all that is pleasant and gay,
 And we'll open our hearts and our dwellings,
 To gladden you during your stay ;
 And we'll give you a pic-nic, and show you
 Where our prince was struck down near our harbour,
 And while the champagne fizzes brightly,
 We'll say, " Admire our beautiful harbour !"

Hurrah ! for the brave Flying Squadron !
 Cheer boys three times three, and one more :
 God keep them while gracing our waters,
 And speed them when quitting our shore.
 And when, to our sorrow, they leave us,
 We'll follow their track down the harbour,
 And shout a " Good-bye and God bless you !"
 And " Mind you speak well of our harbour."

Saturday, 25th, being Christmas Day, a large number of people came on board the squadron to see the customary festivities, the principal attraction being the dressing up of Jack's messes and the amount of good things they had laid out, in a great measure owing to the kindness of some of the people of Sydney, who had provided them with unlimited supplies of beef and dough, owing in a great measure

to the efforts of Mr. Robertson, the Premier, in their behalf, and the day, as it always should, passed away with peace and goodwill, and the next afternoon, Sunday, December 26th, at one o'clock, found the squadron steaming out of our fine harbour, with few lookers on, owing to the time for sailing being supposed to be late in the afternoon, the inhabitants were hardly out of church, and so we passed quietly out of Australian waters, having for passengers Mrs. Lambert on board the "Liverpool," and Captain Beresford, A.D.C., on board the "Barrosa," *en route* for Tasmania; and thus ended the visit of the Flying Squadron of 1869 to the great Anglo-Saxon continent of the southern hemisphere, where the welcome was general and genuine, especially in the small and wealthy colony of the south. Directly after getting outside the harbour, and pilots being discharged, sail was made to a light northerly wind, and course shaped for Tasman's land, which, after a succession of light winds, chiefly from the southward, was sighted at daylight on the following Sunday, and after being becalmed for the greater part of the forenoon at the entrance to Storm Bay, a northerly wind came to our rescue, and away we went, bowling up one of the finest bays in the world, passing the Iron-pot

Lighthouse, the extreme point of the River Derwent, at half-past twelve, and carrying a strong breeze up, ran past the town, and anchored in $7\frac{1}{4}$ fathoms, immediately under the windows of Government House, and within a stone's throw of the bank of the river, twelve miles from the mouth, which combines as a harbour for large vessels, safety, beauty, and expanse almost unsurpassed in the world. His Excellency the Governor (Mr. Du Cane) and party drove down to the point shortly after noon to see whereabouts the squadron were, and satisfy themselves as to the fact that six men-of-war were really coming to Hobart Town; and when the squadron appeared to view, they were going up so fast, with a fresh breeze, that the vice-regal party headed homewards as fast as the stud would allow, to enable the Governor to be in time to receive the Admiral at the Tasmanian Palace on his arrival. Immediately after anchoring, Mr. Chichester (Private Secretary to His Excellency) went on board the "Liverpool" to convey the Governor's welcome to the Admiral, and also once again to place the hospitalities of Government House—which, without wishing to be unduly eulogistic, as the squadron can attest to the many acts of kindness and right royal hospitality which characterized the house so eminently presided over by Mrs. Du Cane—

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Photographed by J. W. G. Smith, Hobart

GOVERNMENT HOUSE, HOBART TOWN



at the disposal of the Admiral. Shortly afterwards, Mr. Wilson (the Premier) went on board the "Liverpool," to convey the welcome of the Government, and then the Admiral landed, drove up to Government House, accompanied by Mrs. Lambert and Mr. Chichester, while the squadron were anchoring; and afterwards, we believe; through a large portion of the night, the domain close to where the squadron anchored was crowded by lookers on, principally of the gentle sex, and during the lovely summer's night many found the domain a not unpleasant place for a midnight stroll.

Monday, January 3rd.—The little amusement of manning and arming boats took place in the forenoon, which prevented acquaintance being made with the shore, but not the Mayor, accompanied by his Chaplain (Mr. Buckland), going on board the "Liverpool" with the welcome of Hobart Town, and also to express regret that the squadron were obscured by an intervening hill from the ladies in the town. At eleven o'clock the Admiral landed to pay his official visit to the Premier, and in the afternoon the town and surrounding country were full of members of the squadron, especially in the neighbourhood of New Town. His Excellency in his open carriage, with four grays, postilions, and mounted orderlies, drove

the Admiral and Mr. Lambert to see Cook's monument, erecting in honour of the memory of a patriotic mayor, Mrs. Du Cane remaining at home to receive the homage of the captains of the squadron, which was duly offered in the course of the afternoon, and in the evening His Excellency entertained the Admiral, Bishop, Chief Justice, Premier, Attorney-General, with their respective families, and some of the Flying Squadron, at dinner.

Tuesday, January 4th.—We will give the leading article which appeared in that day's *Tasmanian Times*, to give the ideas of the press on the advent of the squadron :—

“ Now that the Flying Squadron floats proudly
“ and safely on the broad bosom of the Derwent,
“ it is gratifying to observe, or at any rate to
“ believe, that all the petty local jealousies which
“ for a moment seemed likely to mar the harmony
“ and cordiality of our reception of our gallant
“ visitors, have disappeared under the strong pressure
“ of the necessity for maintaining our own repu-
“ tation for hospitality, and of an equally strong
“ anxiety to offer our guests a loyal welcome,
“ on their own account as strangers and yet com-
“ patriots, and also as the typical representatives

“ of the glorious naval service of Britain. It is grati-
“ fying to see that everything is in train to realize
“ these aspirations in the happiest and amplest
“ manner. The hospitable preparations of His Excel-
“ lency the Governor and Mrs. Du Cane have for some
“ time past been communicated to the public. The
“ Admiral is His Excellency's guest, as the whole
“ squadron are the guests of the colony. To-night
“ officers and colonists will meet in large numbers at
“ the ball to be given in honour of the squadron at
“ Government House. And again on Saturday after-
“ noon Mrs. Du Cane's 'At Home' will re-unite them
“ in the garden party announced some weeks ago, and
“ for which numerous invitations have been issued.
“ To-morrow there will be a Town Hall Organ Fund
“ Concert at the Town Hall. On Thursday night the
“ Colonists' Ball takes place at the Town Hall. A
“ considerable number of tickets has been issued for
“ this ball, which will probably be graced by the
“ presence of Admiral Hornby and some 150 officers
“ of the squadron; and on Friday there will be a
“ 'Flying Squadron Regatta,' when the boats of the
“ squadron will be invited to compete for substantial
“ prizes, and some formal hospitalities have, we under-
“ stand, been projected for the petty officers of the
“ several ships. These arrangements leave ample

“ opportunity for the private hospitalities of those
“ colonists whose circumstances and position enable
“ and require them to receive distinguished strangers
“ and visitors whom the colony delights to honour,
“ at their own houses, and at their own tables. In
“ this rapid glance at the opportunities offered, or to
“ be offered, for the friendly social intermingling of
“ colonists and naval officers, we must not omit to
“ mention that the ships of the squadron are, by the
“ courtesy of the Admiral, thrown open to the public
“ daily during their sojourn in the Derwent, from
“ ten o'clock to sun-down.

“ The *Times* recently described the plan of sending
“ a prince of the blood on a circular visit to the
“ British colonial possessions as a happy concep-
“ tion, well calculated to evoke and keep alive the
“ innate loyalty of Englishmen in all parts of the
“ world to the Crown and person of the Reigning
“ Sovereign of the Empire. The satisfactory results
“ of the visits recently paid to the colonies of the
“ Empire by the Duke of Edinburgh, and which are
“ now attending the visit of Prince Arthur to the
“ Canadian dominion, suffice to prove the correctness
“ of this observation, and to justify the execution of a
“ design which does credit to the sagacious statesman-
“ ship of its author. There is, to our thinking, equal

“happiness in the suggestion of a Flying Squadron
“visiting in turn the principal naval stations and
“colonial ports of the British Empire. By this
“means foreigners acquire a juster notion of Eng-
“land’s position and capabilities as a naval power ;
“and the colonies, which need no information on that
“head, are brought bodily, as it were, into contact
“with a considerable section, or at any rate with a
“large representative sample of the great middle
“class of English society and of the masses of the
“English people. The Navy has always been the
“more generally popular branch of the military forces
“of Great Britain. It is unnecessary to inquire now
“why this is so. It is sufficient to state the fact.
“And certainly we can conceive no likelier and more
“effectual method of cultivating the sentiment of
“English nationality in colonial communities than the
“mission of such a body of English seamen, in such a
“fleet as now lies at anchor in the Derwent, on a
“flying visit to the principal ports and capitals of the
“colonies all round the world. ‘The expedition,’ we
“are told by the First Lord of the Admiralty, ‘had
“‘been fitted out for a cruise of sixteen months,
“‘partly to afford an opportunity to both officers and
“‘men of acquiring that sort of experience which was
“‘to be obtained only by cruising in a squadron.’

“ The long prevalence of peace, and the practice of
“ isolating our ships on foreign stations—the result of
“ the peddling economy of the Manchester School
“ and ‘ Peace-at-any-price ’ party, have rendered the
“ British Navy somewhat deficient, possibly, in that
“ concerted action, in which at the close of the last
“ great naval war—thanks to the admirable discipline
“ of Jarvis and the ardour and enthusiasm of Nelson
“ —it stood unrivalled and unapproached by the
“ navies of that or of any other period of the world’s
“ history. But this is the technical or professional
“ side of the question, as suggested by ‘ the naval
“ ‘ advisers of the Admiralty,’ with which we have no
“ immediate concern. But the moral effect of a visit
“ of a section of the Navy to the colonies is a matter
“ which comes home to us all. Such a visit is
“ admirably calculated to cement, by firm and en-
“ during ties, the alliance between English and
“ Colonial populations, of which no Minister who
“ deserves the name of statesman would contem-
“ plate the possibility of severance without some-
“ thing like dismay. Let doctrinaires in politics and
“ sciolists in economic finance prate as they will of
“ the worthlessness of the colonies as adjuncts to
“ England’s greatness, and as a mere source of
“ expense to the English tax-payer.

“The real sense of ‘the people’ both in the
“Colonies and in the Mother Country, is for union—
“close and indissoluble. Here, at any rate, we
“should deplore as nothing less than a national
“calamity any change in our relations with the
“Empire that would compel us to think no more of
“the British Navy as part and parcel of our own
“national history; and as the common boast and
“heritage of Britons, wherever the accident of birth
“or the enterprise of progenitors may have cast
“their lot in life. This sentiment which is destined
“to bind England and the colonies together, in spite
“of the Goldwin Smiths and the Manchester School,
“will survive, and, we trust, counteract the maladroit
“diplomacy of Colonial Ministers. And we may
“thank Mr. Childers for supplying us, in the visit
“of the Flying Squadron, with the surest antidote
“to the merely utilitarian theories of Mr. Bright and
“the unsympathetic anti-colonial policy of Lord
“Granville.”

In the afternoon the vice-regal party, consisting of the Governor and Mrs. Du Cane, Mrs. Lambert, Archdeacon Reiby, Mr. Chichester, with the Admiral, made a tour of the ships, the ladies hanging fire at the first one, putting themselves under the charge of

a distinguished captain of a frigate, whose previous diplomatic career now stood him in good stead, and His Excellency continued his round, calling on the captains of each ship, and returning to Government House about six o'clock, preparatory to the ball, which was to take place that evening at Government House, where, at nine o'clock, the doors were opened, and the company poured in to be astonished at the beauty of the room, or, as our correspondent of the Press mentioned, struck with the floral decorations, in which nothing was left undone to dazzle the vision with the splendours of the vice-regal palace. Our correspondent was assuredly there, but as we had not the pleasure of seeing him, we conclude he came with the fern trees that were placed at the back of the dais, which, with the lights behind them, produced a very desirable effect, and the room itself looked as well as a pretty room can look, decorated with an amount of flowers, in the profusion of which Tasmania stands unrivalled, and arranged with the greatest talent of artistic taste; we may thoroughly congratulate Mrs. Du Cane on a rare thing—perfect success; and as we had heard one constant cry in Australia about the beauty of Tasmanian women, of “Wait till you go to Hobarton,” we waited; and as the day drew near, anxiety

increased to see the room which was to be full of dazzling visions, and like most other things in this life that you look forward to with interest, we hope it will not be considered heresy to say that we were a little disappointed as to the amount of beauty in it. That there were pretty girls is undeniable, but that they were very scarce we think is equally so. What nature had not lavished, artifice had usurped the place with little winning ways, and many hearts beat a shade quicker at the sight of a well-remembered Melbourne face; and, without making invidious selections, we doubtless think that the Misses R——e were quite the belles, inclusive of the suffering Aunt Laura, who betrayed the sagacity of a great instinct on more than one occasion; and, with all going merry as marriage bells, dancing was kept up, with only a partial suspension at midnight, when, according to our Mercury friend, supper was served in the most superb style, the wines and champagne being of the choicest qualities, and iced—the fact of the icing having struck the gentleman so much, we are afraid he must have bolted a bit in the pantry; and by three o'clock the last white slipper had fled *en route* to its nest, leaving us alone with the thought of what we had done which we ought not to have done; and while we were ruminating over the pros and cons

and the fragrant tobacco before going to bed, the "Barrosa" was steaming regretfully out of the harbour on her way to Melbourne to pick up the Flying Squadron deserters, who had been apprehended, and where she managed to regain four out of the multitude.

Wednesday, January 5th.—The town was kept alive during the day by Jack, who was on leave, and who also was affording great amusement to the people ashore; and in the afternoon was the picnic, given to the squadron by the citizens of Hobarton, at a place—Rosny—the opposite side of the harbour to the town, where, shortly after one o'clock, the "Kangaroo" steamer took the givers and their guests across, who were shortly afterwards joined by the vice-regal party, and to the immense amusement of the spectators, many of the squadron, including all the supposed stern and unyielding naval post-captains, save one, played at the scientific game of duckstone. Great was the company of spectators, and loud the applause, when a bearded and decorated captain was seen fleeing, heedlessly down the hill, pursued by an impetuous and hairless midshipman, one of whom, in his anxiety to do for the duck, hurled a large portion of a rock, without looking to see if anybody's head was in the way. We regret much to say the flag-

captain's was, and the result was a severe and very ugly-looking cut under the eye; but as there was no scarcity of medical attendance on the ground, who, at the sight of blood, flocked like vultures, Captain Hopkins was, we are happy to say, sufficiently recovered as to put in an appearance at luncheon, where we also had the pleasure of meeting the gallant major, who had arrived that morning from Melbourne in the same steamer which brought two young ladies from the same city, who had already made so forcible an impression on one of our young commanders as to cause that officer several nights of doubtful rest, and when the eventful morning arrived, we heard that a solitary figure was seen about day-break pacing thoughtfully the small wooden pier of debarkation, anxiously gazing towards the mouth of the river for the then expected steamer, which at last arrived, and with it the eagerly looked for. Then again the sun shone, and the birds sang, and the world looked too bright to last long, as, after the first tender clasp of hands on the wharf, a well-known form was observed raising himself slowly up the hatchway, and springing lightly ashore, displayed, to the almost horror of our friend, the cheerful presence of our major, who accidentally, of course; happened to be crossing in the same steamer, perhaps for the same purpose,

as he was deservedly beloved by many of the squadron, and the meeting was, we believe, as cordial as possible, considering a spasm had only just passed through one, and then the partial eclipse began, which was destined to become at one time almost total. Immediately afterwards, Mrs. Du Cane returned to Government House under the best of protection, in the shape of the arch-deacon; and shortly after six the company broke up, returning to their respective homes, and in the evening His Excellency gave a large dinner to the admiral, ministers, etc., many ladies and naval officers being present.

The Admiral received a letter, through the *Tasmanian Times*, from the ladies of Hobart Town, and for their sakes we must regret the sometimes hardness of the human heart.

“ DEAR ADMIRAL,—

“ We have a favour to ask at your hands,
“ and knowing how kind and gallant all members of
“ your profession are to such petitioners as we, it is
“ with the better grace and more confiding spirit
“ that we pray you to grant our request. Do, dear
“ Admiral, move those fine ships of yours from their
“ present anchorage, where nobody can see them at
“ advantage, and where they are so difficult of access

“ to the ordinary anchorage near the wharf, where
“ the whole town can have a fine view of them, and
“ where all can conveniently reach them. You must
“ know we like to look at the blue coats and gold
“ buttons (people say the owners of the said coats
“ and buttons like to look at us), but modesty forbids
“ our putting this forward as a plea; and we also
“ like to view their floating home, especially when
“ they come in a fleet to our shores. Now, please
“ do be compliant to our earnest wishes, and be
“ assured every hospitality we can offer will be the
“ more readily extended to the whole of the crews
“ under your command.

“ And your petitioners will ever pray for fair
“ winds for your squadron when at sea, and sweet
“ smiles to welcome it at every port it enters.

“ THE LADIES.”

The result, if any, was not apparent, the anchors remaining where they were, and the ships as before obscured from the light-blue eyes of Hobart Town.

Thursday, January 6th.—The day was devoted to the great cricket struggle between the Southern Tasmanian Cricket Association and the Flying Squadron, the Governor leading his Kingdom and the Admiral his Squadron.

" SOUTHERN TASMANIAN CRICKET ASSOCIATION.

" FLYING SQUADRON MATCH.

" A cricket match was decided to be played on the
" Association Ground, in the Domain, yesterday fore-
" noon, between eleven of the officers of the Squadron
" and eleven of the above Association. The teams were
" —Rear-Admiral Hornby, Lieutenant H. T. Wright
" (captain of the eleven), Lieutenant H. O. Pearson,
" H. A. Baring, A. H. Bampton, J. Bruce, T. P.
" Pearce, R. Prothero, F. E. Eden, D. Henderson,
" and R. Sparks. The eleven representatives chosen
" by the match committee were—His Excellency the
" Governor, Hon. W. L. Dobson, W. Birch, C. Butler,
" E. Butler, M. Coverdale, G. Davies, C. Perry, T.
" Sheehy, E. Whitesides, and T. Whitesides. Umpire
" for the Squadron, Midshipman Henderson; for
" the Association, Mr. T. E. Hewitt; long-stop,
" Mr. T. Sheehy; wicket-keeper, Mr. George Davies;
" scorer for the Squadron, Midshipman Prothero—
" for the Association, Mr. A. K. Chapman. The
" weather was propitious, but rather windy. A
" large number of spectators assembled both inside
" and outside the enclosure, and several carriages
" and equestrians on horseback. In the Pavilion
" were seated a goodly number of ladies and gen-

“ tlemen. At the south-west end the Governor’s tent
“ was pitched, in which was a row of American arm-
“ chairs, in which sat His Excellency, the Hon. Mrs. Du
“ Cane, Mr. C. M. Chichester, A.D.C. ; Mrs. Lambert,
“ Sir Valentine and Lady Fleming, Sir Francis
“ Smith, Hon. T. D. Chapman, and other notabilities.
“ The fine band of Her Majesty’s ship “Endymion,”
“ in a marquee, performed during the day. A
“ spacious refreshment booth for the cricketers and the
“ public stood on the north-east side of the cricketers’
“ storehouse, erected and kept by Mr. Cowburn, of the
“ Jolly Hatters, Melville-street, who had also in close
“ proximity a booth for the dispensing of liquids.
“ In addition there were two or three private tents.
“ The concourse of spectators greatly increased
“ towards the afternoon, and much interest was mani-
“ fested by them in the game. About 11 o’clock the
“ squadron eleven were sent to the wickets. Shortly
“ after two o’clock the cricketers retired to luncheon,
“ His Excellency the Governor being at the head of
“ the table. They resumed the play in about three
“ quarters of an hour. Lieutenant Pearson and Sub-
“ Lieutenant Baring began the match, C. Perry and T.
“ Whitesides being the bowlers. After scoring four,
“ Pearson was caught out by His Excellency, amid
“ loud cheers. C. Perry gave up bowling, and

“ was succeeded by E. Butler. Bampton took the
 “ bat in room of Pearson, but was bowled out by
 “ Butler, after scoring thirteen runs. Baring, who
 “ handled his bat well, was, however, at length
 “ bowled out by Whitesides, and Bruce went to
 “ the wicket.

“ The following are the scores :—

SQUADRON.—FIRST INNINGS.

H. L. Pearson, c His Excellency, b T. Whitesides	4
H. H. Baring, b T. Whitesides... ..	13
A. H. Bampton, b E. Butler	13
J. A. T. Bruce, run out by H. Birch	18
J. H. Pearce, b E. Whitesides	14
H. T. Wright, c T. Whitesides, b G. Davies	18
Admiral Hornby, b E. Whitesides	4
R. C. Prothero, c T. Sheehy, b E. Whitesides... ..	4
F. Edcu, not out	9
R. Henderson, b E. Whitesides... ..	0
R. Sparks, b E. Whitesides	1
No ball, 1 ; byes, 7 ; wides, 5 ; leg byes, 5	18

 116

ASSOCIATION.—FIRST INNINGS.

T. Whitesides, run out	34
G. Davies, c Bruce, b Knight	0
E. Butler, b Knight	20
C. Perry, b Bampton	28
W. Birch, c Bruce, b Sparks	22
Coverdale, b Pearson	17
His Excellency, c Wright, b Bampton... ..	1
E. Whitesides, b Bampton	1
C. Butler, leg before wicket, b Pearson	0
W. L. Dobson, not out	1
T. Sheehy, run out, Bampton	1
Byes, 10 ; leg bye, 1 ; wide balls, 10 ; no ball, 1 ...	22

 147

SQUADRON.--SECOND INNINGS.

H. L. Pearson, c C. Butler, b C. Perry	...	...	...	19
F. Eden, b E. Butler	...	...	...	4
H. A. Baring, c T. Whitesides, b E. Whitesides	...	...	...	0
A. H. Bampton, b C. Perry	...	...	...	0
J. P. Pearce, b E. Whitesides	...	...	...	21
H. T. Wright, b C. Perry	...	...	...	0
J. A. T. Bruce, c T. Whitesides, b E. Whitesides	...	...	...	5
Admiral Hornby b C. Perry	...	...	...	1
R. Prothero, b C. Perry	...	...	...	7
R. Henderson, not out	...	...	...	5
R. Sparks, stumped Birch, b T. Whitesides	...	...	...	3
No ball, 1 ; byes, 10 ; wide balls, 4 ..	..	..	..	15

 80

“ The scores will show for themselves. It was intended to determine the match by one innings only, but the Squadron Eleven, to meet the wishes of their friends, went through their second innings, which they finished about half-past six o'clock. It will be seen that the total scored by them in the first innings was 116, against 147 scored by the Association team, and that the former scored 80 in their second innings. The batting of Pearce, Bruce, Wright, and Pearson, on the Squadron's side, was first-rate, as was also that of Messrs. Whitesides, Birch, C. Perry, E. Butler, and Coverdale. The fielding, too, was faultless.

“ At the close of the play the band struck up the National Anthem, and the cricketers and spectators took their departure;” and in the evening His Excel-

lency, as usual, entertained a large party at dinner, including the Major and the Miss Blackwoods; immediately after which there was a general adjournment to the ball given by the colonists of Tasmania in the Townhall, where, at a quarter to ten, His Excellency the Governor, Admiral, and vice-regal party arrived, and were received by a guard of honour of the 14th Regiment and "God Save the Queen" on entering the room, when the real business began; and there we saw some very pretty faces that we had seen at Melbourne before, and consequently there also we saw our stricken Commander in a see-saw state of pleasure and pain; at one time galled to desperation because the elder sister had departed to supper with an ancient messmate, who of course had done it on purpose; and the younger one, uncertain, coy, and hard to please, was harder to please than ever; so a happy thought being suggested by the ancient messmate, on his return, ignorant of harrowed feelings, that when things are at their worst they must mend, it was received with very bare civility; and so followed in rapid succession, heat and cold, pleasure and pain, and the feelings of one of the lieutenants of the flagship so overcame him that, in the absence of better accommodation, the flirtation was carried on in the cellar, out of which he was quickly bolted, probably

by an ever-watchful rival, the possessor of such captivating charms being his innkeeper's daughter, and his selection, though, was undeniably good; and for his sake we sincerely regret the inopportune intruder, who frustrated so much. About 400 sat down to supper, after which the good old toast of "The Queen, God bless her!" was drunk with three times three and one more.

"The Chairman (Mr. Wilson) proposed the 'Health of His Excellency, the Governor,' and in doing so said they would all feel gratified by the Governor's presence, whose ability in the administration of the affairs of the colony they all knew. No gentleman could be entrusted with those duties better than His Excellency.

"The toast being drunk with all the honours,

"His Excellency, on rising, begged to thank the company sincerely for the kind and cordial manner in which they had been pleased to respond to the toast of his health. It gave him sincere pleasure to take part in the welcome which had been accorded the Admiral and the squadron, which, he believed, would be an event in the future history of Tasmania of a memorable character. (Applause.) He had no wish to resort to the nautical manœuvre of taking the wind out of the sails of the Colonial

“ Secretary, who was ready to burst with the eloquent
“ terms in which he would propose the toast of the
“ evening—(laughter)—by making a long speech; but
“ as the son of a naval officer, and as having sustained
“ an office in connexion with the service in England,
“ and now as Her Majesty’s representative in the
“ colony, he might express his sincere gratification at
“ having been able to take any part in suggesting
“ that the colonists of Tasmania would gladly welcome
“ this noble squadron; and as Her Majesty’s repre-
“ sentative, he had ventured to represent it to the
“ powers that be in England how gratifying it would
“ be to the colony if some slight deviation of the
“ Admiralty laws of the Medes and Persians were
“ made as regarded the route of the squadron—(ap-
“ plause)—and he trusted the Admiral and his officers
“ would never have to regret it; but when the perils
“ and dangers of the cruise of the Flying Squadron
“ had terminated, their week’s visit to Hobarton
“ would be amongst the sunniest of their recollections,
“ and more especially of the fairer portion of creation.
“ (Applause.)

