

east of the crumbling towers of Jumrood that our envoy, Sir Neville Chamberlain, had pitched his camp while awaiting the result of Major Cavagnari's Mission.

Sukkur, the town which has been prominently brought into notice as the rendezvous for the southern army under the command of General Stewart, and which is the point of crossing for the Bolan Pass, is a decayed town of Sind, on the right bank of the Indus, opposite Roree on the left bank, the island fortress of Bukkur lying between them. It is situated, on a point where a low limestone range slopes down to the river bank, clothed in the neighbourhood of the town with luxuriant groves of date palms. These groves, combined with the ruined but picturesque town of Sukkur, the river, the huge fortress of Bukkur, and the town of Roree, situated on the bold precipice opposite, form a very grand landscape. In 1839 a British cantonment was made at Sukkur, which became converted from a scene of desolation and wretchedness to one of activity and prosperity. There are still numerous towers and minarets standing in Sukkur, one of which is a hundred feet high. With a view to the promotion and encouragement of trade, the British Government, in 1851, resolved to establish commercial fairs in Sind.—Our engraving is from a sketch looking down the river. The house on the point is the Frontier Force Club House.

The fortress of Bukkur above-mentioned, and which forms the subject of another of our illustrations is situated on an island, and is noteworthy from the fact that in the beginning of 1839 the Engineers of the Bengal Army, marching to Afghanistan, threw there a bridge of boats over the Indus, and on this the army, with its baggage and battery train, passed over on its way to the Ameer's country. The island is an oval limestone rock, some 800 yards long, 300 wide, and 80 feet high. Almost the whole of it is covered by the fortress which, in 1839, was temporarily ceded by the Ameer of Kheypoor to the British, and on the subsequent annexation of Sind became a part of the British dominions. The town of Roree is also situated on a rocky eminence, and presents a picturesque appearance when viewed from Sukkur on the river. It contains a large number of mosques, of which the largest was built by a lieutenant of the Emperor Akbar, while close by is a shrine, wherein is preserved a hair in amber in a gold case set with rubies and emeralds, and enclosed in another of wood, enriched with silver. This hair is supposed to have once formed part of Mahomet's beard; and a number of guardians are maintained for the safety of this precious relic at the public expense.

Of Jacobabad we need say little, save that it is a town almost on the frontier of Beloochistan, and at present is the headquarters of the Sind Frontier Hill Force. Our remaining views are taken in the territory of the Bugties, a powerful tribe of Beloochistan, whose chief, Shamzan Khan, following the example of his Suzerain, the Khan of Khelat, has heartily espoused our side, and has even come down to Loti to pay his respects to General Biddulph, and offer his services. The titles of the views sufficiently explain the subjects of the engravings, but we may mention that the geographical features of Northern and Eastern Beloochistan greatly resemble those of Afghanistan, but that in the centre and towards the south the scarcity of water and the paucity of rivers render the country somewhat arid and barren, although it is well cultivated where water is to be procured. The Beloochees themselves are tall and well-formed, and although more disposed to pastoral and agricultural pursuits than the Afghans, they are exceedingly brave and warlike, and the Bugties will probably prove valuable allies should the crisis result in actual warfare. The natural arch shown in one of our illustrations is in the Sungseela Valley near Rebraka Deyra, where are situated the headquarters of the Bugti tribe. The Passes in the Bugti Hills, although too small