“ The Chairman then asked the company to join
“ with him in drinking the ‘Health of their gallant
“ ‘visitors, Rear-Admiral Hornby and the officers of
“ ‘the Flying Squadron.’ They were met to offer a

“ welcome to them, and to do them honour. They
“ were welcome to the shores of Tasmania for the
“ sake of the noble service of which they were the
“ representatives; they were now welcome, since they
“ had known them on their own account. (Cheers.)
“ As English colonists they were proud to see such a
“ squadron in their waters as they had witnessed
“ during the week, and they must always look back
“ with pleasure on this auspicious visit. To His
“ Excellency they were indebted for having interceded
“ with the authorities at home for the noble fleet to
“ come here. He should only say that they would
“ long reflect on the satisfaction and happiness which
“ the visit of the fleet of noble ships to the waters of
“ Tasmania had caused, not only to those who were
“ present, but to the entire community. He trusted
“ that when the squadron took its departure—for its
“ visit could not be prolonged—the gallant Admiral
“ and his officers would carry with them some happy
“ recollections of Tasmania when they were far dis-
“ tant. (Cheers.) They should look with some degree
“ of interest to the future of the squadron, and in
“ time to come the colony would feel proud to recol-
“ lect their visit here.

“ The toast was then drunk with three times three,
“ several times repeated.

“ The Admiral, who was received with a fresh
“ demonstration of esteem, asked to be allowed on
“ his own behalf, and on behalf of the officers of the
“ Flying Squadron, to return their sincere thanks, not
“ only for the way in which they had received the
“ toast and good wishes expressed, but generally for
“ the kind reception they had received here and else-
“ where. It was quite true that their fortunate
“ brethren, who had been able to spend a longer time
“ here, had been able to give flattering accounts of the
“ colony; in other lands they had told of the beauty
“ of the climate, the beauties of the scenery, and other
“ beauties—(a laugh)—but, above all, of the great
“ friendliness with which their countrymen had received
“ them here; but they (the Admiral and officers) could
“ take up the tale for themselves, and with sincere
“ satisfaction repeat those tales, not only in the same,
“ but in an exaggerated form. His Excellency had
“ alluded to the manner in which the squadron had
“ come here. Now, although the Board of Admiralty
“ was accustomed to be abused—(a laugh)—it was an
“ ill wind that blew nobody any good, and the
“ Admiralty did them good when they directed them
“ to come to this magnificent harbour. (Applause.)
“ The Colonial Secretary had talked of perils the
“ squadron would still have to encounter, and that

“ was one of those pleasant remarks which had been
“ made to him before. It had been said that when
“ they went from New Zealand they would lose their
“ ships; his own was to go down, others were to fall
“ on rocks; and truly, if they chanced to make so much
“ wreck of their ships as the ladies had made of the
“ hearts of the officers, they would not have much
“ chance. (Laughter.) Thanking them for the kind
“ manner in which the company had listened to him,
“ he begged to drink their healths. (Applause.)

“ His Excellency and the Admiral then returned to
“ the large hall, and another relay proceeded to the
“ supper-room. Dancing was continued until an ad-
“ vanced hour in the morning, and the company
“ generally, the younger portions in particular, will
“ long remember the satisfaction produced at the
“ colonists' ball to the squadron officers.”

And it was not until Friday's sun gave unmistakable warning of his approach, that the company, lingering on as long as hapless chaperones could stave off nature's rights, cloaked, hooded, and fled before the searching rays of the summer's dawn.

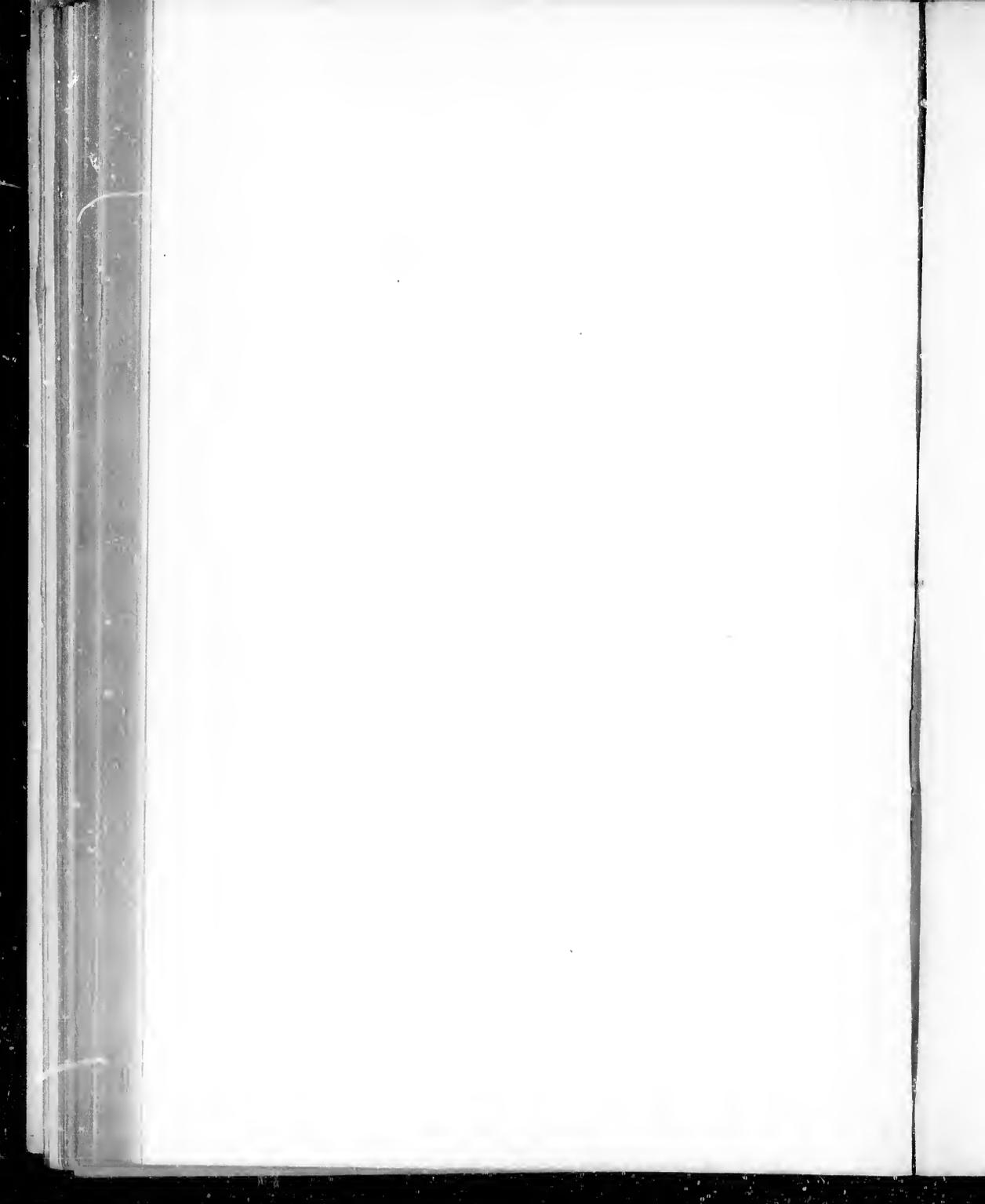
Friday, January 7th, was a general holiday, and ushered in by a glorious Tasmanian summer's morn—a royal day for the people, who came down from all parts to see the five ships from the Mother

Country, and to enjoy a gala day. Very early in the morning there were fourteen or fifteen thousand people on the banks of the river, and shortly after eleven o'clock the regatta commenced, with a programme of as nearly as possible alternate races for civilians and the squadron, the whole arrangement, as well as the onerous duties of settling blue-jackets' disputes, being carried out by a committee composed of civilians and three lieutenants of the squadron, who were entertained at a sumptuous lunch in the committee-booth; on which occasion, one of the squadron committee-men, thinking of his previous night's defeat, in returning thanks for the ladies, becoming a little confused, expressed a wish to see more of them, which was received with tumultuous applause. We must apologize for raking these old stories up, and only do so in case that mothers, sisters, and those dear at home, watching with anxious eyes the career of their darling in distant lands, should think the remark odd on his part, and to assure them that the champagne luckily was good, and the meaning wished to be conveyed was to stay longer with them. At one o'clock His Excellency embarked in the "Liverpool's" barge, to pay his official visit to the Admiral, being received by the squadron with manned yards and the usual salutes, which was



Illustration by F. C. Lambton

THE SQUADRON VISITING THE RIVER DERWENT, TASMANIA



returned by the battery; the Admiral entertaining His Excellency and party, with the Ministers, Heads of Departments, our Major, etc., with their better halves [not the Major's], at luncheon; after which formality was disposed of, the ladies commenced to arrive for an afternoon dinner; foremost amongst whom were the Miss Greenwoods, who, we regret to say, were attired for the road and not for society, and who shortly left us forlorn, *en route* for the Squadron Eden at New Norfolk, and immediately afterwards we lost the company of the three-striped fly, struggling in a web with two ruthless spiders (we are happy to say that salt water has fully sustained its curative properties and the much-mangled heart is once more whole). Then happened a small incident during the afternoon's entertainment, which detracts very visibly from the general notion of the gallantry of the British naval officer. A young, gushing, and slightly eccentric fair one, having for a partner a young, but not very gushing lieutenant, suggested, as they paused exhausted, during an interval in the mazy dance, in a mild and gentle voice, that they really got on so nicely together, that she thought they might try another dance, and he most ungallantly, not reciprocating the tender passion, treacherously placed the confiding one's name down

for the last dance, and as soon as society permitted, hurried away to his cabin and made rapid preparations for the shore; but in the mean time, unfortunately for him, his late partner, having subdued a more tractable companion, and compelled him to show her the lower regions of the ship, where she spied her partner for the last dance; actually; much pain as it gives us to say it, in a state of drawers, and boldly advancing into the hitherto-believed sanctum, the fearless and undaunted maiden, with imperial air, instantly ordered the uniform coverings to be replaced over the afore-mentioned article, and remaining gloating over her now crushed victim until the last twist of the necktie, when she returned triumphant to the scenes of previous bliss with her false one, and we heard forgave him, before the sun set on her wrath, shortly after which time the company returned to the shore, leaving a large proportion of the squadron inquiring eagerly as regards the price of land in Tasmania, and other minor matters connected with a lasting residence in the garden of the South. In the evening, Government House largely entertained, as usual, and the next afternoon (Saturday) being the last weekday, a general meeting took place to celebrate Mrs. Du Cane's garden party on the terrace of Government House, and there were gathered together all the youth,

beauty, and fashion for miles round, giving it an appearance of unusual animation, muslin and midshipmen being in great force. Music, secluded paths, croquet, and other out-door feminine amusements were largely patronized for some time, until a west wind, that had been inclined to be boisterous all the afternoon, began to blow the gauzy frocks about to such an extent as to imperil modesty and the detection of tops; not silk, when there was a general rush to the ball-room, where, in the excitement of whirling to Flying tunes, and utterly regardless as to the price of silk, the time was pleasantly wiled away till six o'clock, when there was a general break-up, to meet at the theatre afterwards, where the Squadron Amateurs appeared again, this time for the benefit of the Organ Fund, and they had every reason to be satisfied with the house, for, with the exception of the private theatre of a sultan (if they have such things), there never were so many of the fair sex gathered together in proportion to the unfair sex (as a lady novelist of repute designates man), we should think, in one theatre before; and, with a pair of powerful glasses, you might occasionally observe part of a whisker, or a male nose, poked out of the sea of muslin to prevent total suffocation, and almost as quickly withdrawn, his attempts to sustain life mate-

rially affecting the packing of the box, and drawing on his head the anathemas of sixteen infuriated ladies; under some circumstances the head may have been supposed to have been a lucky one, but hardly with the thermometer at ninety degrees. At the conclusion of the performance the house gave three cheers for His Excellency, Mrs. Du Cane, and three for the Admiral, who seized the opportunity of turning round to place a bowl of flowers about two feet in diameter, which had previously been on the cushion in the Governor's box, on to the top of an old lady's shoulder in the pit. We congratulate the old one on the escape of her head, as dissolution would have been inevitable; as it was, a severe shock only to the system was the result, and we must hope there was not a similar one to her loyalty, as the old lady had shown her appreciation of Her Majesty's representative by violently waving her gingham. Afterwards there was a large supper entertainment at Government House.

Sunday, January 9th.—In the morning the ships were crowded with visitors of all classes of the community, to enjoy the novelty of ship and short service. The vice-regal party went on board the "Liverpool," and the head of the Tasmanian Church preached on board the "Endymion." The afternoon was devoted

to tender partings of a very non-ordinary order, all Hobart Town and the surrounding country being largely sprinkled with weeping men and wailing women, the hospitable house of beauty at New Town becoming temporarily a house of woe, the heaviest sufferers being those that recklessly stayed for evening service, tea, etc., and finishing almost fatally with poor mamma going to bed with such a headache. In the evening, His Excellency gave his farewell entertainment to the Flying Squadron, and prayers for the safety of the squadron were read by the Bishop at the evening service in the Cathedral.

“ Tasmanian Times,” Monday, 10th January, 1870.

“ This morning will witness the departure from our shores of the Flying Squadron. It is impossible not to part with it without regret, but we may console ourselves with the reflection that our guests of the past week have enjoyed their visit, and that all has been done that could be done, without extravagance or ostentation, in the way of welcome. The proverbial hospitality of Government House has well sustained the credit of the colony in this particular; nor have the colonists been wanting to themselves either in the public or private entertainment of their naval visitors. And we venture to believe that their Tas-

“ manian sojourn will not furnish Admiral Hornby and
“ his officers with the least sunny recollection of their
“ sixteen months cruise round the world. The Regatta,
“ too, was a happy suggestion for affording some
“ opportunity for entertaining and amusing the ships’
“ companies of the fleet, and bringing them into con-
“ tact with the mass of the population. In short, the
“ visit of the Flying Squadron has, we think, fully
“ answered the expectations, so far as this colony is
“ concerned, both of those by whom it was despatched
“ from England and of the Governor, at whose sug-
“ gestion Hobart Town was added to the original
“ programme of British ports to be visited. His
“ Excellency is himself the son of a post captain in
“ the Navy, while Lord Lyndhurst, Mrs. Du Cane’s
“ father, was the zealous and eloquent advocate in
“ Parliament of the paramount necessity of main-
“ taining the British Navy at a standard of efficiency
“ second to that of no first-rate European Power.
“ These circumstances may account naturally enough,
“ for His Excellency’s anxiety to see the Flying
“ Squadron at anchor under Government House
“ windows. But he is none the less on that
“ account entitled to our acknowledgements for his
“ successful endeavours to secure for Hobart Town
“ the great and unprecedented pleasure of a visit

“ from six men-of-war under the flag of a Rear
“ Admiral.

“ It has been well said that in our intercourse with
“ gentlemen of the naval profession who have visited
“ Australian waters we have had some very lofty
“ examples. Indeed, the experience the colonists have
“ had of naval officers has created a general impression
“ of their urbanity and kindness, of their promptitude
“ to succour the distressed, to rescue their country-
“ men in danger, and to go to their relief, although
“ at the risk of their own lives. It is not now for
“ the first time that Tasmania learns what they are,
“ or feels that they deserve the hospitality and good-
“ will of which they have always been the objects.
“ Nor can we forget of how much the flag under
“ which they sail is the emblem and the type. ‘The
“ ‘ sound and almost universal sentiment (says a
“ ‘ Sydney contemporary) of the British colonist is
“ ‘ one of respect and affection for that symbol of his
“ ‘ country’s power. Upon every seaman a part of
“ ‘ this glory is reflected, until he has forfeited it by
“ ‘ misconduct disgraceful to the British name, or
“ ‘ sentiments which are not in harmony with his
“ ‘ profession. The gentlemen who are on board the
“ ‘ squadron come with the prestige of their country
“ ‘ and their calling, They land, wearing the uniform

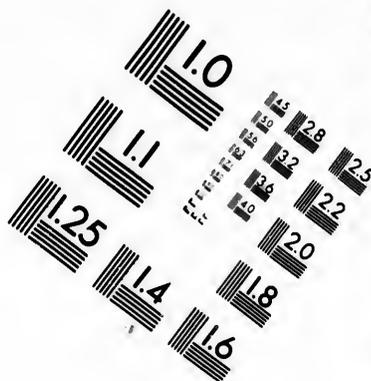
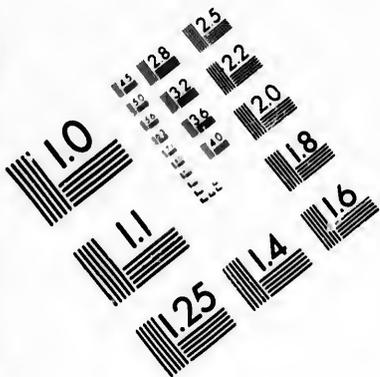
“ ‘ which all nations have learnt to respect. They are
“ ‘ welcomed as men who speak our language, who
“ ‘ share our habits, who come from our ancient
“ ‘ homes, who bring with them the warm sympathies
“ ‘ of our race, and who, in going away, will carry
“ ‘ with them our best wishes for their posterity—
“ ‘ wishes which they will reciprocate by a pleasant
“ ‘ remembrance of the colonies they have traversed.’

“ Australia owes much to the naval service of
“ England. It was discovered by the illustrious Cook.
“ Flinders, Franklin, Fitzroy, Denham, and the ill-
“ fated and lamented Burnet, are all names that will
“ long be remembered with honour in these colonies,
“ whose merchant shipping owes its safety at sea to
“ the accuracy and fidelity of the conscientious ex-
“ plorations of naval surveyors; while there is never
“ an hour in the day when some ship of commerce is
“ not comparing the charts of those distinguished
“ men with their own position, and deriving a sense
“ of security from the belief that whatever is set
“ down had been inserted under the fullest impression
“ of its truth, and after the necessary precautions had
“ been taken to ascertain it. On these, and on many
“ other considerations of common nationality and
“ pride in our country’s honour and naval fame, the
“ ships and officers of the Royal Navy must ever be

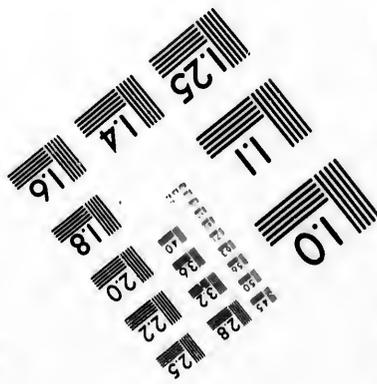
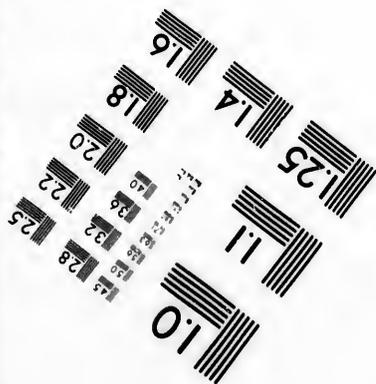
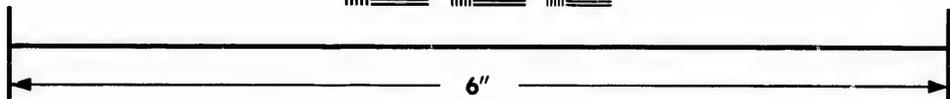
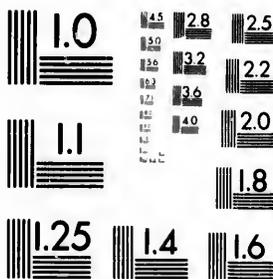


Standard for 1872. L. L. L. L. L.

THE LAST OF THE ABORIGINALS, (LADY) TASMANIA



**IMAGE EVALUATION
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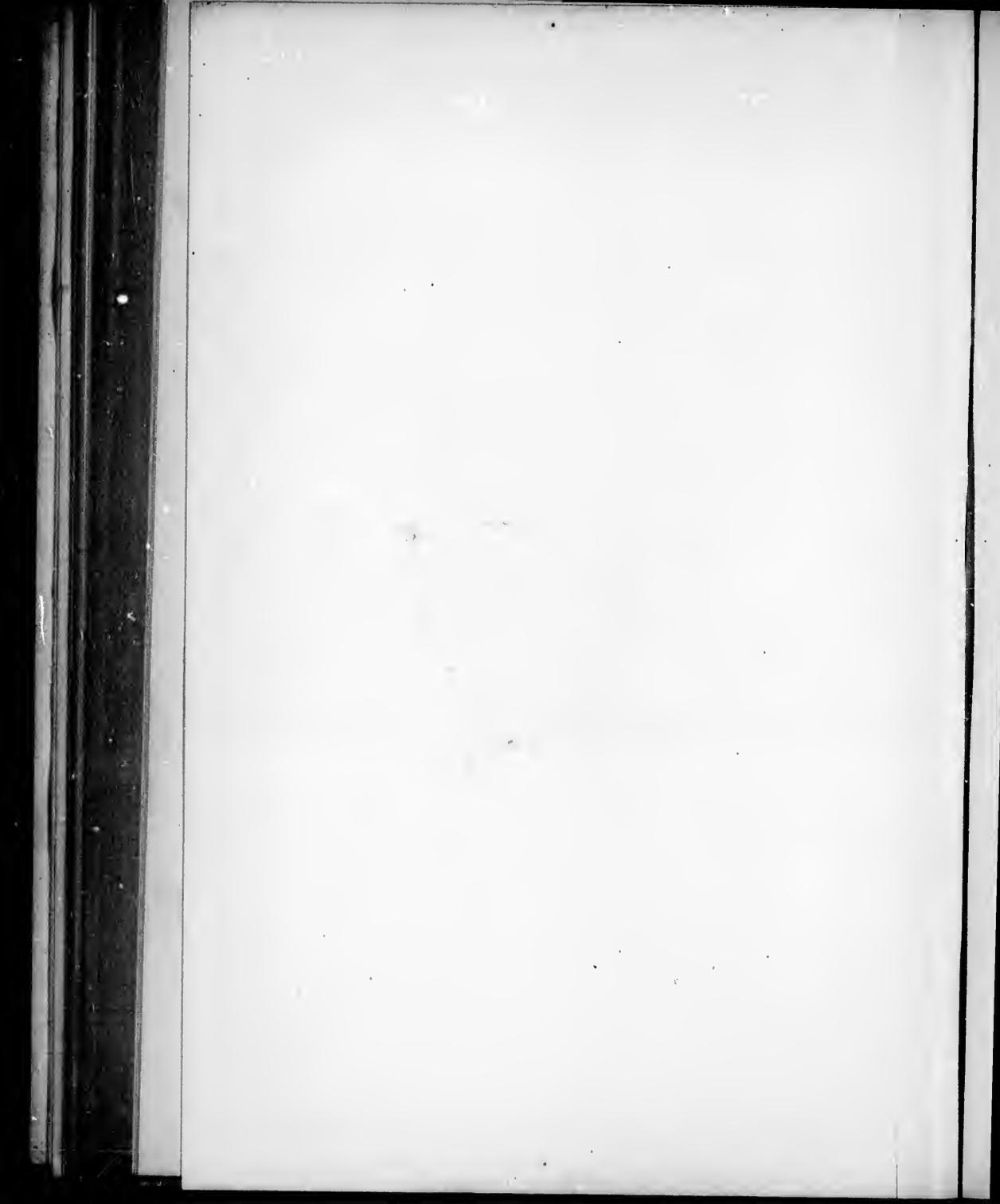


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“ welcome to us, whether they visit us on a peaceful
“ errand as passing guests, or in cause of science, or
“ as our succourers and defenders in times of war
“ and in the hour of danger. They constitute for us
“ the embodiment of the most thoroughly national
“ and popular element of British institutions. And
“ we now bid them heartily farewell, and wish them
“ God-speed on their voyage of duty and their mis-
“ sion of peace. Go where they may, our best wishes
“ for their safety and comfort will follow them till
“ they reach once more, in the old land, ‘the haven
“ ‘where they would be.’ And go where they
“ may, we venture to believe they will carry with
“ them a pleasing recollection of their Tasmanian
“ welcome.”

From an early hour in the morning the bank of the river gradually became alive with people to look their farewell on the soon departing squadron. At 9 o'clock His Excellency, Mrs. Du Cane, Mrs. Lambert, Mr. Chichester, and the Archdeacon went on board the “Liverpool,” to go down the river as far as the Iron-pot Lighthouse, at the mouth; and by 10 a.m., the squadron were all a-weigh, the only drawback for sailing-ships, being the almost total absence of wind, which failed altogether when the

“Liverpool” tried to start, and when the ladies clustered on the bank, evidently meditating going on board by means of the stern ladder, she was obliged to anchor, and be towed in the middle of the stream by the “Southern Cross” T S S, where there was a light air from the southward, making it a dead heat out of the river, evidently with the intention of allowing time to see the scenery, which was too lovely for pen and ink to give an idea: the town, at the head of a small bay on the bank of the river, covered with waving bunting, of every shade and colour, and apparently nestling itself under the shadow of Mount Wellington, frowning ruggedly in the back ground; the whole scene being lighted up by thousands of people, the greater portion wearing muslin dresses, clustering on every bank and point to kiss a hand or wave a handkerchief; and as the eye travelled higher up the river, and you saw the most picturesque of Colonial Government Houses rising apparently out of a scarlet hill, the banks one mass of geraniums, you came to the conclusion that nature had been singularly lavish to this, the fairest land on earth for Saxon homes.

The beating out was commencing to get rather tedious, until the “Liffey” and “Scylla” relieved the monotony by testing the properties of the wooden

ram, "Liffey" getting off worst, carrying away jib-boom, dolphin-striker, and spritsail-gaff, and injuring some men, the "Scylla" only losing her fore-chain plates; and as "Liffey" anchored immediately, they fell clear, and shortly after half-past four "Liffey" weighed again under a double-reefed foretopsail. The "Southern Cross" and "Monarch" (Tasmanian steamers) accompanied the squadron, crowded with extra ambitious people, to see the last; and at five o'clock, as the Iron-pot was some considerable distance off, and the wind, if possible, more fitful than ever, the vice-regal party deserted the "Liverpool" for the "Southern Cross," and steaming round the squadron, were received by each ship with three times three, bands playing, etc., the prevailing tunes being "Auld Lang Syne," "Good-bye, Sweetheart," "The Girl I left behind," etc.; and what we may altogether call an enthusiastic ovation, that was certainly sincere, and was the only opportunity given, of showing the squadron's appreciation of the pleasant days spent in Tasmania, and the never-ending hospitality of Government House. As the steamer turned her head back again to the town, the most sanguinary were compelled to reconcile to themselves the ghastly fact that the last link was severed, and experiencing with the reconciliation, an uncomfortable choking sensation,

well known to the outward-bounder. Shortly after the steamer disappeared, the hardly-perceptible air became imperceptible, forcing the squadron to anchor still inside the river, and with the point just in sight, behind which lay the town that contained so many; so much; and which was watched with such anxious eyes till darkness hid it from view, in the wild hope of an enterprising steamer making its appearance as a profitable speculation.

The next morning, at 4 a.m., the squadron weighed under sail with a light breeze from the S.W., which increased as we opened Storm Bay, starting us fairly on our way, and then gave way to a fresh N.E. breeze with heavy rain; the wind remaining variable until noon of the 14th, when we were again bowling along before the brae west winds; passing 10' to the northward of the Snares on the morning of the 16th, then hauling up the East Coast of New Zealand, and the winds becoming light and variable, anchored off Port Levy Rocks, outside Port Cooper (the Harbour of Lyttleton), the wind being very light, the tide very strong, and both coming dead out of harbour, at half-past seven in the evening, that day counting as a harbour one out of the liberal number allowed, and we congratulated ourselves on having accomplished the feat of crossing the cold, bottomless sea, torn by Arctic currents, swept by

Polar gales, and traversed in all weathers by a mountainous swell, without encountering any one of those peculiarly disagreeable freaks of Nature, and agree with Blackwood's Democracy beyond the seas, that the author of "Greater Britain's Sketches" are singularly vivid.

At 4 a.m. next morning, Wednesday, 19th, weighed under sail, and beat three miles up a narrow bay against a light foul wind, the "Liverpool" anchoring at half-past eight, and some of the ships not arriving in their berths until the afternoon; nevertheless, according to Act of Parliament, it was another of the limited number of harbour days, on a very compressed principle. Immediately after the "Liverpool" anchored, Mr. Rolleston, the Superintendent of Canterbury, went on board to welcome the Admiral, and also to express the great pleasure with which the aristocratic and prosperous province of Canterbury welcomed the squadron from the Mother Country, notwithstanding that at the time New Zealand was writhing in gall, under the influence of, perhaps, one of the most injurious despatches that ever left our colonial office, and the benefit of which we have yet to reap, as the time is not yet ripe, but when it is, we shall probably find a great change in the geography of the Southern Ocean, and one hardly palatable to a true Englishman.

The conflicting state being fully appreciated in the colony. The Great Power that was able to send six large men-of-war to her most distant colonies, and the yet greater one which the grasping Manchester School had gained, in order to enable them to dictate a Colonial Minister's despatch; and as that despatch and the squadron arrived in New Zealand about the same time, we venture to think the feeling of the North and South Island in respect to it were somewhat antagonistic, the South being one of unbelief that it could be possible for the great country, still looked to as being and called Home, of Great Britain, to wish to separate herself from her colonies, especially New Zealand, bone of her bone, as undoubtedly she is, while, on the other hand, a very general feeling in the Northern Island was, that it must be a matter of a very short time, and the sooner the amputation was over, the sooner the healing process would commence; but from high to low there was but one feeling, and that, of universal condemnation at the despatch which bore Lord Granville's name. And whatever happens in those distant parts of our dominions, whether it be a Federation of the Australian Colonies, Tasmania, and New Zealand, under one great Southern Republic, or whether New Zealand stand aloof from her great Sister Isle, we do not expect to wait long

to see the introduction to the dismemberment, and at the same time we must totally disagree with the Author of "Greater Britain," when he casually remarks that the power of his favourite country, America, is predominant in the Pacific, which we doubt exceedingly; that the Sandwich Islands are all but annexed—to which statement we beg entirely to differ; and concluding with the extraordinary assertion that Japan is all but ruled by America, which, to any one with the slightest knowledge of that country, is so utterly absurd that we must regret exceedingly to think that his information on so great a point should have been so singularly erroneous. We here give the opinion of the Melbourne Press, which went the round of the colonial papers.

“EARL GRANVILLE'S POLICY.

“(From the *Argus*.)

“The colonial policy of the Imperial Government, as enunciated by Earl Granville in his New Zealand despatches, is calculated, if persevered in, to produce a feeling of dissatisfaction and distrust throughout the whole of the British dependencies. So far as this colony is concerned, we should be doing it an injustice were we to permit a doubt to be cast upon its disposition to accept the responsibility of defending itself against the ordinary local assaults to which

“ such a community is liable. Without adopting Mr. Higginbotham’s braggadocio, by which we pledge ourselves to defend the colonies and assist it against invading armies and navies, we are all agreed that the maintenance of the Queen’s authority in Victoria may be safely entrusted to the hands of the Queen’s loyal subjects in this land. The language made use of by Her Majesty’s present advisers, however, has started a difficulty which ought never to have arisen in any part of the British Empire. Earl Granville, in his last published despatch to Governor Bowen, protests against the Imperial Government being asked for assistance to sustain a policy which it does not direct, and which it is not able to foresee.

“ This amounts to a declaration that the Imperial authorities decline to accept any further trouble or responsibility, in respect to colonies whose policy is removed from their direction. This sentiment is applauded by a portion of the English Press, and is virtually endorsed by a statesman of deservedly high standing—Earl Grey—who, in his letter to Mr. Youl, upholds the same doctrine that the responsibility of the Imperial Government be proportioned to the control it exercises over the affairs of the colony. Under the policy thus proclaimed, it becomes a question for consideration

“ not only in New Zealand, but in all colonies
“ enjoying partially independent government, what is
“ the meaning amongst them of the term, Queen’s
“ authority, which is the nominal source of all legal
“ process and final sanction of all legislation?
“ Though, fortunately not troubled with a warlike
“ and restless aboriginal population, Victoria, like
“ all other countries and sections of countries, is
“ liable to be harassed by disaffection among certain
“ portions of her own children. Already in her brief
“ history have her constituted authorities had to
“ resist and put down what must, for want of
“ better designation, be termed insurrection. Crowds
“ of ill-advised men rose in arms against the
“ ‘Queen’s authority,’ and with opposing arms had
“ to be strongly encountered. In those days there
“ was no doubt as to what was implied by the
“ ‘Queen’s authority,’ and little difficulty found in
“ resolutely maintaining it. Supposing, however, in
“ the present day, a section of the population of
“ Victoria were to declare itself dissatisfied with
“ the existing rule, and take up arms against it,
“ what position would the loyal subjects of the
“ Queen, and especially Her Majesty’s representatives,
“ occupy in the eyes of Earl Granville and those
“ who endorse the sentiment he has expressed?

“ People not gifted with the ruthlessly logical
“ acumen upon the possession of which Earl Granville
“ has been complimented, have hitherto presumed that
“ the presence of the Queen’s representative as
“ governor of a colony sufficiently demonstrated that
“ her Majesty had still a voice in ‘directing the
“ policy’ of the colony, and was able, to some extent,
“ to ‘foresee’ it. Such being the case, it was never
“ doubted until now that what is known as the
“ Queen’s peace would, if necessity arose, be enforced
“ to the utmost of the Queen’s power. The colonists,
“ in short, regarded themselves as resting, in common
“ with other English subjects, under the ægis of the
“ English throne, and as certain of protection, if they
“ stood in need of it, as if they resided in Middlesex.
“ The new law on this head, which is being propounded
“ by the mouths of English statesmen, comes upon
“ them with the force of a startling novelty. Ground
“ which they had imagined to be unassailable is sud-
“ denly cut from under them, and they are no longer
“ able to forecast with certainty what would be the
“ course the Queen’s representative might be in-
“ structed to take in the extremely unlikely event of
“ a rebellion occurring. So far as this colony is con-
“ cerned, as we have said, it is quite capable of pro-
“ viding for its internal tranquillity without asking for

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“ active support from England. The point at issue
“ is—How does it stand if deprived of moral sup-
“ port? The great mass of the people of Victoria
“ is, doubtless, well affected towards the rule of the
“ Queen; but here, as elsewhere, it is not impossible
“ to suppose there may be a section of the com-
“ munity rashly desirous of the colony enjoying a
“ premature independence. In the event of the
“ latter making its presence actively felt, would those
“ who rushed to uphold the Queen’s authority find
“ that they were contending on behalf of a shadow?
“ Would the authority they sought to support melt
“ away in the heat of the conflict?

“ It would seem, from the terms of Earl Granville’s
“ despatches, that what he terms the Imperial Go-
“ vernment is something quite apart from and in-
“ dependent of the nominal control of the Crown;
“ otherwise he could scarcely have so completely over-
“ looked the fact that every colony, no matter how
“ free may be its local administration, possesses, as a
“ part of its governing system, an official who repre-
“ sents the Queen, without whose sign-manual no
“ money can be expended, and no Act of Parliament
“ become law. Surely so long as this is the case,
“ the Queen retains a directing influence over the
“ policy of every colony, and cannot disown her

“ authority when troubles arise. According to Earl
“ Granville, she rules only when all is peaceful and
“ pleasant; if a storm threatens, she can lend neither
“ active assistance nor moral support. Is this how
“ we are taught to regard the sometime proud
“ position of forming a part of the British Empire ?”

Shortly after twelve o'clock, the Admiral went ashore with Mr. Rolleston at Lyttleton, which was a good two miles from the anchorage, and where a special train was waiting to take the officers to the Canterbury Races, which, unfortunately, very few could avail themselves of, owing to the requirements of Her Majesty's ships after arriving in harbour; but towards the end of the day a good many arrived at the course, where the stand and racing were both conducted in a way that would have done credit to an English county, and where the committee, assisted by Mr. Cracroft Wilson, of Indian fame, performing the onerous duties of Judge, showed how heartily they welcomed any one from home, as those bred and born in the colonies still prided themselves in calling the Mother Country, and in which they were ably supported by the fair of Canterbury, who ornamented the stand, and who were pleased to be exceeding gracious to those whose paths were on the great

waters, and after a capital day's racing, an adjournment was made back to Christchurch by rail and road, about six miles, where the club was overrun by the squadron, to the detriment, we are afraid, of members, who placed that exceedingly pleasant house at the disposal of the officers. In the evening Mrs. Studholme's ball took place, in celebration, we hope, of her husband's winnings with his game old horse, Knottingley.

The next day, Thursday, January 20th, there was a great rendezvous at the club, where the break and six, driven by Mr. Cole, the Premier of coachmen, was provided for the Admiral, Mr. Rolleston, and a number of gentlemen, including many of the squadron, in a way that those who sat behind, unaccustomed to New Zealand driving, will not easily forget, especially the hand-gallop turn at the stand, where the company being safely deposited, the racing began, and bookmakers also striving to realize coinage out of the squadron, on the principle, we suppose, that only the fool of the family goes to sea, but we are afraid that they were not altogether successful, as it appeared that the naval officers had every intention of keeping the little they had amongst themselves; where we had the pleasure of meeting Colonel H——n, well known in Her Majesty's

Navy, and who, we hope in course of time, will carry a marshal's *bâton* in his adopted land. The racing was decidedly good, and the day unexceptionable, the only misfortune being that when Mr. Studholme's old horse stretched himself, no weight they could legitimately make him carry appeared to have any effect on him, his only compeer at all being a horse of such decidedly peculiar manners and indifferent temper, that he seldom cared about winning, but when he did he could frequently accomplish it. His worthy owner, who was always obliged to hold himself in readiness for such an event, had to employ a policeman at an exorbitant rate to station himself at a neighbouring gate, about two hundred yards from the post, in order that when his colours were seen first by the post, the gate was to be immediately secured, as usually when the noble animal won, he was so pleased with himself, that never slacking pace, and using the gate as a thoroughfare, he never stopped until arrival at his own stall, some miles off, which forfeited to his worthy owner the dearly won stakes; the only drawback of the day being the total absence of petticoats from the stand, the ladies undergoing a quiet preparation before the ball, of sofa, tea, and gossip, the ball being held in the Town Hall, and there all Canterbury that were able to leave their

sheep, it being the shearing season, were assembled to welcome the blue and gold, and with the exception of the heat, in consequence of the builders having taken the precaution of making the windows a fixture, to which the black-hole of Calcutta might have appeared chilly, a very enjoyable evening was passed, owing in a great measure to the unceasing kindnesses and exertions on the part of Mr. Rolleston and the committee to accommodate the seekers for partners, with the wished-for ones, in which they were eminently successful; and we parted regretfully at an hour near approaching dawn, with the hopes of meeting the next day on board the "Liverpool."

Friday, January 21st.—The Admiral entertained about 300 ladies and gentlemen on board the "Liverpool" at luncheon, and dancing afterwards, which was kept up until six o'clock, when, as dusk was coming on, it forced the ladies back again to Lyttleton, a distance of two miles, in pouring rain, which, in a boat, is doubly uncomfortable, and especially as there happened to be a rather disagreeable sea on at the time, for which we were truly sorry; our only hope being that after arriving at home, which we were glad to hear was done safely, the reminiscences on their side were as pleasant as ours; the only guest left on board the "Liverpool" being the

Colonel, who stayed to enliven the company with his New Zealand experiences, which took a large portion of the night, and a still larger one of gin (for the listeners as well), in return for which act of charity the gallant Colonel was landed on the rocks abreast the ship at daylight, with a pleasing walk of two miles and a half over a barren sheep-run, in preference to taking a passage to Wellington. Before leaving Canterbury we must give a specimen of the Admiral's correspondence in New Zealand :—

“ Christchurch, 22nd January, 1870.

“ To

“ Lord High Admiral

“ Hornby commanding

“ The Flying Squadron &c &c

Port Cooper.

“ SIR,

“ I am by the Grace of God Grandson of
“ George III and Maitildia Late King and Queen of
“ Great Britain &c &c &c Issiue of Queen Maitildia II.
“ with the Late Prince of Hanover who was murdered

" in England about the year 1837 I will give a small
 " sketch of what is my aime I was along with
 " Victoria about the year 1830 when she assygned
 " the throne I was gone to Scotland a Child But
 " Brought to Receive the Crown along with hir
 " She Received the diadem I Received the Crown I
 " was a little child in Scotland when Barron George 4
 " Titled King Endeavoured to Decoy my Grandmother
 " into Marrage along Barron Blyth and Gay when
 " the cannie Scots was Endeavouring to starve the
 " baby me So the Dutches of Kent came to look
 " after her only Heir and offspring of the once illus-
 " trious House of Brunswick and Hanover I remained
 " in Scotland until the Death of my Grandmother and
 " Likewise victoria which was both murdered within
 " 9 miles of each other.

" The Consequence was I was left in the dark untill
 " lately when They began to Plant so maney Princes
 " and Princesses the could Tallie with all the Rest of
 " Europe So I Received Spirits affirming my wrights
 " to the Crouns So you Holding So High a Station
 " Eather under George Fiv^d or old Isabella Branden
 " whose family I was carried to Scotland To Be
 " Brought up in Education as the English Schools
 " was not Large Enough So your Consideration

“ will oblige. The truth of which I will answer
 “ For.

“ I am Dear Sir

“ Yours

“ Respectfully

“ Carrying the adopted family name

“ Adress William Sharp

“ care of Mr. Hall

“ Cooper

“ Kaiopoi

———— “ Canterbury

“ To Lord High Admiral

“ Hornby

“ Commanding

“ His Majesty's Ships

“ Port Cooper

“ On Her Majesty's Service

“ Commanding

“ Gentleman

“ From Spirits Received I came to the Knowledge
 “ that neather the Marquies of Waterfourd Nor Sir
 “ Coien Camble is dead as Reported But Sent to
 “ Westren Australia as Convicts By Some London
 “ swell mob Gang to come in possession of their estates
 “ I hoop as it becomes A man of Standing as your

“ Calling is I hoop you wile take means to Satisfie

“ the Report and Realize the Prisoners

“ Yours &c.

“ W. S.

“ G. 5^d.”

We regret to say that the Admiral took no steps either to release Sir Colin Camble, or place William Sharp on his rightful pedestal; but doubtless the next history of England will overflow with Mr. Sharp's hardships, and we trust that his spelling will improve before he hangs his hat in Windsor Castle, and hope the neighbouring school will be of sufficient size, where he will also have the advantage of an introduction from the Admiral to the Provost.

In Canterbury, where all had vied to show every kindness and possible civility to the squadron, any personality would be out of place; but we are obliged to make one exception, on account of the unwearied exertion of Mr. Marshman, the General Manager of the Railway, to please everybody, running any number of special trains for anybody and everybody, either if they missed a train, or wished to go up to a ball at night, which he certainly succeeded in doing most completely, as regards the squadron; we do not answer for the driver, but almost fancy that even he rather liked the excitement for the time, and we only hope that Mr.

Marshman knows how grateful the squadron were for his incessant labours, as he appeared to live on the line, day and night, in a chronic state of going backwards and forwards, 40 miles an hour.

Saturday, January 23rd.—Shortened in cable at daylight, and employed until ten o'clock waiting for wind, when the squadron weighed with a light foul wind, and had to beat out a distance of three miles, which feat was accomplished in five hours, and then we stood along the coast with a light southerly wind, the scenery, as we went on, being very fine, the New Zealand range of Alps running all the way along, broken every here and there by a small estuary, relieving the eye of the monotony of one incessant rugged outline.

And we will give an extract here, though it appeared afterwards copied in the *Wellington Independent*, to show that Canterbury appreciated the humble endeavours of the squadron to return some of the kindnesses received :—

“ The reception on board H.M.S. ‘Liverpool,’
“ carrying the flag of Rear Admiral Hornby, was so
“ grateful an acknowledgement of the hurried compli-
“ ments, public and private, which the sudden arrival
“ of the squadron only permitted Canterbury to offer
“ to the representatives of the Royal Navy on the

“ present occasion, that we feel we cannot say too
“ much in appreciation either of the elegant hospi-
“ tality of Admiral Hornby, of his officers, who so
“ heartily carried out his views, or of the well-bred
“ courtesy, which pervading the ship, found expres-
“ sion in every individual high and low on board.
“ The purposes of the Flying Squadron are known
“ perhaps only to My Lords of the Admiralty. It is
“ not new to us to find English men-of-war clean,
“ ship-shape, and formidable, nor their officers
“ gentlemen, but if the commission of the Admiral
“ included instructions to convey to the colonies
“ that sentiment of good feeling and brotherhood
“ which obtains amongst Englishmen at home and
“ abroad, we take leave to say, the commission could
“ not have been placed in better hands.

“ We cannot disguise the fact that such a demon-
“ stration is by no means inopportune at the present
“ juncture of affairs between New Zealand and the
“ home country. Whatever makes England better
“ acquainted (as she well needs to be) with the several
“ communities forming the colony, or, on the other
“ hand, causes our general public to be impressed
“ with the friendly feeling of our fellow countrymen,
“ is valuable to England and the colonies far beyond
“ the cost of the outfit of the squadron.

“ There may be some discussion about details in management of the Colonial portion of the British Empire, but as a writer has observed, Bonaparte, in describing ‘ships, colonies, and commerce,’ did not see that ‘colonies’ meant all three. Let us trust the Colonial Office may have more sagacity.”

And the next day was passed making the best of our way to the northward, under the shadow almost of the frowning range of Alps, with light and variable winds, which lasted until the squadron opened Cook’s Straits, when it commenced as usual to blow strong from either N.W. or S.W., the narrowness of passage, with high land on either side, giving it the properties of a very efficacious funnel, which we had always heard appertained to the passage discovered by Captain Cook, and which we have no reason to dispute, and also for which reason, Wellington has the credit, and, we think, deservedly, of having a larger annual allowance of winds, than any known spot on the habitable globe, so much so, that when you see a man in London clutching the brim of his hat violently at arriving at the corner of a street, on a calm summer’s day, you recognise his native place immediately. Steam was got up at half-past two in the afternoon, in consequence of the wind being foul, and also too strong for Her Majesty’s fast-sailing

frigates to beat against, but not to prevent a convoy of steamers coming out of the Heads of Port Nicholson, crowded with pleasure seekers, eager to give the first welcome to their countrymen, and amidst a volley of cheers, waving of hats, hands, and handkerchiefs, the squadron steamed slowly through the Heads of Port Nicholson in line of battle, anchoring off the town of Wellington between half-past five and six o'clock, where we found the "Challenger" and "Rosario."

Immediately after anchoring, Mr. Fox (Premier), Mr. Gisborne (Colonial Secretary), Colonel Reader, Mr. A. M. Smith, A.D.C. to His Excellency, Sir George Bowen, etc., went on board the "Liverpool," to welcome the Admiral to the new capital of New Zealand; as the seat of government is now at Wellington, and as soon as the Government House is furnished it will also become the place of residence of the Governor, and the probable place of call of the future Australia-American Ocean line of steamers, which will raise it in commercial prosperity, notwithstanding the violence of the elements. We found, as soon as we arrived, that we had been anxiously expected the day before, as the squadron had been telegraphed at 9 a.m., from the Kaikoura's, going up with a strong wind, which caused the plea-

sure steamers to advertise the immense attractions of six noble ships under full sail in the offing and the peculiar advantages of these individual vessels for purposes of sight-seeing, seducing a crowd of the unwary, old women, and children, on to the boiling waters of Cook's Straits, for the purpose of replenishing the owners' pockets, and emptying a something else of their passengers, finally dooming them to disappointment and a day of no ordinary mortal agony.

In consequence of the very curtailed stay of the squadron, the ball given by Wellington was obliged to take place on the evening of arrival; so, shortly after nine o'clock, the House of Representatives, which had been fitted up for the occasion, became a scene of unusual brilliancy, and the theatre of fierce intrigue and contention, the first thing to strike a stranger's eye being the novelty of seeing a New Zealand fair one whiling away the leisure hour, flirting with a half-civilized Maori Chief, who had come in large numbers to do honours to the British guests; and as the supper had more attractions for them than the ball-room, they soon vacated their 'vantage ground in female favour—temporarily only—to their flying and soon departing rivals, and where rivalry was at its height, and the merry wives were doing all they knew—and that

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GROUP OF FERNS, NEW ZEALAND FOREST.



embraces no small knowledge—to lure their sailor guests, the occasional glance of passing triumph told too well how the poisoned arrow had struck home; and without wishing to be cynical, we should like to transplant Mr. Stuart Mill, and show him the effect of what is, we think erroneously, called Women's Rights, and what many New Zealand ladies pride themselves on, the independence of their women. We are inclined to think that the now most violent supporter of the scheme would inwardly pray that the British Isles might be preserved from such a scourge. After a sumptuous supper and a very eulogistic speech from Mr. Gisborne (the Chairman), the dancing went on until well into the next day.

Tuesday, January 25th.—The “Barrosa” arrived from Melbourne, with her stragglers, at half-past one in the middle watch, and in the afternoon the Governor, through his Aide-de-Camp, gave a picnic in his private cottage at Laurie Bay, at which the wives, etc., Admiral, Commodore, and a few chosen Captains were the honoured guests; and at the same time a regatta was going on between the boats of the squadron under sail, which was won by the Admiral's barge, the “Scylla's” cutter being second, for a silver cup, given by Mr. W. B. Rhodes, J.P., one of the oldest of the New Zealand settlers; having arrived in the colony in 1840;

the wind, as usual, blowing half a gale; and in the evening Mr. Justice Johnstone entertained the Admiral, Captains, etc., at dinner.

Wednesday, February 26th, was the day of the picnic given by Wellington to the squadron on Mr. Laing's grounds at the Hutt, nine miles from town; and as the day was lovely as a New Zealand summer's day knows so well how to be, all that was young and fair, old and coloured, congregated together to enjoy themselves, and show hospitality to the arrivals from the old country. A cricket match between Wellington and the Squadron was going on at the same time on the ground, in which the squadron were victorious, with seven wickets to spare, owing to the play of Messrs. Pearson and Wright. A large and sumptuous lunch was provided in a marquee-tent, and Aunt Sally, croquet, flirting, and other enjoyments of the same kind caused the time to pass pleasantly; though at one time a social squall blackened the horizon, and threatened to frustrate the hospitality of Wellington, owing to the phrenological bump of egotism being more than ordinarily developed, with a distinguished offic on the ground; but owing to a woman's influence, it passed off, and the sun shone once more on all, bright and gay. After lunch, Mr. Fox proposed three cheers for the Admiral, which was cordially responded

to ; who, in return, proposed three for the ladies, which was enthusiastically received ; after which a general adjournment for outside amusements again took place, where a vigorous canvass was taking place, on the part of two rival dances, which were to take place in the evening ; and considering that the leading canvassers on the respective sides were of the female sex, the dispute was fairly compromised ; and as the very fashionable custom of going to several similar entertainments in the course of the night is not yet in vogue in New Zealand to the same extent as elsewhere, we must leave to Wellington and individual fancy to decide where the beauty was ; merely remarking that the wives, and the Wellington belle, whose father has since so ably and patriotically represented his adopted country's cause, patronized one ; and as the squadron, as usual, were to take their departure at daylight, 4 a.m. discovered a meeting of the supporters of the rival houses at the Club, where, as our Transatlantic brother phrases it, we guess they confederated, and where all feelings of an antagonistic nature merged into one of common regret to think the two short days allowed in the New Zealand capital were nearly over, and that the minutes almost, were numbered, before we should be again baffling with the turbulent waters which divide the New Zealand

Islands, and after a parting glass to the next meeting, the early outward-bounders wended their weary way towards the pier, with only half a leg to stand on a-piece, owing to forty-eight hours' unceasing use of those limbs for purposes of dancing by night, boating, cricket, picnics, etc., by day; in fact, the captain of the Flying Eleven, weary with his great cricketing exertions during the day, and heartsore with his exertions during the night, was discovered, at 4.15 a.m. precisely, in the centre of Wellington Road, seated disconsolately on his cricket bag, expressing, we regret to say it, a fixed determination of desertion, the attractions of the opposition dance becoming painfully apparent, and we have since heard they were many and great; but we rejoice to say that, after considerable argument, the alien was induced to return to the path of duty, for which charitable act of disinterested affection, we regret to say, he has not shown sufficient gratitude to his salvators; so, after having spent the liberal allowance of two days and twelve hours in the harbour of the New Zealand capital, which caused great dissatisfaction with the good people of Wellington, as they had gone to a large expense for the entertainment of the squadron, which they had every reason to suppose would remain the original ten days allowed, their reasons were undoubtedly just. Never-

theless, 6 a.m. of Thursday, January 27th, found the squadron steaming out of Port Nicholson, and directly on getting outside, made sail, single reefs and top-gallants, to a fiery N.W. wind, which shortly afterwards succeeded in blowing the inside out of "Phoebe's" foretopsail, leaving roping only, which is more adapted to the squalls which frequent Cook's Straits, and immediately on getting outside the Straits and rounding Cape Palliser, the wind fell to light foul airs, which continued light and variable until the morning of the 2nd, when a fresh breeze springing up from the eastward, at 7 a.m. observed Cuvier Island ahead, and running before fresh easterly breezes, ten and eleven knots, passed between it and Great Barrier Island, taking in a reef and stunsails, on hauling up the Rangitoto Channel, shortened and furled sails on getting inside, and drifted up to the anchorage before the wind, escorted by many steamers full of holiday seekers, as, it being the regatta day, all Auckland was afloat, and the town and shipping looking its best, dressed out in its grandest bunting. By four o'clock the squadron were all anchored, and for the description and feeling of the country towards the squadron, we quote the *Auckland Southern Cross* :—

“ ARRIVAL OF THE FLYING SQUADRON.

“ The Flying Squadron arrived in the harbour
“ shortly before three o'clock yesterday. Simple
“ as these words are, they are full of peculiar signi-
“ ficance to us, and open to a train of interesting
“ reflections. Looking back to the past, we find that
“ it was in the year 1840 that the British sloop-of-
“ war, 'Herald,' anchored in this harbour, having
“ on board Captain Hobson, the founder of British
“ authority in New Zealand, and the first Governor
“ of the colony. At that time the site on which
“ Auckland now stands was a mere waste of fern
“ and tea tree, the only habitations were the low
“ squalid wharves of the native owners; the only
“ craft that disturbed the surface of the Waitemata
“ was the canoe of the Maori, or the whale-boat of
“ the pioneer settler. The place, which is now busy
“ with the incessant hum and industry of a large
“ European population, was inhabited only by a
“ sparse Maori population, subsisting precariously,
“ and living in the midst of internecine feuds with
“ neighbouring tribes. Where are now green fields,
“ and orchards, and well-kept gardens? there was a
“ wild waste of fern and moorland, broken only here
“ and there by patches of rude native cultivation.

“ The tall spire of many a place of worship rears
“ itself heavenward, where once cannibal orgies and
“ scenes of strife and bloodshed were daily occur-
“ rences. Truly a happy change has come over the
“ place in the course of the thirty years that have
“ passed since our first Governor, with a rare fore-
“ sight, fixed upon it as the future capital of the
“ colony. Yesterday, six British ships of war cast
“ anchor in our harbour, amidst a scene which could
“ not fail to be gratifying to a sailor. It was one
“ of our gala days, the celebration of our anniversary.
“ Whoever it is that first fixed upon a regatta as
“ the mode of celebrating that anniversary must
“ have been a man with singularly proper ideas of
“ what was graceful and appropriate. There is no
“ day in the whole year in which Auckland can be
“ viewed under more favourable aspects. When the
“ long wharf is half hidden in a forest of spars,
“ when bunting of every hue floats gaily from
“ masthead and housetop, when the harbour is dotted
“ over with the white sails of our numerous coasting
“ fleet, and when the hills and headlands which
“ command a view of the scene are crowded with
“ holiday seekers, Auckland appears to be dressed
“ in her natural garb; and such a scene was that
“ of yesterday. Though the number of craft which

“ was collected in our waters was far less numerous
“ than on many previous anniversary days, it was
“ still sufficient to convey to the mind of the new
“ comer a fair notion of the large coasting trade
“ of which Auckland is the centre and depôt. Much
“ as we may be inclined to regret that the squadron
“ did not arrive earlier in the day, so as to have had
“ an opportunity of witnessing the regatta, it is some
“ consolation to reflect that it did not arrive too late
“ altogether. Here was a comparatively important
“ section of the British Navy—that Navy which still
“ holds the supremacy of the seas—coming 18,000
“ miles to visit England’s most distant dependency,
“ coming from a land pre-eminent amongst the nations
“ of the world for its maritime enterprise and power
“ to a comparatively insignificant portion of that
“ Great Empire on which the sun never sets, yet it
“ found a people speaking the Anglo-Saxon race,
“ having the same customs, enjoying the same free
“ institutions and privileges, and engaged in laying
“ a maritime greatness which, at no very distant day,
“ may be equal to that of the Mother Country itself.
“ Coming upon us somewhat unexpectedly, it sur-
“ prised us, as it were, in the midst of that pastime
“ which is so peculiarly the natural one of our race.
“ The cruise of the squadron, if it will serve to

“ remind the people of the colonies that England’s
“ Navy is still powerful, and that England’s protecting
“ shield is still over them, will not be without its
“ advantages as to the fleet itself. Besides the
“ lessons the crews will learn in practical seamanship
“ and geographical knowledge, they will acquire a
“ more adequate notion of the magnitude of that great
“ Empire whose defenders they are, than ever could be
“ obtained from the most extensive reading or the
“ most assiduous study of charts. They will, when
“ their long cruise is over, have seen much to increase
“ that national pride which every Englishman ought
“ to feel. They will have seen the many ramifications
“ of the Anglo-Saxon race, its peculiar adaptability to
“ every climate and circumstance, many evidences of
“ its indomitable energy and fertile ingenuity, and of
“ the wonderful facility which it possesses of grafting
“ its free institutions, its religious truths, its arts and
“ sciences,—in short, its advanced civilization and
“ enlightenment upon foreign soil.

“ The arrival of the squadron yesterday took a good
“ many people by surprise. It was between one and
“ two o’clock that a string of bunting was run up at
“ the flagstaff on the North Head. People who have
“ contrived to master the new signals announced that
“ the flags meant the arrival of five ships; and it

“ was naturally concluded, therefore, that the Flying
“ Squadron had come. After the lapse of a few
“ minutes, a scene of unusual excitement could be
“ discerned on the Flagstaff-hill. By the aid of a
“ glass, the signalmen could be seen mustered on the
“ hill-top, as though watching some sight of more than
“ wonted interest outside. Under ordinary circum-
“ stances, the mere announcement that the Flying
“ Squadron was in sight would have been sufficient to
“ have thrown the whole city into a flutter of excite-
“ ment; but now, for the time being, the regatta was
“ the all-engrossing object of interest. Indeed, so
“ heartily do the good citizens enjoy this annual
“ holiday, that, if the whole British Navy were sighted,
“ it would scarcely reduce the interest in the several
“ events of the day. Therefore, people had almost
“ forgotten the signals at the flagstaff, when the
“ large hull of the first vessel glided round the
“ North Head into full view at about a quarter to three
“ o'clock. This was the “Scylla,” and she was fol-
“ lowed five minutes later by the “Liverpool,” bearing
“ the flag of Rear-Admiral Hornby. No sooner were
“ these two ships espied by the crowd assembled on the
“ Queen-street Wharf than a ringing cheer was sent
“ forth, and the steamers which had been in readi-
“ ness during the day were rushed to by persons

“eager to obtain a nearer look at the fleet. The
“‘Favourite’ and the ‘Royal Alfred’ were the first
“to put off, with their decks crowded with pas-
“sengers, followed by the ‘Enterprise,’ Nos. 1 and 2,
“the ‘Luna,’ the ‘Duke of Edinburgh,’ and the
“‘Samson.’ By this time the third vessel, the
“‘Endymion,’ had come round the North Head, fol-
“lowed at about two minutes to three by the ‘Phoebe,’
“at three o’clock by the ‘Barrosa,’ and five minutes
“later by the ‘Liffey,’ the sixth ship of the squadron.
“The ‘Liverpool,’ while shortening sail, was passed by
“the ‘Scylla,’ which in turn shortened sail to allow
“the flagship to assume her former position. As
“the vessels came up, they were partially obscured
“by the smoke of the steamers, but these having
“proceeded round the fleet, the ships came fully into
“view. The sight was one long to be remembered.
“Six magnificent ships of war are at any time a
“sight worth seeing, but it was such a sight as had
“never before been seen in Auckland, and such as
“may not be witnessed again for many years to
“come. The vessels came gliding majestically up
“the harbour in two lines, the formidable-looking
“hulls, with their long tiers of guns and the tall
“taut rigging, becoming more and more distinct.
“The beautiful symmetry of the men-of-war was only

“equalled by the excellent order in which they
“drifted up to the anchorage ground, which they
“reached at about twenty minutes past three, in the
“following order :—‘Endymion,’ ‘Liverpool,’ and
“‘Scylla’ in line on the south side, and the ‘Phœbe,’
“‘Barrosa,’ and ‘Liffey’ on the north. The anchor-
“ing of the ships was accomplished most expedi-
“tiously, and in a surprisingly short space of time
“all sail was stowed, and the ships presented that taut
“and trim appearance so peculiar to British men-of-
“war. Anon preparations were made for a salute
“from the regatta flagship, and in a very few minutes
“the two guns on the forecastle were manned. A
“salute of thirteen guns was fired in excellent time,
“under the superintendence of Mr. John Copland,
“the first gun being fired at 3.30 p.m. The salute
“itself was appropriately followed by three hearty
“cheers from the people on board the ‘City of Auck-
“land,’ which were cordially taken up by the crowd
“on shore, the band meanwhile playing ‘Rule,
“‘Britannia.’ Meanwhile the ‘Liverpool’ had saluted
“the port in the usual way. A few minutes later,
“Captain Young, A.D.C. to the Governor, put off
“from the ‘City of Auckland,’ to convey His Excel-
“lency’s welcome to the Admiral, and almost simul-
“taneously, Captain Pitt proceeded on board the

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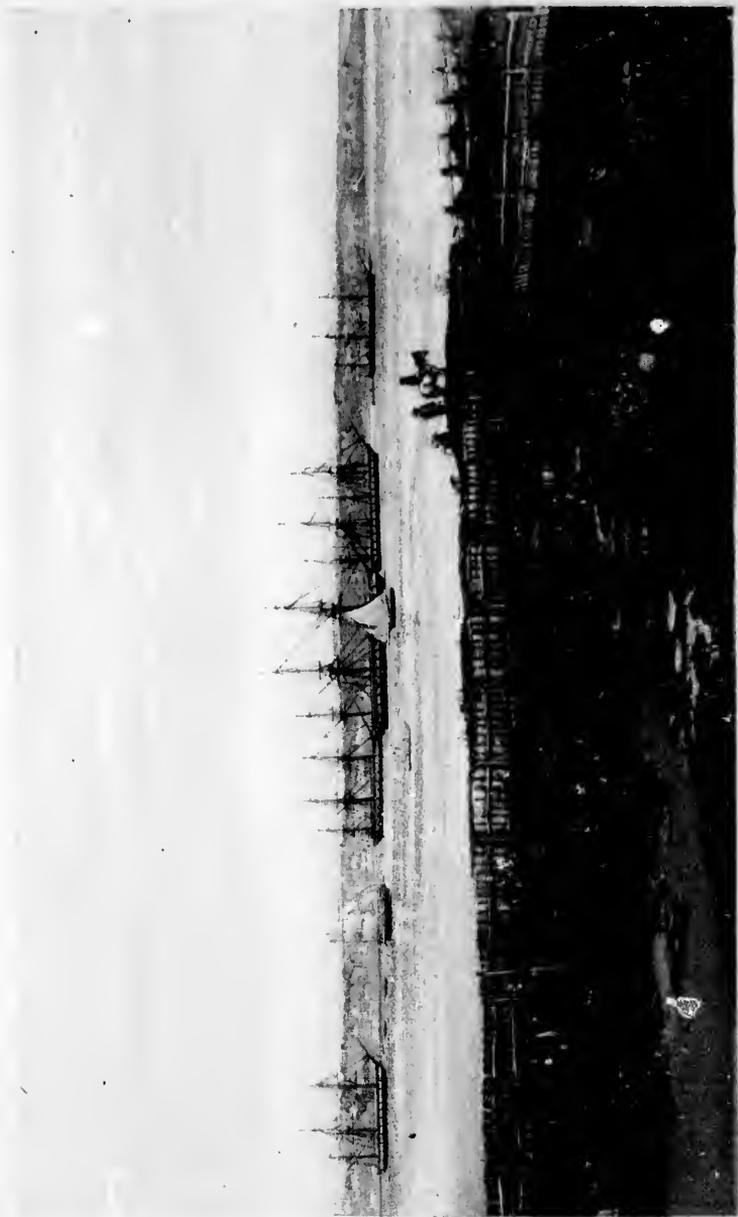


Illustration by J. H. M. & Co. Ltd.

AUCKLAND HARBOUR, N.Z.



“ ‘Liverpool’ from the shore. The fleet were not
“ long anchored ere the harbour was dotted over with
“ man-of-war boats engaged in communicating with
“ the different ships. The steamers also kept plying
“ to and fro with passengers until a late hour in the
“ afternoon. At about half-past four, the Naval Artillery
“ Volunteers fired a salute of eleven guns in ten-
“ second time. The salute was in every way creditable
“ to our local gunners, who for some weeks past have
“ been regular in their attendance at drills, in order
“ to be prepared to take over Fort Britomart. The
“ officers present yesterday were Captain Guilding (in
“ command), Lieutenant Featon, Lieutenant Le Roy,
“ Paymaster Hampton, and all the petty officers.

“ Shortly after the fleet had anchored, Captain Pitt
“ left the ‘Liverpool,’ and proceeded on board the
“ ‘City of Auckland.’ About the same time, Admiral
“ Hornby and his Flag-lieutenant, J. Bruce, went
“ ashore to Government House, whither also His
“ Excellency the Governor. proceeded at about four
“ o’clock. The ships of the squadron will be open to
“ visitors every day while in harbour, from 10 o’clock
“ a.m. to 4 p.m.”

And at half-past four the Admiral landed, and,
accompanied by Colonel Elliot, 18th Regiment, com-
manding the troops, and Captain Pitt, A.D.C. to His

Excellency, walked up to Government House to pay his respects to the Governor, Sir George F. Bowen, G.C.M.G. We found Lord Pembroke and Dr. Kingsley laying there in his yacht, "Albatross," having returned from a cruise among the Pacific Islands.

Thursday, February 4th.—The "City of Melbourne" s.s. arrived in the morning, bringing Dr. Cowie, the new Bishop of Auckland, as successor to Dr. Selwyn; also a long-tried experiment in the colony, the first rooks, we believe, that arrived alive, as well as the telegraphic news from King George's Sound, of the death of Sir Sidney Dacres, which caused a profound feeling of regret throughout the squadron, but which was, happily, afterwards proved to be incorrect. Every four-legged animal available in the town was employed to carry various members of the Flying Squadron to Kauri Forest, being a place of great resort, as well as the top of Mount Eden, one of the most perfect craters itself, and from the summit of which you count some almost incredible number, as well as having a magnificent view bounded by the Manakau Bar, on the West Coast, where the ill-fated "Orpheus" was lost, and on the East Coast, looking down on the harbour of Auckland, with the Rangitoto and the Barrier Islands in the background.

In the evening His Excellency entertained the Ministers and Heads of Departments, large numbers of the squadron officers taking advantage of the hospitalities of the Union Club; and the next evening, Friday, was the ball given by the Governor and Lady Bowen to the officers of the squadron, in the room built by the New Zealand Government for the reception of the Duke of Edinburgh, and where, for the first time, we had the pleasure of seeing the Midshipman's waterproof idol, in the zenith of her glory, surrounded by a bevy of adorers, surrendered at discretion, as well as the *première valseuse* in the room, with half-Maori blood in her veins. The ball broke up about half-past two, and the next day, Saturday, February 6th, a good many officers went to see the Thames Gold Fields; and in the afternoon Lady Bowen gave a garden party at Government House, where we had the benefit of seeing all that was fair in Auckland and the surrounding country, as well as many that had come up from the Waikato on account of the war, the band of the 18th playing during the afternoon, and in the evening His Excellency entertained a large party at dinner.

Monday, February 8th.—His Excellency the Governor, Lady Bowen, and Staff, embarked from the Wynward Pier at 1 p.m. to pay his official visit to

the Admiral on board the flagship, where he was received by the squadron with all the honours. The Admiral entertained the vice-regal party, ministers, etc., at luncheon, after which dancing began, and continued with much vigour, Britishers and half-castes vieing with each other for Terpsichorean supremacy, with one brilliant exception, to the indisputable 'van-tage of the former. In the evening, the Secret Society of Masons entertained their brethren belonging to the squadron at a ball.

Tuesday, February 9th, was looked on as the last day in the land of civilization for many months, Japan being seen through the medium only of many thousands of miles of unknown sea, with Vancouver's Island afterwards, between four and five months of recruitment, before running the gauntlet of Hawaiian charms. The cricket-match between Auckland and the squadron took place, to our very indifferent success.

" CRICKET.

" AUCKLAND V. FLYING SQUADRON.

" The match between the two elevens of Auckland
" and the Flying Squadron came off yesterday on

“ the ground at the Albert Barracks. During the
“ early part of the day there were not many present,
“ but during the evening, as the various places of
“ business began to close, there was a fair muster.
“ Owing to some misunderstanding, there was no
“ band present on the ground, as had been announced.
“ The playing throughout was good—the fielding
“ especially so. At the same time, we must not omit
“ to chronicle the fact that although the bowling
“ was splendid, the batting was not quite up to the
“ mark. There was a stiff breeze blowing, but it
“ interfered in no material way with the bowling.

“ During the evening, several games were intro-
“ duced, such as running in sacks, etc., and both
“ juveniles and adults appeared to enjoy the fun
“ greatly. At about five o'clock his Excellency the
“ Governor, Lady Bowen and suite, together with
“ Admiral Hornby and several distinguished visitors,
“ came on the ground, and were spectators for some
“ time.

“ A break was made in the first innings, and the
“ players and some friends proceeded to a lunch,
“ which had been hospitably provided by W. L. Rees,
“ Esq.

“ The following is the score :—

“ FLYING SQUADRON.—FIRST INNINGS.

Richmond, b Pocock	...	...	...	...	...	6
Taylor, b Bowen	...	...	...	...	...	8
Prothero, b Bowen	..	...	..	...	...	9
Baring, b Bowen	...	....	...	...	...	2
Pearse, c Cotton, b Bowen...	...	...	...	...	...	0
Wright, b Pocock	...	...	...	...	...	1
May, b Pocock	...	...	...	...	...	2
Warren, c Kelcher, b Pocock	...	...	...	...	...	2
Bampton, c Pocock, b Bowen	...	...	...	...	...	7
Sparks, not out	...	...	...	...	...	0
Henderson, c Kelcher, b Bowen	...	...	...	...	...	0
Byes, 12 ; leg byes, 3 ; wides, 2	...	...	...	...	...	17
Total	...	...	...	...	...	54

SECOND INNINGS.

Taylor, c Cotton, b Rees	...	...	...	...	...	5
Baring, c Pocock, b Rees	...	..	...	...	...	10
Prothero, st McGan, b Rees	...	...	...	...	...	4
Sparks, b Bowen	...	...	...	...	...	5
Pearse, run out	...	...	...	...	...	1
Wright, b Pocock	...	...	...	...	...	36
Richmond, c Kelcher, b Pocock	...	...	...	...	...	5
May, b Pocock	...	..	...	...	...	7
Bampton, c Daubeny, b Rees	...	...	...	...	...	1
Warren, not out	...	...	...	...	...	5
Henderson, st McGan,	...	...	...	...	...	6
Byes, 8 ; wides, 1 ; leg byes, 1	...	...	...	...	...	10
Total	...	...	...	...	...	95
Grand total	...	...	...	...	...	149

" AUCKLAND.

Mc Gan, b Sparks	0
Pocock, sen., b Taylor	30
Mumford, c Wright, b Sparks	0
Bowen, b Taylor	29
Pocock, jun., b Taylor	1
Rees, not out... ..	61
Daubeny, c Richmond, b Bampton	0
Kelcher, c Sparks	15
Phillips, c Wright, b Richmond	14
Dawson, b Wright	1
Cotton, b Taylor	32
Byes, 12 ; leg byes, 2 ; wides, 2	16
Total	199

In the evening the citizens of Auckland gave a ball at the Town Hall in honour of the squadron, which will be long remembered, perhaps, by some of the Auckland fair, when other squadron memories shall have passed away—if we may be allowed to judge by the transitory revelations of a lunar ray—and we have reason to believe that the impression made by one of the “Barrosa” will be retained by the widowed *noir et rouge* for a considerable time after face and form have been driven from memory, to make way for another equally favoured. And whilst revelry was going on inside, those out might have a few dropping shots, accompanied by the sharp crack of the Schneider,

which betold of eleven men of the "Phœbe," at half-past nine at night, taking their own cutter, and, unlike Little Billy, going ashore, being used as a target during the passage, though without result, as they shortly landed, and started for the interior, where we wish them all prosperity. By 5 a.m. the last of the dancers had disappeared, all making for their respective homes, and the squadron leaving *terra firma*, certainly for months, and perhaps for ever, if we may except a coral reef, as the way was long and principally unknown, and which was not, was known to be full of coral reefs and other pitfalls, eminently dangerous to mariners; also being centre month of the three hurricane ones of the year, through the heart of whose head-quarters we had to pass, which caused the following order to be issued for the furtherance of the preservation of life and property:—

" Liverpool. At Auckland,

" 4th February, 1870.

" General Memo. No. 27.

" On the passage from New Zealand to Japan, and
" whilst between the latitude of 25° S. and the Line,
" the following precautions are to be taken:—

" 1. The lead is to be kept constantly going.

“ 2. The ships are to be carefully kept in the track
“ of their leaders.

“ 3. At night the lower studdingsails are not to be
“ set, except to follow the Admiral's motions, and when
“ so set, hands are to be kept by tack, and halliards
“ ready to take it in smartly, in case of having to
“ brace up.

“ 4. The watch is to be frequently mustered at
“ their stations for taking in a lower stunsail and
“ bracing up.

“ 5. In case of soundings being struck unexpectedly,
“ or an indication of shoal water being seen, the ships
“ are to be brought to the wind immediately, the after-
“ yards being braced up and the driver hauled out
“ smartly; officers of watches are to be warned that
“ if they only ease away the weather head braces, and
“ studsail tacks roundly, the yards will generally fly
“ forward of themselves, but that it is better to bring
“ the ships to with their head-yards square rather
“ than lose room by not setting the after-sails.

“ 6. They are also to be warned that the safest way
“ to recede from an unknown shoal is by standing out
“ as nearly as possible on the line by which they have
“ come in. Therefore, when running with the wind
“ on the quarter, it will frequently be safer to put the
“ helms up and wear, rather than down, unless

“ breakers are seen right ahead. In that case, the
“ helm should always be put down, to give a chance
“ of tacking or anchoring.

“ 7. If not wore, the ships are to be tacked as soon
“ as possible, to enable them to get as much as possible
“ away from the danger.

“ 8. If a leader alters course suddenly, each following
“ ship is to do the same immediately, and *not* to
“ keep in her wake.

“ 9. The movements of leaders are to be closely
“ watched.

“ 10. In the day time the masthead look-outs are to
“ be warned to keep a good look-out for discoloured
“ water.

“ 11. At night in the parts where the islands and
“ reefs are most dangerous, the ships will probably be
“ kept in one line, and station is to be strictly preserved.

“ 12. Signal-guns are to be kept ready, and fired
“ directly any danger is discovered.

“ 13. The first rendezvous after leaving New Zealand
“ will be seven miles west from Ocean Islands for
“ forty-eight hours; then proceed to the second rendezvous,
“ ten miles south west of Assumption Island
“ for twenty-four hours. Then proceed to Yokohama,
“ in the Gulf of Yeddo.

“Should the time named for remaining on the rendezvous expire shortly before sunrise or sunset, ships should remain on the rendezvous until broad daylight or until after sunset.

“ (Signed) G. PHIPPS HORNBY,

“ Rear-Admiral Commanding.

“ To the Respective Captains of Her Majesty's Ships and Vessels under my command.”

NEW ZEALAND TO JAPAN.

Wednesday, Feb. 9th.—The squadron weighed from Auckland, blowing fresh from the North-Eastward, right up the harbour, which necessitated a dead beat out, “Liffey” being first aweigh at 1 p.m., and successfully getting outside the harbour, dropped a man overboard in the narrowest part of the channel between Rangitoto and the mainland, but fortunately lowering a boat safely, he was picked up, though the ship was unable to heave-to, until she was outside, clear of danger; “Scylla” following next, at 2 p.m., beat out safely, and the “Liverpool,” getting under weigh at the same time, tripped her anchor, and driving rapidly astern into shoal water, had to let go

the other one to avoid mishap, and the sailing experiment having failed, steam was ordered to be got up by the remaining four, and at 4 p.m., weighed, and found it blowing fresh outside from the North-Eastward. Passed Lord Pembroke in his yacht baffling with adverse circumstances in the Rangitoto Channel, and evidently not liking the appearance of things, wisely put his helm up, and ran back for the shelter of Auckland. At 6 p.m. the signal was made to rendezvous about 40 miles off, in lat. $35^{\circ} 45' S.$, long. $175^{\circ} 30' E.$, and then to Chase Rendezvous, so away went the squadron struggling violently for pride of place, which we believe "Liffey" gained, although it was also claimed by "Scylla," the whole congregating, with the exception of the latter, at the appointed place of meeting by the forenoon of Friday, after a dead beat up against North-Easterly breezes and thick weather; the "Scylla" putting in an appearance during the afternoon, was remonstrated with for delaying the proceedings of the Flying Squadron, after which the signal was made to "Liffey" and "Scylla":—"The way you beat out of Auckland very creditable to Captain and Master." Then the squadron proceeded on its way close hauled, with a moderate breeze from N.N.W., cloudy weather, and a good deal of rain, which shifted on the 13th to the

S.W., bringing clear weather with it, and on the afternoon of the 15th passed close to the westward of the Esperance Rock, one of the Kermadec group, and the following day the wind going round by South to North East, sighting Sunday Island on the 17th, remained light, tedious, and variable until the 21st in lat. $26^{\circ} 30' S.$, long. $183^{\circ} 16' E.$, when light North-Easterly winds sprang up, which lasted until the 25th. At midnight of which day* the barometer showed 29.92; 4 a.m., 29.80; 8 a.m., 29.92; noon, 29.95. The weather during the forenoon was very threatening, with a heavy swell, just such an appearance that we were given to understand as attending the advent of hurricanes in that part of the world. At 4 p.m. the weather was again fine, with barometer up to 30.02, the shift of wind being gradual from S.W. to W.S.W., W.N.W., N.W., where it gradually fell to the force 2, on the other points, since midnight, the forces being 5, 6, 7, 6, 4 respectively, by which circumstances it appeared that if we were on the outskirts of a rotary storm, our position at noon on the 26th being lat. $17^{\circ} 16' S.$, long. $183^{\circ} 28' E.$, the vortex when the storm was first felt must have borne from us S.E., and at

* We are indebted to Captain Bythesea for the following remarks.

4 p.m. S.W., on its way to the westward, by which supposition it is also probable that it passed over the Vavau Group and Friendly Islands on its way to the Fijis. On the 27th, lat. 16° S., the "Phoebe" dropped a man overboard, who was saved by Lieutenant R. Henderson and Mr. Beresford, midshipman, jumping after him. Afterwards, a light breeze sprang up from E.S.E., which was truly welcome, as the heat was intense, the thermometer standing at 85° between decks. The breeze lasting two days was the only sign of S.E. Trade we experienced, and which left us again in $12^{\circ} 30' S. \times 180^{\circ}$. 28th. Passed in sight and to the westward of Horn Island, and from the 2nd of March in 12° S., 179° E., until the 8th, in 8° S., 176° E., we experienced a succession of light and variable winds, with the weather very hot, damp, and depressing, the air between decks being over 80° , and the water 84° , in the afternoon of which day, it falling a dead calm, without any appearance of wind, either in past or future, we began to think

We were the first that ever burst upon that silent sea,
All in a hot and copper sky,
The bloody sun at noon ;
Right up above the mast did stand,
No bigger than the moon.

So steam was got up by "Liverpool," "Endymion"
and "Liffey" towing "Barrosa," "Scylla," and

"Phœbe," and with assistance of science, we wended our way through a sea of glass until the morning of the 10th, in lat. $5^{\circ} 30'$ S., long. 173° E., when sail was made to the North-Easterly Trade, and at 8 a.m. of the 11th entered a strong belt of the Westerly Equatorial Current, the temperature of the sea decreasing, the breeze freshening a little; at 9 a.m. on the morning of the 12th, cast off the ships in tow, and proceeded under sail, with a light N.E. wind a-beam, two and a-half knots current to the westward. Nine a.m. of the 15th, in 3° N. lat., 166° E. long., passed through a violent current-ripple, the temperature of the sea rising from $79\frac{1}{2}^{\circ}$ to $80\frac{3}{4}^{\circ}$; and in the forenoon of the following day passed close to the eastward of Ualan Island, eager eyes being turned to the Promised Land, as supplies were running short, and we were told that the island was flowing with milk and honey; but it was of no avail. Though the good things of life were near and plentiful, forward was still the motto, and we carried the North-East Trade until the 24th, in lat. 19° N., long. 145° E., passing the day before, close to the westward of the Island of Ascension, one of the northernmost of the Ladrone Group, consisting only of an extinct volcano rising abruptly from the sea, almost perpendicularly, to the northward and eastward, where the wind and sea, in collusion together, had had the

effect, the one of blowing the lava in its active days to the southern side caused that to be a gentle slope, and the other everlastingly warring against the north-eastern shore, had worn it away until the crater almost overhung its base. The following day the breeze went round to the E.S.E., and on the 20th became unsteady, the following day being calm, after which the easterly wind sprang up again, with very damp weather and a dense mist round the horizon, until April 3rd, in 29° N., 136° E., when it began to veer, and the next day was south-westerly, with a cloudy sky and drizzle, turning into heavy rain, the wind shifting suddenly to N.W. on the evening of the 5th, blowing a moderate gale. At 2 a.m. on the 6th sighted Kosu Sima (an island outside Yeddo Bay), and then hauled up for the entrance, the wind remaining strong, squally, and variable from W.S.W. to N.W., until passing Vries Island (an active volcano then in process of getting up steam), and getting inside the bay, when we ran out of it altogether, the squadron passed slowly up with light catspaws of air, leaving an active volcano behind, and having the extinct one of Fusuyama, the Japanese God of Mountains, on the left, 13,000 feet high, snow-topped, rose-crowned, looking fair and soft against the evening sky, and with the light catspaws we managed to get along until nearly sunset, when they

departed, and at a quarter-past six went ahead under steam, anchoring off Yokohama at 7.30 p.m., and it may be related, as a remarkable fact, that, although when the anchors were let go, the night was black as pitch, that the next morning found the squadron in better line than they had ever been before or since, which was the more fortunate, as the American Admiral (Rohan) was laying there, and who expressed his extreme approbation and surprise; and so ended the longest (56 days) and by far the most tedious of all the tedious passages of the squadron, chiefly so on account of the scarcity of wind and the abundance of heat, having passed over 3,000 miles of latitude, with the thermometer over 80° between decks.

Thursday, April 7th.—Discovered, at daylight, the United States man-of-war, "Delaware" (flagship), "Idaho" and "Monacea" (transport), a French and Dutch man-of-war, besides our own ship "Pearl," who was to become a flyer in the place of "Barrosa," to be left on the China station, and also found a large fleet of merchantmen at anchor, the greater portion of which were steamers—a sure indication of the increasing exportation from Japan, as also of the rising commercial prosperity of Yokohama, owing, in a great measure, to its central position in the probable great future trade between China and the States of America.

In the afternoon the "Liverpool" saluted the Japanese flag, having been compelled to wait, in order to borrow one—a Liberal Administration declining to supply the white flag with a red ball, the salute being returned from the fort.

As soon as it was possible, in compliance with the exigencies of the service, a large number of officers took the opportunity, as Yeddo was then open to foreigners, of going up to see that far-famed city, where you put up, under the compulsion of individuality, at an enormous structure surnamed hotel, capable of containing nearly three hundred people, and usually housing nearly three, which gave it a barn-like appearance not tending towards comfort, but which the enterprising proprietor endeavoured to rectify by providing counteracting luxuries, the advantage of which the London hotels do not acknowledge, with the exception, we believe, of that large edifice named after a central terminus, and as now, in the year of progression, 1870, foreigners are not allowed to walk about the streets of Yeddo without a detachment of Yacanis in company, the members of which small force, not, we believe, exceeding forty, comprise a Government guard solely for the protection of foreigners, and consist principally of sons of Damios and two-sworded men, of a relative position with the

sons of our country squires, and as they usually walk one on each side, although at times a single individual is considered sufficient, it renders much peripatetic exercise terribly tedious, especially if you stop to inspect the contents of the shops, which are not nearly so good as those at Yokohama, you are immediately surrounded by a silent and gaping crowd, anyone of whom might easily detach your head, notwithstanding the custody of the Yacanins, who, we believe, in spite of the author of "Our New Way Round the World's" eulogistic comments on them, though he admits inexperience, in consequence of the then expulsion of foreigners from the capital, are usually celebrated for the rapidity of their retreat, in case of emergency, and although the majority of British travellers in Japan, with the innate stubbornness of their race, decline carrying weapons of defence, although the most earnest advocates of the Japanese cause, fully admit the danger of an occasional evil-disposed person, probably employed by a powerful Damio, whose gigantic territorial influence entirely shields the assassin, in the employ of a religious hater of foreign intervention, and as a Japanese is not allowed to draw his sword without shedding blood, we must entirely espouse the American custom in that country of always carrying a revolver, and if you, on meeting

a man, see him handle his sword, shoot him immediately, for the preservation of your own life, there being no medium between yours and his; and as a one-sworded man carries his weapon on the left side, according to European custom, but always with the bow of the sword reversed, so that, before drawing, he is obliged to turn the sheath round, and then, as he draws his sword, severs his victim's head with the same cut. They warn you always to pass a man on his sword side, on account of the reason that on that side the instantaneous decapitation is avoided by impracticable causes.

And in case of your elevating yourself to the seat of a carriage, which of late years has found much favour in the country, Yacanins ride after you, instead of walking alongside, whereby they have the advantage, in case of attack, in being able to take to their ponies' heels instead of their own. And as so many books have been written, and in consequence of the increasing simplicity of access to the country, will still be, any remarks of ours on the town of Yeddo would be superfluous. We only say, that in our cursory visit, we found the streets narrow and dirty, and the great majority of the houses small in area and one-storied, which gives the town that enormous extent which has made it so famous in youthful minds, the school-

geography question, of which is the largest town in the world (Yeddo), being ingrafted erroneously on the aspiring geographer's brain; though the city itself is doubtless of vast extent, as you are able to walk twelve miles in a straight line without going outside the limits; but even that is not so large as London with its suburbs, or Paris, if Prussian artillery has not razed the Queen of Cities, as we have just heard the news of the fate of the French Empire, in every detail of which downfall, the hand of Providence appears to be unmistakably imprinted.

Monday April 11th.—The Admiral drove to Yeddo, stopping at the Legation to lunch with Sir Harry Parkes, and then going on to the hotel, having in virtue of his high position a large escort of Yacans, and accompanied by Mr. Siebold (interpreter to our Legation), drove to the Temple of Ausaxa, an indifferent Polytechnic, with a very indifferent imitation of Pepper's Ghost; and then round the moats, which are considered the proper things to do, the latter bearing a strong resemblance to the artificial ditches of the same name that surround our garrison towns, but which in Yeddo surround the palace and grounds appertaining thereto, belonging to the Mikado, and which are about three miles round, out of the precincts of which the nominal Ruler of Japan is never

allowed, except on rare occasions, when he is permitted to be conveyed in a box, religiously closed, with small jalousies on each side, to prevent suffocation, to his Summer Palace, about two miles from the other one, the streets during the Royal progress being cleared, and houses closed, in order to prevent plebeian eyes from defiling with their gaze the wooden framework which surrounds, in Japanese eyes, the scarcely earthly body that dates its ancestral origin many thousands of years before our creation, and for which it is placed on the throne of Japan, to be used as a puppet by the virtual rulers, who are the Court nobles, and the great princes of the Empire; foremost amongst whom, in the south, is Satsuma, perhaps the now most powerful man in the Empire, who is well known as our adversary at Kagosima, then a sincere hater of foreign invasion, now an equally strong ally in favour of foreign intercession and liberal principles for Japan, he having sent a student in the squadron, who was on board the "Liverpool," and another one of the Princes of the North sending one also, who was housed on board the "Phœbe." These great nobles having many of them an annual income of between one and two millions, and the Tycoon's revenue, when he was virtual ruler of the country, being

three millions sterling annually, and there are still many of the country people who would like to see Stots Bashi (Shiigoon), or more commonly known in England as the Tycoon, still on the throne. In the evening there was a great performance of Japanese juggling at the hotel, to an extensive audience of the squadron, everybody we fancy preparing to see some extraordinary feats of almost supernatural skill; but a certain elapsed time after the commencement, there was a strong supposition amongst many, that it was only the inborn sleight-of-hand of the race, and that the enterprising proprietor was passing the hotel domestics through the noble art of jugglery, who would certainly have fled as from the Devil, if Wiljaba Frikell, or the Wizard of the North, had appeared on the scene. The next day, Tuesday, was devoted by many to visiting the burial place of the Tycoons, where up to quite recently, the guarding priests have made you take your boots off on every possible occasion, which is inconvenient at least, as the stones are decidedly sharp in many places, but more recently perfidious dealings have triumphed, and the Anglo-Saxon bribery, so successful over the whole earth, has now revealed to booted barbarians even the interior of a Tycoon's tomb, and as Yeddo,

unlike Rosherville, is not a place to spend many long and happy days, nobody sojourned longer in the metropolis of Japan than was possibly necessary to explore a certain portion of the town, and also to have optical proof of the far-famed native dance; and the Yeddo sojourn with some approached the rapidity with which our Western cousins do the sights of Europe, more especially the southern lakes of Ireland, where there is a constant stream of them who arrive in the evening, and leave again early next morning, perfectly satisfied in having done the Lakes of Killarney, and in the afternoon the Admiral and many officers returned to Yokohama, the Yacarin escort accompanying him some ten miles, as far as the Logo Ferry, and as on your way down, you were sitting behind a pair of fast-trotting Japanese ponies, you were somewhat astonished to find yourself passed by an almost naked barbarian going his route with a long, swinging stride, a pole over his shoulder, with a bag at the end, which constituted the Japanese postman, bound to go his ten to eleven miles an hour, and for the purpose of which high rate of speed to keep up for many miles, which they do, they are fired with the idea of strengthening their legs, which operation is performed by an article resembling a croquet mallet; a small brass or copper tube repre-

senting the mallet, which is filled with cotton wool, soaked in saltpetre, then lit, and held with the flat part on the leg until the cotton wool has burned down to the skin. The effect we leave to the medical mind to determine, but believe it to be for the purpose of hardening the skin over the veins; and as it is the bounden duty of every Englishman visiting Yeddo, to stop at the place which was shown to us as Black-eyed Susan's tea-house—Susan being, we were told, the woman who carried Richardson into her house when he was murdered, gave him water to drink, and supported his dying head, in spite of the street outside being filled with men and women, frantic at the sight of foreign blood—the place was largely and religiously patronized by the squadron.

Thursday, April 14th.—It having been arranged between the representative of Great Britain and the Admiral, that if the Mikado would receive some of the officers of the squadron, the ships should be displayed off the town of Yeddo, we hope as much to the future benefit of our relations with Japan, as it was to the discomfort of the squadron, every one having rightly expected ten days at Yokohama, made their curio arrangements in accordance, whereas seven was the allotted portion after fifty-six days of ocean travelling; so accordingly, at twelve o'clock, the squadron weighed

under steam for Yeddo, the "Liverpool" having the Italian Minister and Contesse Latour and Lady Parkes on board. Anchored off Yeddo at a little before half-past two, between four and five miles from the shore, or, as some facetious person remarked, "You could just see the top of the houses from the masthead."

Friday was the day bespoken for the reception of the Admiral and captains of the squadron, so, shortly after a general rendezvous on board the "Liverpool," the procession of galleys, headed by the Admiral in his barge, all in royal clothes and soaking rain, shoved off, and made for the land, which small difficulty was experienced in making; but unfortunately that was under the bottom, and as the water was exceedingly low, and the only chance of seeing His Majesty appeared to hinge at one time on the probability of his taking a cruise to a certain sandbank in his royal bay. However, after a good deal of perseverance, not much patience, but a good deal of swearing instead, and getting into the track of a welcome dhow, a safe landing was effected at the steps of the Summer Palace, with a pleasant walk up through the palace garden; then, in a state much resembling a somewhat damp ploughed field, which was decidedly derogatory to the polish of your best boots, which discomfort was much alleviated by the welcome knowledge that in a

short time, it would be equally so to the palace mats (serve him right, was the idea, for not keeping his paths clean), as, since a distinguished British naval officer refused to unboot himself at the palace door, the officials of the court have never attempted to enforce the custom.

On arriving at the palace, where the officers were received by one of the chiefs of the Foreign Department, tea, pipes, cigars, sherry, etc., were abundantly provided, and an inspection made of the palace lately occupied by the Duke of Edinburgh, which is built in European fashion, and papered in Japanese fashion, the various sports of the country being depicted on the walls, the most conspicuous of which, occupying one side of a room, is the dog chase, a favourite sport of Japan, and conducted in a ring, the centre of which a dog is held by probably a great functionary of the court, as it is a royal pastime, and at a given signal the small member of the canine tribe receives a kick from the courtly toe of his captor, and is immediately chased by the assembled courtiers and great nobles of the empire on horseback, with bows and arrows, while the unfortunate animal is spitted to the earth by a well-directed arrow, and we regret that the kaleidoscopic manners of Japan prevent our saying with certainty as to

whether they turn another unfortunate animal out to undergo the pleasure of making a target of itself, or whether the decease of one is considered sufficient for the allayment of the sporting propensities of the Japanese. At half-past twelve, the company having assembled, and the necessary preliminaries being gone through, the procession started, in four carriages, headed by Sir Harry Parkes, the Admiral, Japanese Member of the Foreign Department, and Mr. Siebold, Interpreter to the Embassy, with the necessary *cortège* of twelve mounted Legation orderlies, two ahead, and one at each wheel, with their swords at "the carry," prepared for a surprise, which some of them had experienced on more than one occasion, the members of this force consisting of ex-London police, also a large escort of Yacans before and behind. In the streets through which the carriages had to pass, the traffic had previously been suspended by order, and the cross streets roped and guarded by a detachment of Japanese infantry, drawn up at the side of the main thoroughfare, and we certainly cannot say that the expression depicted in the faces of the bystanders was one favourable to foreigners, as it appeared to be one more of astonishment to think that their capital should ever have been allowed to be invaded by the heathens; and the only audible expression by

the *savans* of the Japanese language was, "There go
" the barbarians ;" and the outside gate of the palace
was safely reached, without obstruction of any sort, if we
may except a display of prowess in one of the leading
orderlies, in turning a corner at too rapid a pace to
admit his charger retaining its perpendicular, and the
immediate result of which was, man and horse strug-
gling out of the mud in a horizontal position ; but we
are happy to say he speedily regained his position in
the van, and the sun shining brightly after the April
shower, enabled the gentleman to clean himself and
horse before the reception was over ; and on arrival
at the gate the carriages were obliged to be dispensed
with, and the journey to the door of the palace-yard
performed on foot over slightly rough stones, where
the Minister and Vice-Minister of Foreign Affairs, in
their robes of State, the former a colour near puce,
and the latter a brilliant scarlet, were waiting to
receive the expected guests, and conduct them to the
ante-chamber, where tea, tobacco, and an enormous
box of sweets were immediately provided for each, and
the various members and nobles of Court introduced,
while the Italian Minister was presenting his recall to
His Majesty ; immediately after the expiration of which,
Sir Harry Parkes, Mr. Adams (Secretary of Legation),
the officers of the squadron, and Mr. Lowder (Her

Majesty's Consul at Yokohama), were conducted by the Minister of State for Foreign Affairs into the celestial presence of the Great Ruler of Japan, the intervening space being filled with doubtless harmonious music from the private band of the Mikado; the manufacturing instrument which produced the dulcet strains, as well as the airs themselves, being something, we should think, never seen or heard in the boundary of civilized nations, and forcibly impressed on your minds what the princes and rulers who lived in the ages of Nebuchadnezzar, with a sensitive organization, must have suffered from the regal proclamation promulgated with the assistance of psaltery, sackbut, and dulcimer; and on arriving at the edge of the dais, in the centre and background of which was, not exactly a box, nor exactly a canopy, but something, if it is not derogatory to majesty to say, more immediately resembling the top of that article in which Punch and Judy is displayed for the amusement of the young; gorgeous in white and purple satin, closed on three sides and with the front drawn about three-quarters of the way up, under which sat the Mikado, with face alone hidden, the rest being clothed in white and scarlet satin. The addresses were read and interpreted, and His Majesty, through his interpreter, expressed so much

reliance in the British faith as to intend to trust his Ministers on board the "Liverpool" the following day; but no movement came from inside the box, except when the replies were handed to the responsible Minister, and after the conclusion of the ceremony, and the retrogression movement was almost concluded, the monarch, who traces his pedigree seven thousand years, became struck with a sense of inquisition, and peered underneath the regulation screen at the retreating homagers, displaying for the instant the face of one hardly out of boyhood's years, and then the band struck up a wailful sound, which would be inimitable on European instruments, and which a chorus of ten thousand London cats could not attain in a lifetime's tuition. After the conclusion of the ceremony a general return was made to the Summer Palace, where a sumptuous luncheon was provided on European principles, and at which the Ministers of the Foreign Department presided, after which the Japanese students about to commence their maritime career were introduced to the Admiral; and shortly after five o'clock a hasty retreat was made, in consequence of approaching darkness, and the many miles of turbulent water to be traversed before arriving within the precincts of the squadron.

Saturday being the day on which the Admiral had arranged to receive the Japanese Ministers, unfortunately broke with far from a pleasing aspect, blowing very fresh, with strong squalls and decidedly unpleasant sea, which appeared to get worse as the day wore on. However, Sir Harry Parkes and Mr. Adams went on board the "Liverpool" in the forenoon, in order to be ready to receive them. Twelve o'clock, one; two; passed without any sign, and then they were given up, and the provisions were on the point of being discussed in the Admiral's cabin, when a steamer was seen coming out with the Japanese flag flying; and shortly afterwards, the Ministers and their retainers, to the number of somewhat about fifty, arrived on board the "Liverpool" in their robes of State, and were received by Sir Harry Parkes and the Admiral, etc., on the quarter-deck, the foremost in rank being a member of the Supreme Council; of what exactly relative rank they hold with regard to Europeans, it is difficult to say, especially as the best informed of Japan are hardly aware of the extent of their power; but as they have the making and unmaking of the Ministers, it is supposed that they follow almost immediately after royalty; after whom came the Ministers, etc., amongst whom was the Vice-Minister for Foreign Affairs (Machida), who we had met the preceding day

at the palace, and who was gifted with the most agreeable and pleasing manner that is possible to meet, and, after two years spent in London and other of the large English towns, was well informed in the progress of the Western nations ; and the one sight that struck him more than anything else during his European tour, being Clapham Junction.

Immediately after going on board, they sat down to luncheon in the Admiral's cabin, having previously disburdened themselves of their swords, which, as many were of great value and sacred fame, it was an agony of suspense, notwithstanding the vigil of a marine guard over them, for fear that the British midshipman, in his thirst after knowledge, might evade the watchful sentry, and display the naked weapon to his admiring colleagues, and then the result is known only to the Japanese ; but we believe that blood must be spilt. But whether the drawer or the owner—as the laws of the Medes and Persians in Japan are decidedly singular—would be the victim, we happily had no opportunity of discovering. One of the great Ministers of State was suffering most unpleasant qualms, the result of the voyage out, which interfered much with his enjoyment, while another of his colleagues suffered, but in a different manner, as he suggested, through Mr. Siebold, patting at the same time a part of his body that shall be name-

less, that he had a violent appetite, which, after a time, he appeared somewhat to satiate with the assistance of constant applications of champagne, which undoubtedly is their favourite drink, when they can get it. Great was the speculation amongst the majority as to what use the knife and fork were to be placed, and the novices in European customs carefully abstained from the commencement of their repast until they had taken a good survey of one of their own colleagues better versed in the barbarous use. Some few, however, whom the boisterousness of the passage off had probably given every reason for an immediate wish to satisfy the cravings of their appetite, made frantic dashes at mayonaise with firm grip of the prongs. And after the luncheon was finished, the scimitars were again taken to—an infinite relief to the assembled company—and then they were shown the ships at general quarters, a number of them appearing to take a great interest in the working of the guns; the workers of the guns also taking a great interest in one of their spectators, who was one of the props of the Empire, and clothed in gorgeous apparel of the finest texture, and a marvellously brilliant garment, looking like silk embroidery over cloth of gold, and the whole forming the covering of the chief of the secret police. After the inspection of the guns, they were immensely delighted at seeing

the boats of the squadron manœuvring, manned and armed, firing rockets and blank cartridge, and a brilliant attack made by the boats in line on an imaginary enemy, concluding the display at half-past five; after parting salutations, and many dumb expressions of regret, the Rulers of the Japanese Empire returned to their native place, under a salute of fifteen guns from the "Liverpool." At the time when the floating entertainment was in course of progress, Lady Parkes had been presiding at the British Legation over as large a party of officers of the squadron as horses could be found to carry and draw; and after a very pleasant ride through the streets of Yeddo, a stoppage was made for luncheon in the village of Ogee, where the guests were waited on by fair, rouged damsels with gilded lips and pretty ways; and after strolling along the bank of a small stream afterwards, to watch the Japanese piscator, still armed with his scimitar, zealously angling for animals about the size of a minnow, the return voyage took place through Yeddo, inspecting the temples and tea-gardens on the way, and was safely accomplished about six o'clock, with no further accident than the subsidence of a midshipman's horse into the mud, and the consequent prostration into the same matter of a hard-riding lieutenant following in too close order.

Sunday, April 17th.—At 1.50 p.m. weighed from Yeddo under steam, anchoring again off Yokohama at ten minutes past four, found the French Commodore had arrived in the "Venus" frigate.

Monday was spent in leave-taking and curio-buying, many remaining long after dusk to knock some more than usually stubborn Japanese shopkeeper down in his price, for some coveted article, which he invariably disposed of at the last minute for about half the originally demanded dollars.

Tuesday, April 19th.—Weighed under sail at 6.20 a.m., having received the "Pearl" into the bosom of the flock, leaving "Barrosa" behind on the China station, with a falling glass and heavy rain, blowing a moderate breeze from the northward, which freshened to a strong gale on clearing the bay, with a short, heavy, confused sea, and very thick weather. Next day the wind moderated, and going round to the south-eastward, the squadron made sail, and wore to the northward, the winds constantly shifting suddenly to all points of the compass, with occasional calms and heavy rain, which lasted until the 3rd of May, in 46° N., 170° W.; hail and snow squalls commenced, when the wind again shifted suddenly to the N.W., and once more we had our great helpmate round the world, in the shape of the brave west winds, this time in the northern

hemisphere, which veering from N.W. to South, but chiefly from the southward, and seldom freshening beyond a strong breeze, with violent snow squalls. They carried us from 118° W. to 128° W., a distance of two thousand miles in ten days, which has the effect of causing passages where westerly winds are prevalent to be monopolized by sailing vessels, and which took us within a day of sighting the Island of Vancouver, as on the afternoon of the 12th they disappeared, and the sky became overcast and hazy, the wind shifting to the N.E., and the following morning, at daylight, the high land of Vancouver's was observed on the bow. In the evening the squadron stood to the southward on a wind, blowing a strong breeze with heavy squalls and rain from the eastward. The next day we were employed in a hopeless-looking task of beating against a south-easter for the entrance of St. Juan de Fuca Straits until 2 p.m., when the wind shifted to the southward, and we stood in with a fair wind, which fell to almost a calm on getting inside, with fine, clear weather, which carried us slowly up towards our haven, and now we quote an extract from the log of the "Liverpool," to show the driving power that was obliged to be resorted to, in the chase round the world, for the purpose of trying to catch the nine days lost in the start: April 29. Blowing a strong

breeze to a moderate gale. 2 p.m. Split maintopmast staysail. 8 p.m. Split foretopgallant sail. 8.30 p.m. Split foretopsail. 9.30. Split maintopgallant sail. 10.30. Split maintopsail. 2.30 a.m. Split jib. 4. a.m. Split mainsail, the ship still going over ten knots, under a treble-reefed mizzen-top sail, foresail and foretopmast staysail, and what was still more depressing in these economical times, the irretrievable loss of 513 yards of canvas blown away.

And now it becomes our painful duty to narrate the most melancholy accident which occurred during the cruise of the squadron—the loss of Mr. Robert R. Warren, midshipman of the “Scylla,” overboard, on the 25th of April, in 39° N., 156° E.: the more unfortunate on account of its occurring on his 17th birthday, and also because he had only shortly before left his father and mother at Hobarton. The accident occurred while heaving the log at five o'clock in the evening, the weight caused by the strain on the line overbalancing him; the ship at the time going over ten knots, with a bubbling sea and strong breeze; the temperature of the sea and air being 46°, a considerable decrease since the preceding day. The fact of the first lieutenant of the “Scylla” being on the bridge at the time was a certain guarantee that all that a seaman's skill and human hand could do, was done,

as the boat was almost instantaneously lowered, and at that time the boy was apparently swimming strong, and rapidly nearing the buoy, which many eager eyes from more than one ship were anxiously watching, but it lay in other than earthly hands, and on his getting within a few yards of what would have been certain life, hope and all the ambitions of youth, the hands were seen lifted high in the air, and the mother's darling sank to rise no more from the dark and fathomless depths of the cold Northern Ocean until the sound of the archangel is heard, and the sea gives up her dead: then, through the infinite mercy of his Creator, who had called him, for purposes above human comprehension, to the life immortal, and to live for ever and ever in the presence of his Mediator and Redeemer, Christ Jesus.

"The sea, the lone blue sea hath one; he lies where pearls lie deep.
He was the loved of all, yet none o'er his lone bed may weep;
And parted thus they rest, who played beneath the same green tree,
Whose voices mingled as they played around one parent knee;
They that with smiles lit up the hall, and cheered with song the hearth.
Alas for love if thou wert all, and nought beyond, oh earth!"

When the lapse of time and the many present cares of this life shall have somewhat softened the anguish of a mother's heart, it may be some small consolation to Mrs. Warren to know that we had occasion to go on board the "Scylla" two days after-

wards, and there was one universal gloom over officers and men, as though each, individually, had lost one dearly loved; a certain sign amongst the men, who, through the constant presence of immediate death, are rather prone to think of life too cheaply; of the character of the future man if he had been spared to be an ornament to his profession: but thy ways O God are not our ways.

Sunday, May 15th.—The squadron, getting the first of the westerly wind, ran into the Straits of St. Juan de Fuca, and up to the "Scylla," which had been detached the previous morning, to provide berths for the squadron, and which was what may technically be called, hung up, waiting for the wind, which the rest of the squadron were bringing up with them, and so they all ran up together, "Scylla" leading, and anchored in Esquimalt Harbour in the course of the afternoon, where the "Zealous" (flagship of Admiral Farquhar), "Sparrowhawk" and "Boxer," were found at anchor, also the "Charybdis," with her bow in a self-constituted dry dock—a brilliant piece of scientific ingenuity, the work of her first lieutenant (Mr. Sargeant.) Shortly after anchoring, the Admiral, accompanied by the Commander-in-Chief of the Pacific, landed to call on Mr. Musgrave (Governor of British Columbia), who, with Miss Musgrave, had driven

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FLYING SQUADRON, ESCQUIMALT HARBOR



down from Victoria to see the arrival, as well as a large number of the people of the town, who, notwithstanding the constant arrival and departure of Her Majesty's ships at the head-quarters of the Pacific station, had turned out to see the arrival of a squadron, somewhat out of the usual routine; and though the colony, numerically, is small and very poor, the working classes, as a majority, we think are loyal to the old country, although there are very few who would not rejoice to see British Columbia under protection of the United States, in order that the great internal resources of the country might be opened out by the most progressive people in the world; and that, consequently, the working community of the country, through their own labour and foreign enterprise, might be enabled to support themselves, their wives and families; which under the present economical and short-sighted colonial policy they are unable to do.

What the Editor of the *British Colonist* thought of the arrival of the Flying Squadron:—

“ ARRIVAL OF THE FLYING SQUADRON.

“ Shortly before noon, on Sunday (15th inst.), the
“ long-expected Flying Squadron was signalled as in
“ sight from the Race Rock Light to Admiral Farquhar

“ on board the flagship ‘Zealous,’ and soon after, six
“ war ships, with all sail set, hove in sight of the city.
“ A breeze, sufficiently strong to fill every inch of
“ canvas, was blowing, and as the vessels rounded the
“ rocks, the townspeople flocked to adjacent hills and
“ points to witness the grand, picturesque sight. Off
“ Albert Head four of the ships were abreast, tall,
“ stately, and majestic, with the bright rays of the sun
“ full upon their snow-white sails, and the stiff breeze
“ bowling them swiftly on towards Esquimalt. The
“ ‘Scylla’ was the first to enter Esquimalt Harbour,
“ followed by the ‘Liverpool,’ flagship of Admiral
“ Hornby. Off the entrance the ‘Liverpool’ saluted,
“ and the compliment was immediately acknowledged
“ by H.M.S. ‘Zealous,’ flagship of Admiral Farquhar,
“ lying at anchor in the harbour. The remaining
“ vessels followed one by one, and took up the position
“ assigned them at the buoys.” During the stay of
the squadron, the lakes were largely patronized, much
to the disgust, probably, of the trout in them, the more
eager starting on occasions, soon after midnight,
others employing a deputy, at a large reward we
should hope, to sleep either in a boat or else on the
bank, regardless of Indians, snakes, etc., in order to
secure a much-sought-after spot, where the trout were
supposed to have a preference for Flying Squadron

flies. After finishing the refitting, there being a few hours of comparative idleness for the British seaman, the sheet anchors were pulled about the harbour in various attitudes, for the inspection of the midshipmen.

The 24th, being the anniversary of Her Majesty's birthday, was a great day at Victoria, commencing with a large American river steamer, containing about 500 people, coming round from Victoria to see the fleet fire their 168 guns at noon; and in the afternoon the Victoria Races came off at the town, including a naval flat race of one mile, won by Sub-Lieut. Baring ("Zealous") on Deacon, Lieutenant Fitzgerald ("Zealous") only securing a second place, owing to having mistaken the winning-post, and we have much to regret that, notwithstanding the very superior jockeyship of Lieutenant Wood ("Scylla"), Café au Lait was nowhere; after which there was a naval hurdle race over the same course, and six flights of hurdles, which was won, owing in a great measure to almost professional talent, by Lieutenant Wood, on Butcher Boy. The Blue Jacket race came next, and was decidedly the most amusing part of the day's programme, one gentleman's horse leaving the course before accomplishing much more than a yard or two, and every one of the other combatants, seeing an adversary inclined to draw ahead of him, immediately

laid hold of something, totally regardless whether it was the horse's tail or the tail of a shirt, so long as he accomplished what he called a tow, which decidedly impeded the progress of his friends, and two of them, managing to elude the towing process, finished so close a race that the stakes were divided; one of the winners being a member of the distinguished corps of Royal Marines. In the evening His Excellency the Governor gave his birthday ball at Government House, the preparations for which nearly caused the destruction of that building, one of the chandeliers, in the process of being lighted, fulfilling the law of gravity, displaced the oil, then in a state of flame, on to the beeswax on the floor, when almost instantaneously the flames reached the ceiling, but happily were put out without further damage than scorching the ceiling and reducing a large portion of the floor into charcoal, which, acting like a ploughed field to the heavy goers, stopped them altogether; and in consequence of the enormous profits made by the limited number of vehicles in the town during the day, the drivers of the same had retired to bed in a happy state, leaving the only mode of performing the distance between the hotel in the town and Government House to be the hopeless task of walking in tight boots a distance of about two miles, on a pitch-dark night, over an

unknown road, to a house which nobody knew the whereabouts of; which unsatisfactory undertaking was commenced amid much murmuring and many execrations at bootmakers, etc.; when, happily, before getting out of the town, a dray, ready horsed and without a driver, was observed drawn up alongside the pavement, and immediately occupied by thirteen gentlemen in gold-laced trousers and epaulettes, who on discovering some one who had been on the road once before, and then in daylight, driven ably and rapidly by the Honourable Walter, somewhere in the direction of their destination. Happily, it was so dark that the yawning ditch on the side of the road was not visible, so that a large number of the occupants was unaware of their peril, and only frightful groans and agonized entreaties to stop, caused by the jolting of the springless vehicle, then rapidly advancing at a brisk canter, having struck a line of returning carriages, to the imminent peril of their drivers, who were forced to draw into the ditch to avoid being rammed by the squadron's carriage, from the centre of which sounds were issuing, which might have been mistaken for an ambulance returning from a bloody fight, and for whom descent was impossible, owing to an effectual barrier of their comrades, and the great rapidity with which their coachman,

impervious to the anathemas showered on his head, was approaching for them, a happy release, in the form of the door of Government House, where much astonishment was caused by the Flying Squadron's carriage; also, as the coachman was an amateur, and on arrival, declined further participation with the vehicle, the horse and cart were smuggled away in some remote spot to wait the return of the victims, which was frustrated by the arrival during the night of the owner in a state of rabid excitement, which rapidly cooled, on finding himself the object of much merriment amongst the domestics, and after having succeeded in lining his pocket to his satisfaction, he returned, without the slightest thought as to how the gentlemen, who had made use of his carriage to get up the hill in early night, were to accomplish the descent in the early morn without it.

The next day, Wednesday, 25th, was a great day in Esquimalt Harbour, on account of the Squadron Regatta, to see which, some two thousand people came round from Victoria by water, besides large numbers by road. The day was lovely, and the ships being dressed in honour of the birthday of the Princess Helena, gave the harbour an extra gay appearance. Admiral Farquhar, in virtue of his position as commander-in-chief, entertained a large party

at lunch, and a dance afterwards, on board the "Zealous," and the various races came off without impediment, under the direction of the committee, consisting of Captain Hume (chairman); Lieutenant Fitzgerald, "Zealous" (judge); Lieutenant Acland, "Liverpool" (treasurer); Lieutenant Parker, "Scylla" (secretary). In the evening, the "Boxer" sailed for some remote part of the island, where there was a known tree of vast size, which was supposed to be required to make a main-yard for the "Phœbe," she having sprung hers; and returning on the morning of the 27th, with a portion only of the tree, of vast dimensions, weighing thirteen tons, on the receipt of which, the squadron prepared for sea.

" THE DEPARTURE.

" Nearly two weeks ago the Flying Squadron "dropped anchor in our harbour. It will leave early "to-morrow morning. A fortnight is not long, but "in this instance it seems to have sped with amazing "swiftness. But it has been sufficiently long to "endear many of the officers and men of the Flying "Squadron to our people. Certainly a more agreeable "and gentlemanly set of officers could not well be "desired. It would be difficult to pick their superiors "from Her Majesty's Navy. During their brief stay

“ they have entered with great heartiness and good
“ nature into every public amusement and philan-
“ thropic enterprise, and have, at the same time,
“ exerted themselves to contribute to the amusement
“ of the public. Two things are matter of regret: the
“ first is, that they must leave us so soon; the second
“ is, that their visit to this colony has been unmarked
“ by any of those public demonstrations of welcome
“ and appreciation extended to them in other colonies.
“ It would be doing this community a very great
“ wrong to attribute the absence of any such demon-
“ stration to want of goodwill. It is simply the result
“ of impecuniosity. The community is small, and
“ times have been so bad, that it was felt a demon-
“ stration which would be at all worthy of the occasion
“ would be beyond the means of the people; and it
“ was thought better not to attempt anything of the
“ kind unless it could be carried out in a way credit-
“ able to all parties. We beg, therefore, to assure the
“ officers of the Flying Squadron that there has been
“ no want of respect or desire on the part of the
“ people to do honour to the occasion; but, under
“ the peculiar circumstances of the case, they must
“ accept the will for the deed. The general feeling
“ of regret consequent upon the departure of the
“ Flying Squadron will be considerably increased

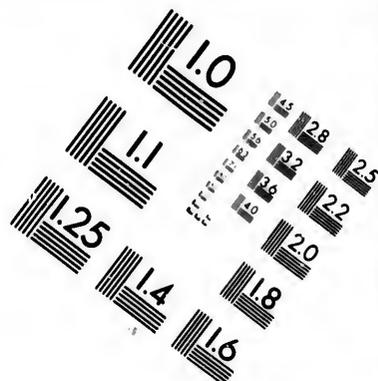
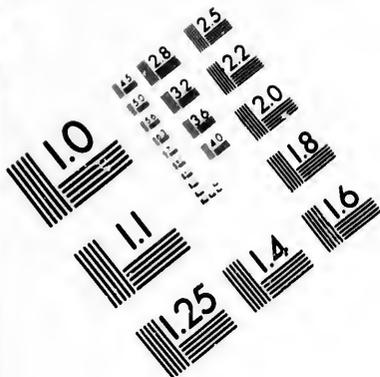
“ by the circumstance of its being accompanied by
“ the ‘Charybdis,’ a ship which has been on this
“ station for some time. Captain Lyons and his
“ officers have, during their stay here, formed a large
“ circle of acquaintances, by whom the loss will be
“ keenly felt. To all we bid adieu with regret, and
“ to all we wish a pleasant voyage and prosperous
“ career.”

Eight o'clock on the following morning found the squadron steaming out of Esquimalt Harbour, with the “Charybdis” in company, she having taken the place of the “Scylla,” who was left behind with the greatest regret, though we dare say the feeling was not reciprocated; nevertheless there was a great ovation on her part as the squadron passed out, the officers and ship company manning every available boat in the ship, and laying at the entrance of the harbour, tossing their oars, and cheering each successive ship as she passed on her way, which was returned with three, and one more, from the rigging of the passing ship; and as the last of the squadron were retreating, the signal went up from the “Scylla's” galley—“Happiness attend Flying Squadron!” to which the Admiral replied, “Health and happiness attend you!” and then the “Scylla's” returned to their ship and com-

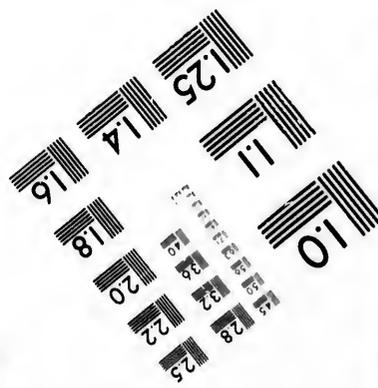
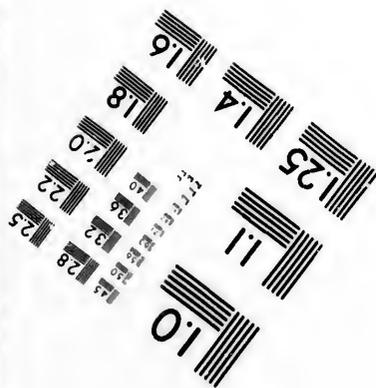
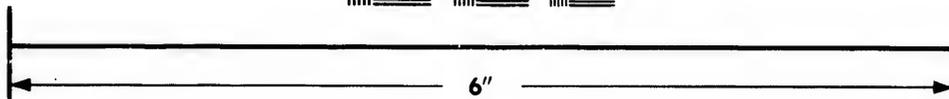
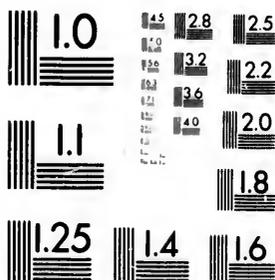
parative peace, the squadron steaming down St. Juan de Fuca Straits on its ocean career against time. At half-past seven, being clear of the Straits, stopped engines, and made sail to the southward, close-hauled, with a fresh westerly breeze, which gradually hauled round by Northward to N.E., and, on the 5th of June in 36° N. 139° W. it became very light. On the 6th, 7th, and 8th, light and variable airs and calms were experienced. At 1 a.m. of the 9th, we got the N.E. Trade, with cloudy weather, and showers of rain, which though exceedingly unsteady in force and direction, and with occasional strong squalls and showers, it carried us on in the right direction, until the morning of the 15th, when the "Liffey" made a signal that she had discovered land; and then everybody's eyes were turned to the horizon in the direction named, but entirely without success, until some gentleman, we fancy in the act of sneezing, made a remark—"By Jove! there it is!" and towering high above the clouds, almost looking down on you, was the Island of Mowee, then 60 miles off; and at 6.30 p.m., hauled to the wind off the East point of the Island of Oahu to wait for daylight.

Thursday, June 16th, 6 a.m.—Bore up for the anchorage; and running before a fresh North-Easterly

breeze, arrived off Honolulu shortly before eleven o'clock; when, after the "Liverpool," "Phœbe," and "Charybdis" had anchored, the "Endymion," running with sails clewed up before a fresh breeze, going rapidly through the water, steered with the intention of passing close under the "Liverpool's" stern, which opening as she got close to, was effectually shut in, in some unaccountable manner, by the "Phœbe" to leeward; then it was too late to go astern of the "Phœbe" or a-head of the "Liverpool," so the only alternative was to make an opening for herself, but luckily, striking the "Charybdis'" stern on her way, which though much to the devastation of that part of the stricken ship, had the salutary effect of checking her way, and also allowing her head to pay off sufficiently, as only to strike the "Phœbe" in the same place, the anchor having also been let go, tended to stop the ship, which, without the happy intervention of the "Charybdis," must have struck the "Phœbe" broadside on, just before her mainmast, going about five knots at the time, with a result that would have been probably fatal to something; as it was, jibboom, spanker, boats, etc., was the only damage; Captain Bythesea and Captain Lyons both having their boats cut in half, the bow of one and the stern of the other being saved. It was sug-



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gested that as neither were of much use by themselves, that one should be stuck on to the other, and some slight gambling transaction decide as to the possessor of the whole. In the afternoon, on having accomplished a loan of bunting, the Hawaiian flag was saluted by the "Liverpool" with 21 guns, and in the evening Major Wodehouse (the British Commissioner) went on board the "Liverpool" to call on the Admiral, and was saluted with 13 guns on leaving the ship.

Friday, June 17th.—Great was the demand on shore for horses, and great also was the supply, as we hardly saw any unsuccessful men, booted and spurred; the chief, and almost only rides about the place being up the Nuauu Valley to the Pali, a magnificent precipice, about six miles from the town, from where you got a grand view of the island, or along the shore round the Diamond Head. In the forenoon the Admiral, with Major Wodehouse, landed to call on the Ministers, Governor of Oahu (Mr. Dominis), and Minister Resident of the United States (Mr. Pierce), when the necessary arrangements were made for His Majesty receiving the officers of the squadron on the following day.

Saturday, 18th.—His Majesty Kamehameha V. received the Admiral, captains, and staff officers of the squadron at the Palace at one o'clock; a general

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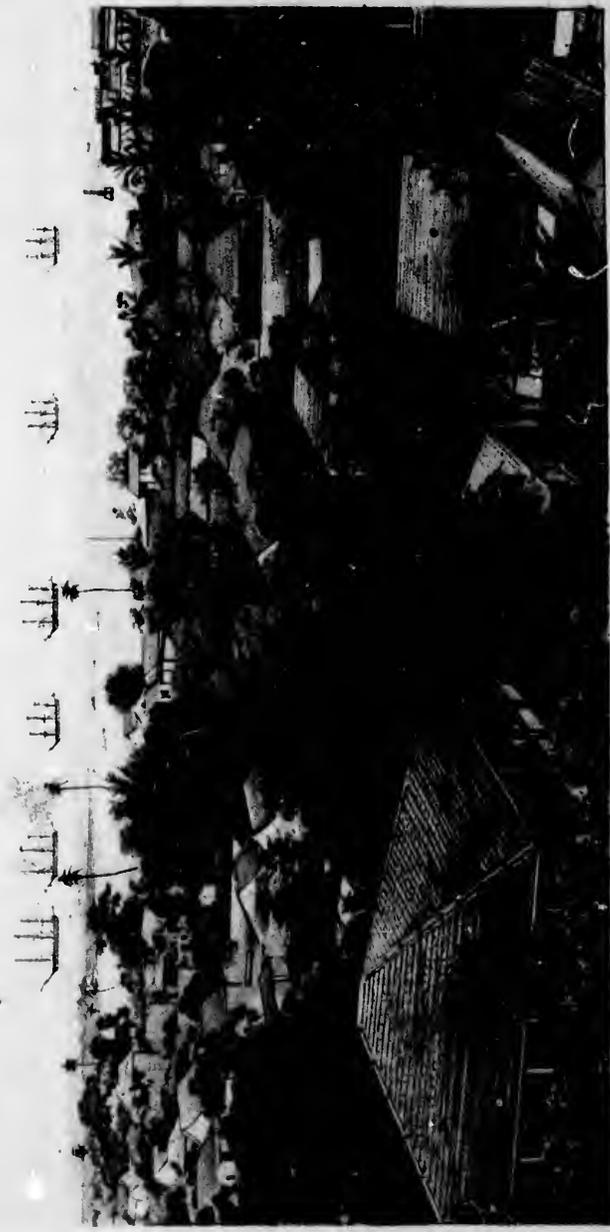


Illustration by W. G. L. Landon.

FLYING SQUADRON OFF HONOLULU, JUNE, 1870.

rendezvous having been made at the Consulate, from where the procession of carriages started, the Admiral leading in the royal carriage, driven by an English coachman in green-and-gold livery, black velvet jockey cap, and drawn by four bays; when on arriving at the door of the palace, the officers were received on the steps by Colonel Prendergast (Chamberlain to the King), and introduced to Mr. Harris, the Minister of Foreign Affairs, who in a short time led the way to the throne-room, where the presentation to His Majesty took place, in the presence of the officers of the King's bodyguard and the great men of the kingdom; after the conclusion of which, an adjournment to an adjacent apartment took place, where ice, champagne, and almost every known liquid, were supplied in abundance, and became doubly grateful, on account of the exceeding heat of the day. After about an hour spent at the palace, a general adjournment was made to the very pretty cottage of Queen Emma in the Nuaunu Valley, about three miles from the town, where Her Majesty, with her ladies in waiting, Mrs. Mott Smith and Mrs. Pratt, received the officers of the squadron, with that quiet dignity and kindly manner which has caused Queen Emma to be so fondly remembered in our own country. In the afternoon a large riding party, organized by Mrs. Wodehouse and Mrs. Stirling, and ably carried

out by the latter, consisting of the Admiral, captains, and many officers of the squadron, accompanied by many of the young ladies of the island; who did not ride Hawaiian fashion; including one young lady, who condescended to be very gracious; unfortunately, to the father of a family, sailing under false colours, and no mean adept in the deception, caused by constant practice in the Southern Colonies, and after the coast ride round the Diamond Head, and over many miles of clinker, a soaking rain commenced, and caused a general scurry back to the town, where a sumptuous dinner was provided at the Club, Major Wodehouse, the Admiral, and many of the squadron, being the guests; after which the captains of the squadron took possession of a palatial residence which they had taken for the stay of the squadron, where all the luxuries of life were obtainable in abundance, and which was christened Pot-pourri House, on account of the miscellaneousness of its attractions; the inhabitants of which celestial abode were awoke on the following morning by the cheerful sound of the colonel's voice: "Me boys, I've brought the doctor to see you;" which gentleman, on a rush being made out of bed to make his acquaintance, turned out to be a magnificent member of the King's bodyguard, two paces in the rear of his chief, with a soda-water making

machine under one arm and a bottle of champagne under the other, which, considering the circumstances, was eminently grateful.

On Sunday morning a large number of officers attended church ashore, where they heard a short and very efficient sermon from Mr. Williamson, and in the evening a highly eloquent discourse from the Bishop of the squadron.

Monday, June 20th.—The squadron dressed, and fired a royal salute at noon, the fort ashore (Punch-bowl) also following suit, in honour of the accession of Her Majesty Queen Victoria. At 1 p.m. the King, with a large and very brilliant staff, embarked in the Admiral's barge, and proceeded on board the "Liverpool," where he was received with a royal salute, the Hawaiian standard being hoisted at the main; and we most sincerely regret that the Queen was unable to accompany her august relation, owing to the motion of the ships, which rendered getting up the side of Her Majesty's vessels a work of considerable risk for a lady. The King and staff were entertained by the Admiral at lunch, after which the men were exercised at General Quarters, and at three o'clock the "Liverpool" fired a royal salute as His Majesty left the ship; after which, Mrs. Wodehouse had a garden party, at which Queen Emma was present, as well

as the *élite* of Honolulu, the band of the "Phœbe" performing the musical part of the entertainment. In the evening the Admiral dined the Ministers for Foreign Affairs and the Interior (Mr. Harris and Mr. Hutchison), the Governor of Oahu, the Minister Resident of the United States, Colonel Prendergast, and the captains of the squadron.

Tuesday, 21st.—All the rank and fashion assembled in Queen Emma Square during the afternoon to hear one of the squadron's band, as the people of the island are, unfortunately, dependent on passing ships for their musical entertainments. In the evening Major and Mrs. Wodehouse entertained His Majesty, Queen Emma, Mrs. Bishop, Mrs. Stirling, Colonel Prendergast, and the captains of the squadron at dinner. On the King and Queen going away shortly after twelve o'clock, the party broke up; after which Pot-pourri House gave a small and late entertainment, which was fashionably attended.

Wednesday, 22nd.—The British residents gave their picnic to the officers of the squadron, for which Her Majesty had graciously lent her cottage in the valley, and which was largely attended by the squadron and the ladies of Honolulu, a sumptuous luncheon being laid on the grass, under cover of a tent, just in front of the house, where, directly after

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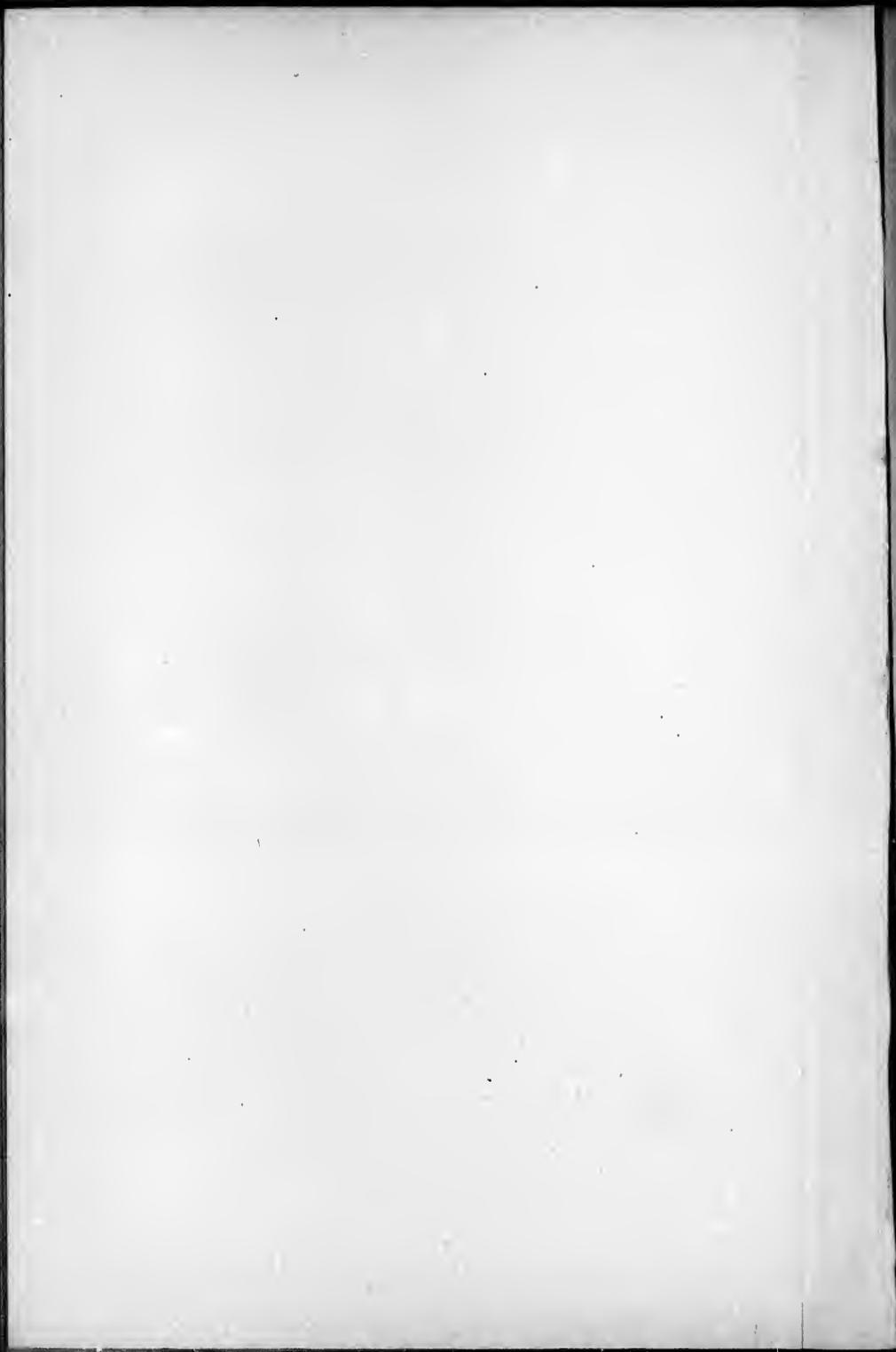
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PALI HONOLULU



the company had sat down, the Queen drove up, accompanied by Mrs. Wodehouse, and took a prominent part in the entertainment; which, after lunch, took the form of dancing, croquet, etc., the bands of the "Phoebe" and "Endymion" supplying the music; feminine recreations and much mirth were the order of the day until seven o'clock, when a rapidly-deepening twilight warned the company that it was time to be off, and a hurried leave-taking of many friends, in spite of the shortness of the acquaintance, a sharp gallop down the valley to the wharf and back again on board, to be boxed up on the mighty ocean for another two months. Before leaving Honolulu for good, we must sincerely thank Queen Emma for her kind, though, unfortunately, unavailing attempts to prolong the squadron's stay, as the vessel bringing the mail was then overdue, and momentarily expected; but as it was round the world against time, letters, of course, were no object, and "Forward!" was still the cry. To Colonel Préndergast, for his unvarying kindnesses to the squadron, in and out of his public capacity, they will always be eminently grateful.

Thursday, June 23rd.—9.40 a.m. weighed under sail, with a fresh breeze from E.N.E.; and until Oahu was out of sight, many covetous glances were cast back at the little island, where a week had been so

pleasantly spent, enhanced by the multitude of Hawaiian charms; and bore away, with a due south course, to avoid being becalmed under the lee of Hawaii, better known, perhaps, as Owyhee, and the place where Captain Cook was barbarously killed during his exploration of the world; and though not within a hundred miles of it, the winds, while passing even that distance, were light and baffling, until the large area of ocean dominated over by Manua Loa, the great mountain of the Sandwich Islands, nearly fourteen thousand feet high, was passed; then the Trade again became steady, with an almost due east direction, until 5 p.m. of the 28th, when the clouds began to heap up in the southern quarter, and the wind became squally and variable, with heavy rain, the N.E. Trade taking its departure at midnight in $7^{\circ} 30' N.$, $155^{\circ} 20' W.$, the wind then veering to the south-westward, with lightning and more heavy rain, which lasted over a distance of eighty miles, when the clouds cleared away, and in $6^{\circ} 0' N.$ it fell calm for a few hours, when a light northerly air sprang up, which again fell calm, with heavy rain, until the morning of the 1st of July, in $5^{\circ} 55' N.$ $154^{\circ} 10' W.$, when we got the S.E. Trade, with a force of 3, and very fine weather; crossing the Equator on the evening of Monday, the 4th, on the meridian of $157^{\circ} 28' W.$

thermometer 79°, from whence a course was steered slightly to the eastward of south, the Trade hanging very much to the east, and sometimes going to the northward of it, with fresh squalls of wind and rain, until 10° S., when it commenced to fall, and became steady from the eastward, ending light and variable, flying about occasionally to the N.E. until the 12th, when it disappeared altogether in 17° 30' S. 156° 24' W., the wind veering by North to N.W., which lasted with fine weather until 2 a.m. of the 14th, when the wind shifted suddenly to S.S.E., with heavy rain, which lasted twelve hours, and then remained south-easterly and light, until the 18th, in 22° 50' S. 156° W., when it became more easterly, gradually veering to the northward and falling calm, with a very heavy swell from the south-westward; and in 28° S. the south-easterly winds sprang up, gradually veering round to N.E., blowing fresh gales, with squalls and overcast weather, averaging over 240 miles a day for several days. In 37° S. 146° W., the wind shifting to the westward of north, the glass immediately began to fall, and we ran along before strong north-westerly breezes, with thick weather and a good deal of rain, until getting below 40° S, when the weather cleared for a short time; but soon again blowing a moderate gale in squalls, with lightning and

a good deal of rain, occasional fogs and generally thick and unpleasant weather, until the 31st, when the wind and glass both fell, and the result of which was foggy weather, with heavy dew; and the next day the wind re-commenced his old tricks, blowing hard in squalls, with more lightning and rain; running 11 to 13 knots, distance run for the preceding twenty-four hours, at noon of the 2nd being 278 miles, an average a little over eleven and a half knots an hour; the squadron between noon of the 22nd and noon of the 28th running a distance of 1,615 miles, and we again came to the conclusion that the brave west winds favour a passage against time most uncommonly. On the 2nd of August, after a good deal of lightning, the wind went round to the S.W., with squalls of wind and rain, also an occasional glimpse of blue sky, the wind remaining variable about south, until the 5th, in 39° S. 94° W., when it went to the N.W., and fell light and variable from westward for several days, barometer standing as high as 30.47, gradually settling down into a light north-westerly wind, which veered about between the N.W. and S.W. until the 13th, when arriving within seventy miles of the land, the first sail was seen since we left Honolulu, after having been fifty-one days at sea, and gone over a distance of considerably over 7,000 miles; during the forenoon of which, the wind,

a ten-knot breeze, sprang up from S.S.E., with very peculiar weather, which had such an effect on a very scientific lieutenant, who had charge of the flag-ship during the forenoon, as to cause that officer to insert the following letters in that ship's log: C. G. P. V. M. D., which being interpreted, means cloudy, gloomy dark weather, passing showers, visibility of distant objects, misty and drizzling rain. At 10.20 observed land a-head, which were the peaks of the Andes, and almost immediately afterwards, as the weather cleared a little, a frigate appeared in view, about four miles to the northward, also making for Valparaiso, which turned out to be the Austrian frigate "Donau," which starting from Pola in May of the preceding year, also on her way round the world, calling at the Cape, China, Japan, Sandwich Islands; thus the two circumnavigating expeditions, after having gone over more than forty thousand miles of ocean, met at almost the conclusion of their labours, within a few miles of the great seaport of Chili; the weather at times being most extraordinary. At one time the ship was going eleven knots, though on deck it was a dead calm, and the sea was like a lake of quicksilver, owing to the currents of air, which were propelling the ships, being aloft; and a great struggle was made to save daylight, but without avail, as the breeze fell as

we closed the land; and at half-past five the homeward mail steamer from Valparaiso passed, and was asked to report the squadron; and, at twenty minutes past seven, all possibility of saving daylight having vanished, the squadron wore, and stood off and on during the night, which was not a pleasant performance, as it was blowing strong from the southward, with anything but a smooth sea.

Sunday, August 14th, 5.15 a.m.—Wore and stood in for the anchorage; took in second reef of topsail, the wind still blowing strong from the southward; but as we got inside the Lighthouse it fell altogether, and resolved itself into light airs from various directions, which was just sufficient to carry the squadron up to their anchorage by about eight o'clock, where we found the Austrian frigate had dropped in, and taken up the best of billets during the night; found lying there, also, the "Satellite" (Captain Edye) and "Fawn" (Commander Knevitt). After which, the "Liverpool" exchanged various complimentary salutes with Chili, Austria, etc.

Monday, 15th.—Squadron dressed, and fired a royal salute at noon, in honour of fête day of the Emperor of the French; and the next day Rear-Admiral the Baron von Petz re-hoisted his flag on board the "Donau," and was saluted by the "Liverpool"; the Admiral also holding the appoint-

ment of Envoy Extraordinary and Minister Plenipotentiary, in the Austrian diplomatic mission round the world, and well known as commodore of the line-of-battle ship "Kaiser" at the battle of Lissa, where he manifested, for the first time, the destructive power of a wooden ship used as a ram against iron.

Thursday, 10th, being the birthday of H.I. and R.M. the Emperor of Austria, the squadron were ordered to dress ship, with the Austrian ensign at the main, in doing which some difficulty was experienced, owing to there being nine ships to be dressed, and only three Austrian ensigns to do it with—another exposure which had to be gone through, of the extreme liberality of the present Administration, and which was only put right by the extreme kindness of Captain Wiplinger, of the "Donau," who supplied his last ensign for the purpose of dressing a British Squadron; and during the afternoon the news came up by telegraph from the southward, of war between France and Prussia, having been dropped by the outward-bound "Valparaiso" mail on her way up, which caused great excitement throughout the squadron, and also on board the Austrian frigate, as it was thought extremely likely that Russia, taking advantage of the crisis, might make a demonstration towards the forbidden ground, which would endanger the Austrian Empire to such an extent that,

as they expressed it, they would have to throw away the scabbard again, and spend their last penny for the prevention of Russian aggression from their Eastern provinces, which event would almost endanger the existence of the Empire; so the news to them was of vital importance. In the evening, Baron Veu Petz entertained the Admiral at dinner, and fired two royal salutes during the entertainment—one at sunset, and one when His Majesty's health was drank, which, with one at sunset the evening before—8 a.m. and noon—made a total of five royal salutes for the Imperial welfare.

Friday, 11th.—At 1 p.m. the Pacific Steam Navigation Company's steamer "Araucania" arrived, having left Liverpool on the 13th of July with funds rising, and Bordeaux on the 15th with war declared, touching at Lisbon, Montevideo, and Sandy Point, in the Straits of Magellan, making the extraordinary quick passage of thirty-seven days from Liverpool, which will soon be reduced to nearly thirty, by the fastest line of ocean steamers in the world. And in virtue of the old adage of an ill wind, the war became a providential relief to the contractor for supplying the squadron with coals, as he had been ordered to have 1,400 tons ready, and had also gone to a large expense to prepare for coaling six ships, which, without the news, would have been utterly thrown away, as

according, we believe, to the orders of the L.C.A., the squadron were not to use coal for steaming purposes; consequently did not steam—only a very limited expenditure for the purposes of cooking, and also for the manufacture of the extremely finite supply of water; not a ton of coal would have been taken from the contractor, and the individual himself would have made another victim.

On Monday, 22nd, the Admiral entertained the Austrian Admiral and staff at dinner, after which the Austrian Consul-General (Monsieur Sozat) gave a ball. And we hope the stay at Valparaiso had a salutary effect on the officers of the squadron, in order to prevent them forming too exaggerated an idea of the satisfaction which our merchants in the colonies and foreign countries had in seeing a British Squadron in their waters, which, although founded on the many kindnesses and civilities which had previously been shown to the squadron over a large part of the globe, was, nevertheless, found to be erratic as regards the British residents in the Chilian Liverpool, and we hope it had the effect of a powerful tonic, as otherwise the Flyers might have been too conceited with their popularity in the colonies, and we have no doubt that in case of war they will be more diplomatic. To Mr. Heatley, for his unvarying and constant kindnesses, we

cannot be too grateful, more especially on account of their singularity.

A constant stream of officers had been passing backwards and forwards between Santiago, Lemarché, and the several small towns in the proximity of the railway, and on Tuesday, the 23rd, there was a large departure of the squadron for Santiago, including the Admiral and most of the captains, who took up their quarters on arrival at the Hotels Oddo and Anglais, of which, after a trial of both, the preference must certainly be given to the former, which, under the attentive care of its enterprising proprietor, Monsieur Honorat, is all that can be desired, in spite of the attraction of the Prima Donna at the rival house, and the satisfaction of a rehearsal of her future performances during the greater part of the night, which is an extremely questionable advantage. The places of interest in the town were largely visited, including the ground where the Church of Compañia once stood, the burning of which caused such a thrilling feeling—firstly of horror at the fearful sacrifice of life, and, secondly, of indignation at the dastardly conduct of the fanatical priests, who having made good their retreat through the vestry door, closed and locked it, as they alleged, to prevent the robbery of the church plate, by which act of perfidy they were mainly instru-

mental in causing the deaths of 2,700 people, and those almost entirely women and children, who had rushed to the only other outlet, the door of which, unfortunately opening inwards, became impossible to open, owing to the crush of the thousands of terror-stricken women pressing frantically to the supposed opening, and the consequence of which was, the fire originating through the ignition of some cotton curtains, which, on account of its being the Feast of the Immaculate Conception, were being used for decorating the church, as well as thousands of kerosine lamps, the fire burnt through a rope suspended from the ceiling, to which were attached some hundreds of these lamps, which, falling with a frightful crash on the stone floor of the church, caused an instant explosion, setting fire to the rest of the drapery, the whole church was almost instantaneously enveloped in flames; and then the roof commenced to rain showers of molten lead on the unfortunate victims, whose agonizing sufferings were happily hid from mortal eyes; and, when an entrance could be effected from outside, nothing was left of what a few minutes before represented nearly 3,000 people in the act of devotion to their God, except a heaped mass of charred and burning flesh, which was extricated from the *débris* of the church by means of rakes, and

buried in one common tomb in the cemetery at Santiago. The sulphur baths of Apoquindo, about nine miles from the town, were also largely patronized, as well as the opera, where Signorina Marchetti was ably performing her part as Prima Donna in *Lucia di Lammermoor*.

The Santiago days being very hot and the nights intensely cold, on account of when the sun sets the night air comes off the tops of the snowy Andes, which encircle the town, and for which reason, after a certain hour in the evening, the streets are deserted.

On Wednesday, Mr. Thompson, the British Minister, dined his colleagues, the Admiral, and as many captains as he could find in Santiago, and where, also, were the representatives of the two great nations, apparently unaware that their respective countries were warring almost for existence.

A couple of days of the Chilian capital were generally found to be amply sufficient by those who had not the gift of the Castilian tongue. And Friday saw a general return to Valparaiso, in order to be ready for any news, which the expected Sunday mail might bring; and the next day the Austrian Admiral, contrary to his previous intention, went on board the "Liverpool," to make his farewell to

his British colleague, so it was generally surmised that he had been the recipient of a private telegram from Santiago concerning the attitude of Russia.

Sunday, 28th.—At 6.30 a.m. the mail steamer "Pacific" hove in sight, and great was the anxiety as to what news she might bring, which, of a public nature, was not more than we knew before, but of a private one was sufficient to cause the signal to be made from the "Liverpool" for the squadron to prepare for sea by 5 p.m., which caused a general rejoicing—in the first place, that the race was virtually over, and also that the more sanguinary ones had an erratic idea that they were on the eve of returning to their native land as fast as steam and sail could take them. Shortly after 2 p.m. the Austrian Admiral weighed, and, steaming through the squadron under a perfect ovation of guards, bands, and national anthems, passed out, *en route* for Montevideo, *via* the Magellan Straits; and between 4.30 and 6.30 the squadron were employed trying to weigh under sail and clear the harbour in almost a calm, which, as far as the "Liverpool" and "Pearl" were concerned, was not effected, as they had to get steam up, and were not clear of the harbour before dark, when the squadron stood away to the westward with light southerly winds, which lasted until the afternoon of

the 30th, when, the wind falling very light, steam was got up at 4 p.m. for 5 knots, and as soon as the engines commenced to operate, the breeze freshened again, and necessitated keeping away to set fore and aft sails, in order to allow of progress at all; and at 10 o'clock next morning, having steamed seventy-nine miles, and expended 135 tons of coal, sail was again made to a light breeze from the S.S.E., and in the afternoon we passed to the northward of the Island of Juan Fernandez, that place of imperishable fame, as the home for so many years, of Alexander Selkirk, better known as Robinson Crusoe; and the next day the wind remained light and variable, between South and S.W. At 6 p.m. sighted the Island of Masafuera, and on the 2nd of September, towards sunset, the wind went round to the eastward, and, freshening, lasted from the southward and eastward until the morning of the 5th, the day before which, exchanged colours with the barque "Spirit of the Morning," bound for Cork, and at 10 a.m. the squadron proceeded on the towing principle—"Endymion" towing "Liverpool," "Phœbe" "Liffey," "Pearl" "Satellite," the captain's price on the latter vessel for the job being, we believe, one sheep; and in the afternoon again passed our friend "of the Morning," who evidently had some sort of idea that men-of-

war always steam, as he asked the Admiral to report him in England, and after an affirmative answer and an exchange of compliments, as, "Wish you a pleasant voyage!" to which the "Liverpool" answered, "Safe home!" and then we parted with our little comrade, and are now in happy ignorance as to his whereabouts; but we should say, probably ahead, so that he may have the opportunity of being able to report the squadron. At 4 a.m. of the 6th a light breeze sprang up from the northward, and barometer beginning to fall, 30·44; and at 4·40 in the afternoon, towing ships, cast off, and then made sail to a light breeze from the N.N.E., barometer 30·42. The next day, wind freshening from N.N.W.; barometer, at noon, 30·25; midnight, 30·05; misty, cloudy weather. The next day, 8th, the mist turning into a fog, and the wind going round to the southward, the glass began to rise until midnight, when the wind went round to the northward of west, and the glass began again to fall; midnight, next day, blowing a fresh gale in squalls, barometer, 29·56. On the 10th, strong breezes and moderate gales from the southward, which went to the north-westward the following day, and blew a strong gale. Daylight of the 12th it was blowing a whole gale. "Liverpool" and "Endymion" were close together, "Satellite" astern, and the rest of the squadron a-head, the

Admiral, being in the centre, was vainly endeavouring to get the "Satellite" along, and the vessels a-head were rapidly leaving his sight, with a falling glass and very thick-looking weather; especially as the course had to be altered, it became a matter of moment, if keeping one another's company was a necessity, to communicate with the leading ships, so "Endymion," hoisting a double-reefed maintopsail, with a topgallant sail over it, which almost instantaneously took a departure wholesale, for the icy continent of the Antarctic land, very soon closed the leading ships, and after communicating the desired information, dropped back, in order to keep close to the Admiral, which worthy act was frustrated by the elements, and perhaps a little judicious helm, by the representative of the midnight vigil; in which base attempt at desertion, if attempted at all, was not successful, as next morning, at daylight, the squadron were spread over the ocean, looking for the absent one, who, during the forenoon, was discovered in the N.W. quarter, under a press of sail, and forced to rejoin the squadron, and in the first watch (13th) passed the meridian of the Horn, about fifty miles to the southward; blowing a moderate to a strong gale from W.N.W., weather B. C. P. Q. L. (blue sky, cloudy, passing showers, squally, lightning). At the same time, "Phoebe" had

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Photo by H. C. Coxby

H. M. S. ENDYMION ROUNDING THE HORN. DRAWN BY HERBERT COXBY ON H. M. S. LIVERPOOL



her fast racing cutter, which had been built at Sydney, washed away, and the next day the wind went to the northward and fell light, and we passed through a very heavy and peculiar sea, which at times broke from trough to crest, as though rolling over a shallow bar. On the 15th the wind went to the southward, and immediately freshened to a strong gale; and at noon of the 16th, the third largest twenty-fours' run during the squadron's career was recorded, 272 miles, and the two following days 242 and 262, the wind going to westward, and increasing in force; blowing a whole gale on the 18th, with a heavy beam sea, which had the effect of carrying the "Phœbe's" second tiller away—one having gone the previous night; so she had to lay-to, and was, consequently, missed by the squadron; and the "Pearl" likewise disappeared, and the next afternoon was discovered ahead; and the only information that was to be gathered about "Phœbe" was, "Liffey" making a signal to the Admiral to say—"Phœbe" dropping at 5 p.m. "yesterday, shifting foretopsail;" which was, as it appeared to her, though at the time she was seen, as they thought, shifting foretopsail, she was an unmanageable ship, struggling with a boisterous sea.

On the 20th, being spread over the ocean in

search of the wanderer, the "Liffey" descried a ship astern, and was told to come to the wind and reconnoitre stranger, when she soon reported:—"Strange ship is man-of-war;" and then, "Stranger is steering N.N.E. $\frac{1}{4}$ E., with port stunsails set;" and shortly afterwards "Phœbe" was seen coming up under a cloud of canvas, and, as soon as she arrived in signal distance, informed the Admiral that both tillers had been carried away during the gale, which forced her to lay-to for eleven hours; and though it was only forty hours since she was left in difficulties, during which time the rest had been running nine and ten knots, she performed the same distance in twenty-nine hours, that it took the squadron forty to do.

On the 21st, crossing our previous outward-bound track within two or three days of precisely the same place one year before, the Admiral made the signal to the frigates: "Accept my thanks and congratulations on having kept company round the world; we intend to splice the mainbrace;" which was accordingly done, and general festivities took place, in a small way, throughout the squadron, and mutual sincere congratulations that the end was fast approaching. Until the 26th we had light southerly, and easterly winds, when they shifted to the north-

ward, and it becoming almost calm, steam was got up at four o'clock in the afternoon by the "Endymion," "Phoebe," and "Pearl," when the towing process went on again; and during the afternoon "Satellite" discovered that her rudder-head had been badly sprung in the gale, and that it would have to be unshipped to repair. The next morning, at 7.30, cast off, and made sail to a light northerly wind, and on the morning of the 29th, on arriving in the high road of outward-bounders, a ship was seen on the weather bow, passing on her outward-bound career, when immediately the "Liffey" was sent to chase, followed by the rest of the squadron; and as soon as the captain of the outward-bounder found himself chased by six ships, he surrendered at discretion, hauled his mainsail up, and hove-to, turning out to be the "Melbourne," forty-five days out, bound for the port of the same name, so fondly remembered. So he was boarded for news by "Liffey," the weather-line passing close under his stern, with bands playing "The girl we left behind," etc., in the faint hope that the captain of her might enhance the merits of the special musical appropriation, on his arrival at the favourite city; and the mere mention of which name; even then, caused a flush, either of pleasure or pain, to many. The "Liverpool," as she passed under

the stern, hailed her, in order to thank the captain for heaving-to, which old gentleman, being apparently a little deaf, was some little time before his mind grasped it as a compliment, when, being a man of action, he immediately turned the hands up, and gave three cheers; the "Liffey's" cutter having gone for news, and after the pilfering of everything in the shape of a paper that could be laid hands on, she returned to her ship, who then made sail after the squadron, and on arriving within signal distance, imparted the exciting information:—Latest date, August 13th, "Liverpool." France and Prussia only engaged. England ready, but has not sent troops to Belgium. Two great battles on the Rhine, up to August 8th. Prussians victorious; 4,000 prisoners, and 30 guns. Loss of French army, up to August 12th 18,000. French blockading Baltic. England had declined to join Austria-Italian League for the restoration of peace. Emperor in bad health; position very insecure. Lost the Trade in 17° S. "Cambria" won the yacht race. The receipt of which caused the supporters of the rival countries to undergo a sensation of joy and sorrow, with a general feeling of wonder to think that the legions of *La Belle France* had really been worsted, and that the Fates had apparently ordained that the career of the acknowledged leader

of Europe for nearly twenty years, was rapidly drawing to a close. Shortly after noon, a large clipper-ship was seen passing rapidly on her way; and as she went by, made the signal:—" 'Arichat,' 'thirty-six days out from London to Shanghai,' which, being nine days later, the "Liffey" again proceeded on what looked a hopeless chase, as the "Arichat," then several miles on her way, made the signal:—"Wish you a pleasant voyage," to which the Admiral replied:—"I wish to speak with "you," which was quite another affair. However, she very civilly stopped, and we began to think that the British ocean carriers of merchandize were vastly improved in their exchange of civilities, and infinitely superior to our transatlantic contemporaries, whose gaucheness on the high seas is proverbial; and until the return of the chaser the squadron hove-to, and as the "Liffey" came up, she made the signal:—"No change in our position. French have retreated "from Metz—have quitted Moselle River," and the newspapers which she brought were dispersed round, and at four o'clock, we again stood on our course; the following day (30th), in 22° S., we got the S.E. Trade, and in the afternoon, "Liffey" was sent on into Bahia to get the stock, etc., ready, so she made all sail, and was soon well a-head; early on

the following Sunday, "Endymion" dropped a boy overboard, who was saved by Mr. Lewis T. Jones, sub-lieutenant, jumping after him from the fore-bridge, much to that gentleman's credit, and the advantage of the boy, as swimming was not one of his accomplishments, and as we hauled in towards land, the wind gradually went to the eastward, and within two hundred miles of the coast was blowing fresh from the north-eastward.

At 11 a.m., on Thursday, October 6th, observed the land of Brazil a-head, and on closing the anchorage, "Liffey" telegraphed to the Admiral:—"Emperor capitulated, with army. France, Republic." And thus ended the first act of the great war. With what future influence on our country, time alone must show; but we confidently say—"Thank goodness for 'the ditch!'" and between five and six o'clock, the squadron anchored, "Liverpool" exchanging the customary salute with the country, and the Brazilian Commodore, in the "Bahiana;" soon after anchoring, there was a rumour, almost too terrible for credence, and, like other rumours of great calamities, apparently before any possible means of arrival: the loss of H.M.S. "Captain." In the evening there was the most terrible storm of thunder and forked lightning almost ever known at Bahia, as, for about three hours, the

night was turned into an almost perpetual blaze of fire.

Friday, October 7th.—We must quote the log of the "Liverpool" to recount a tragedy that happened on board that ship, and which, once seen, sufficeth a lifetime:—4.5. a.m., departed this life, Mayeda, Naval Cadet, Japanese student, having at 3.45 a.m. committed suicide in the Japanese fashion. When he joined the ship he was full of life and fun, and commenced rapidly to pick up the English language, which he was incessantly working at, when suddenly the course of progress appeared to stop, and for the two or three previous months a constant depression appeared to hang over him, his fellow-countryman in the "Phoebe" having tried to rally him, but without avail. Some days before he destroyed himself, his messmates became rather afraid of an impending catastrophe, more especially as he had taken his knife (a weapon about eighteen inches long) out and cleaned it, and nobody knew what the Japanese custom was, as regards their code of honour in despatching a foreigner or two first, and a general feeling of insecurity was experienced in the ward-room; on the eventful night the naval instructor, going into the ward-room shortly after twelve o'clock, found the Japanese sitting there, and told him to go to bed, to which he got a negative answer, until

he was told that he must; when he turned into his hammock on the main-deck, and the naval instructor gave the sentry at the ward-room door orders to keep an eye on Mr. Mayeda if he came down during the night; so the midshipman of the middle watch, between three and half-past, coming out of the ward-room door, met the Japanese going in, and asked him why he did not turn in, to which he got no answer, and proceeded on his way until the sentry outside the door informed him that he had orders not to allow Mr. Mayeda in the ward-room; so he turned back, and, accompanied by the sentry, went into the after-part of the ward-room with a lantern, where they found him standing alongside his portmanteau, and were in the act of trying to persuade him to turn in, when, in the twinkling of an eye, he snatched up his knife, which must have been lying on the top of the portmanteau, and plunged it into his stomach with sufficient force to strike the spine; and such was the effect of horror on the midshipman and sentry, that with one accord they turned and fled with so great precipitation, that it has never been satisfactorily decided whether the door or window was the portal of egress. The sentry on the main-deck, thinking the midshipman was mad, tried to catch him, but in vain; and sufficient reason was just left, to allow him to reach the officer of the

watch, and convey to him the impression that some direful tragedy was being enacted in the ward-room, who immediately rushed down, and found the Japanese insensible and lying over his portmanteau, with two stabs in the throat, for which he was immediately attended by the doctors; and it was not for some minutes, and then quite by accident, that it was discovered he had disembowelled himself; and, after asking, in Japanese, for a glass of water, which caused him to writhe in agony, he died without a struggle, and was buried in the Protestant Cemetery by Mr. Caley, the English Chaplain, for whose kindness we are eminently grateful. In the afternoon the "Satellite" got her rudder back from the dockyard, where it had been repaired, and then the squadron prepared for a daylight start; a steamer arrived during the night, which was discovered to be British by the familiar sound of "Steady, starboard," and was boarded by the officer of the guard, who brought the confirmation of the news of the frightful disaster in Biscay's Bay, which paralyzed every one with horror as he thought of relations, friends, and old messmates hurried in a moment from life and hope into the incomprehensibility of eternity, engulfed in the fury of a Southern gale.

“ What can they say in England, when electric spark has told
Of breaking day off Spain's great cape, disclosing night's unutterable
woe ?
Five hundred turned to lifeless clay, proud in their ocean majesty the
eve before,
With nought but their Creator's eyes and floating spars to tell
Of that night's agony, inconceivable—endured in jaws of hell,
Baffling in death's struggle with the mighty waves ; and then despairing
wail,
Which told of other human beings engulfed in ocean, lashed to fury by
a Southern gale ;
What can they say in England, save ' God's holy will be done ! ' ”

The next morning, Sunday, October 9th, after having visited sixteen places, made the ninth repetition of the squadron either anchoring or weighing on the Sabbath. A little after 9 a.m. weighed under steam, and proceeded to the eastward to make an offing of the land, until the following forenoon, when sail was made to a light breeze from the E.S.E., which made it extremely doubtful as to whether the squadron would be able to weather the South American continent, which feat, looking very poorly on the afternoon of the 12th, with the land near Pernambuco nearly a-head, was safely accomplished, chiefly owing to the friendly assistance rendered by the wind drawing to the southward ; and, as soon as the land was cleared, the S.E. Trade reappeared, and carried us, on the 16th, in sight, ten miles to the westward of St. Paul Rocks ;

and the same evening, just before dark, a barque was reported from the masthead; and, half-an-hour afterwards, a steamer was seen close a-head, which caused considerable excitement for news, as, for several days, the squadron had been spread, on the chance of intercepting the outward-bound Pacific mail, whose track we were known to be on. Guns were fired, blue lights burnt, boats lowered, and all possible manifestations made, in order to convey to the captain of the said steamer the strong wish of the squadron to detain his vessel, which did not appear probable at first; but turned out that the said gentleman, not putting too much faith in Her Majesty's war vessel, and with a strong idea that he had fallen into the meshes of the Flying Squadron, declined stopping with the bow-lights of six rampant ships in front of him; and it was not until he obtained a good view of the six stern lights that he considered himself safe, and then must have imagined himself about to be made a prize, by the number of boats making violently towards him, when he was discovered to be the much-sought-after Pacific steamer "Valdivia," Captain Sivell, who, probably, highly disapproving of being detained, certainly did not show it, and was particularly kind in distributing his papers amongst the various ships, by means of which the news of the fall of Strasbourg and Toul was received; also the evidence of the

survivors of the ill-fated "Captain," telling of the heroic death that closed the gallant career of Captain Burgoyne—a glory to his country, and an honour to the world.

On the 17th lost the S.E. Trade, in $3^{\circ} 50' N.$ $29^{\circ} 00' W.$, and had light and variable winds from the southward, with lightning and torrents of rain. On the morning of the 19th, it falling almost calm, steam was got up for five knots by "Liverpool," "Liffey," and "Satellite," to tow the other three through light and variable winds and a continuous downfall of water, which lasted until the morning of the 21st, when a strong S.W. Monsoon sprang up, and the ships cast off; and shortly after noon, as the leading ship of the weather-line was thundering up to a small and very smart little brig that was running the same way, when, just as he was expecting to be shaved by the monster running under a press of sail, a sudden and very heavy squall struck the squadron, carrying away stunsails and royals, and making short work of the last of the canvas; and how our little friend must have chuckled as he shook the wind out of his sails and lowered the topsails, without splitting a yarn; and one ship's lower stunsail must, we think, have gone on board him, where it will, probably, be used for a new suit of sails. In the evening we got the N.E. Trade, in $12^{\circ} 30' N.$ $28^{\circ} 40' W.$; and the next

day it went round to the eastward, and sometimes to the southward of east, with occasional heavy squalls, lightning, and a good deal of rain; weather very hot and oppressive; air 79° , and water 80° , which, considering we were on the verge of getting out of the Northern Tropic, and the sun was rapidly closing his apex in the Southern one, it was considered a tolerably good temperature; and, on the 26th, in 23° N., every vestige of a Trade had disappeared, and the wind gone round to the south-eastward, with much lightning; and the same night it became very variable, veering between E.S.E. and South, with a great deal of rain, thunder, and lightning, gradually settling into fine weather and a light south-easterly breeze, which lasted until the next night only, when more lightning and heavy rain made their appearance; and the following morning (28th), at 3 a.m., the wind shifted suddenly to the northward and then back to light southerly winds, with damp oppressive air and heavy rain squalls, until the night of the 31st, when it went suddenly to the westward, causing much anxiety and inconvenience to those in authority, with lightning and heavy squalls of wind and rain, and then back again to S.W., when it became almost a calm until the following day (Nov. 1st), when a light breeze again sprang up from the

N.E., and the heavy, oppressive atmosphere immediately disappeared; on the morning of the 3rd, the breeze again failing, three of the squadron had to light their fires, revolve their screws, and tow the remainder along towards the much-wished-for haven, until the next morning, when a light breeze appeared from the northward, and fires were let out, and screws hoisted, we hoped and trusted, for the last time, though it appeared questionable, the wind performing strange evolutions, going rapidly to the southward, then flying back to north, blowing half a gale in squalls, and then, as if its anger had died out, falling calm, with a great deal of lightning, and weeping bitterly, after which it sprang up again from the S.W., with thunder, lightning, and heavy rain, and a rapidly falling glass, when it again fell calm, and the bounds of human endurance were found to have a limit, sinister glances being directed towards suspected Jonahs, the gentleman under surveillance, we fancy, usually being the parson; but happily for the suspected gentleman, a breeze was seen coming down from the northward, and the glass rising rapidly. At half-past ten, on the night of the 9th, the wind being to the eastward of north, the squadron wore; and when the inhabitants of the six vessels, who, the moment before, were congratulating

themselves on the near approach of their native land, found themselves progressing at the rate of six or seven knots in precisely the opposite direction, groans, sighs, imprecations of all sorts were distinctly audible, and when it settled into a north-easterly gale, it became exceedingly dangerous to exchange compliments with your hitherto well-tryed friend, for fear of being consigned to a supposed peculiarly warm atmosphere.

At 3.15, on the morning of the 11th, having arrived sufficiently close to the American continent, the squadron again wore and stood in the direction of their native land, and on the following day, were bowling along eleven and twelve knots, with light hearts and great joy, that the end was, humanly speaking, so close. Fresh gales, furthering the progress of the squadron, which at one time showed a decided inclination of again going to the eastward, and anxious eyes were glued to refractory vanes, which, at one time, pointed to N.N.E., and then, as though content with previously administered agony, slowly, and almost unwillingly, revolved back towards N.W., and then the fact became apparent that the West Country lassies had at last got hold of the tow-rope, with no intention of letting it go again; and in such a hurry were they, that at 2 a.m. of

the morning of Sunday, the 13th, a very heavy squall struck the squadron, which had the effect of putting the upper deck of one frigate under water, and causing the dwellers therein for some moments, to fear that she was either going to remain in that position, or else complete the revolution; but, happily, being constructed of wood, and with a low centre of gravity, she slowly righted, to the intense relief of those on board, and at daylight the following morning, one of the flock being discovered many miles astern, "Liffey" informed the Admiral that "Phœbe" had lost her foreyard; also during the squall; and accordingly the squadron had to accommodate their pace to the cripple until Monday morning at seven o'clock, when the yard reappeared in its proper place, and away we went with a fresh north-westerly breeze until the cry of "Land on the weather bow, sir!" caused hearts to jump for joy, and a general rushing up many ladders, for those weary of the monotonous horizon, to feast their eyes on the rugged cliffs of Cornwall's coast, and be thankful to the Giver of All Things for a safe return to the land they love so well, and reap the reward of their labours, in having accomplished the feat of passing over 52,000 miles of ocean in 381 sea days out of 514, since they were in the same latitude and longitude; the sole

difference being outward bound ; visiting sixteen places, with an average stoppage of eight days in each, making a total of nearly thirteen months at sea (on sixty-three days of which it blew a gale) out of nearly seventeen months since leaving the old country. And passing the bull's-eyes of the Lizard in the first watch, the squadron hauled to the wind, and stood off and on between the Eddystone and the land until daylight, shortly before which the signal was made to reef mainsails, bend sheet cables, and get up steam full speed. And when the day broke, the squadron stood in towards Plymouth, and the sun rose on one of the loveliest days of which our country can boast when they are fine, and in the forenoon of which the whole were safely anchored in Plymouth Sound. And thus, practically, ended the cruise of the Flying Squadron of 1869, the grand *finale* being a dinner in Willis's Rooms on December 3rd, where forty-four of the officers, with the Admiral as President, met once more at a convivial gathering, and then parted, probably for ever, as colleagues in a circumnavigating expedition.

FLYING SQUADRON—1869-70.

Evolution.	Date.	Number of times it has been performed.	Liver pool.	Phoebe.	Zephyrion.	Liffey.	Aggregate time.	Average.	Remarks.
Shifting courses.....	1869.								
	Oct. 16	1st	20.15	21.15	16.50	14.45	73.05	18.16	On the beam, force 2.
	Oct. 18	2nd	9.15	20.10	8.40	8.40	46.45	11.41	Aft, force 4.
	Nov. 2	3rd	22.00	18.00	20.15	19.25	79.40	19.55	Quarter, force 2.
	1870.								Quarter, force 1.
	Feb. 14	4th	11.00	15.00	8.45	9.30	44.15	11.04	Quarter, force 3 to 4.
	Feb. 15	5th	8.50	9.00	6.45	8.00	32.35	8.09	Quarter, force 3 to 4.
	Feb. 28	6th	16.45	13.20	8.20	6.55	45.20	11.20	Quarter, force 3 to 4.
	March 1	7th	7.35	8.00	5.60	9.30	30.55	7.44	Quarter, force 3 to 4.
	March 22	8th	21.25	11.10	11.35	7.50	52.00	13.00	Quarter, force 3 to 4.
	March 25	9th	6.50	8.20	8.20	6.20	29.50	7.27	Aft, force 2.
	April 27	10th	11.10	19.00	11.35	12.55	64.40	13.40	Close hauled, force 1.
	April 28	11th	8.25	11.40	8.15	9.15	37.35	9.24	Close hauled, force 3.
	June 8	12th	7.00	15.15	8.30	7.30	38.15	9.34	
	June 10	13th	5.15	8.05	6.45	6.45	26.50	6.42	
Sept. 9	14th	11.30	Not drilling	20.15	11.30	43.15	14.25		
Nov. 2	15th	7.15	10.55	7.20	8.45	34.15	8.34		

Close hauled, force 3.	9 15	37 55	9 24
	11 40	8 15	
	7 00	8 30	
	15 15	8 15	
	8 05	6 45	
Not drilling	20 15	11 30	
	10 55	8 45	
		34 15	8 34

FLYING SQUADRON—1869-70.

Evolution.	Date.	Number of times successfully performed.	Liver-pool.	Phoebe.	Endymion.	Lifsey.	Aggregate time.	Average.	Remarks.	
Shifting Jib...	1869	1st	9 50	5 40	9 55	4 30	29 55	7 29	Abeam, force 2.	
		2nd	7 45	10 55	4 35	4 40	27 55	6 29	Aft, force 5.	
		3rd	4 55	5 18	4 10	3 30	18 03	4 31		
		4th	5 30	7 10	9 20	5 20	27 20	6 20	Close-hauled, force 4.	
		5th	4 35	7 40	4 35	4 55	21 45	5 26		
		6th	3 35	7 00	5 00	3 25	19 00	4 45	Quarter, force 5.	
		1870	7th	4 54	6 00	4 20	3 05	18 19	Close-hauled, force 3.	
		Feb. 1	6 10	5 25	3 30	4 35	19 40	4 55	Close-hauled, force 1.	
		Feb. 22	4 05	4 00	4 00	4 05	16 10	4 02	Close-hauled, force 4.	
		Feb. 23	3 45	4 20	7 30	4 05	19 40	4 55	Close-hauled, force 2.	
		Mar. 4	3 20	4 20	3 25	3 50	14 55	3 44	Abeam, force 3.	
		Mar. 30	13 00	10 05	9 40	9 30	42 15	10 31	{ Liverpool's Jibstay carried away. Close-hauled, force 4.	
		April 26	13th	3 25	5 20	5 00	3 25	17 10	4 17	Close-hauled, force 2.
		April 27	14th	5 20	7 50	4 05	4 50	22 05	5 31	Close-hauled, force 1.
		"	15th	3 20	6 30	4 30	3 22	17 42	4 25	
		June 4	16th	3 40	Not drilling	5 15	5 25	14 20	4 45	Close-hauled, force 1.
	Oct. 31	16th	3 40	Not drilling						
Shifting Driver	1869	1st	6 40	7 35	6 55	5 30	26 40	6 40	Calm.	
		2nd	8 45	6 00	Not drilling	5 40	20 25	6 48	Quarter, force 2.	
		1870								
		Mar. 15	3rd	6 45	4 00	7 00	6 10	23 55	5 59	Abeam, force 4.
		June 2	4th	6 25	4 05	8 05	8 40	27 15	6 49	
		Aug. 10	5th	7 55	9 15	Not drilling	6 00	23 10	7 43	
	Oct. 31	6th	5 40	Not drilling	9 25	8 00	23 05	7 41		

SPARS CARRIED AWAY.

Ship.	Topgallant-masts.	Lower yards and topmast yards.	Upper yards.	Lower booms.	Standing sail booms.		Small spars.	Jib-boom.	Total.
					Top.	T-gal.			
Liverpool	3	1	—	—	5	2	7	—	18
Phoebe	6	1	2	1	5	2	2	—	19
Endymion	1	—	1	—	4	1	7	1	15
Liffey	3	—	1	1	4	3	8	1	21

NUMBER OF MEN DIED, FALLEN OVERBOARD, KILLED FROM FALLING ALOFT, INVALIDED, AND LEFT IN HOSPITAL.

Ships.	Number of men died from disease, etc.		Number of men fallen overboard.		Number of men killed from falling from aloft.	Number of men invalided or left in hospital.	
	Total.	Number died of Consumption.	Total.	Number saved.		Total.	Number of those Consumption.
Liverpool	2	2	3	0	0	7	0
Phoebe ...	2	2	4	2	1	8	3
Endymion	4	1	5	5	0	11	2
Liffey ...	4	3*	4	3	3	10	6
Total ...	12	8	16	10	4	36	11

* Inflammation of lungs.

	Small spars.	Jib-boom.	Total.
al.	7	—	18
	2	—	19
	7	1	15
	8	1	21

WARD, KILLED FROM
T IN HOSPITAL.

ber of killed fall- from oft.	Number of men invalided or left in hospital.	
	Total.	Number of those Consump- tion.
0	7	0
1	8	3
0	11	2
3	10	6
4	36	11

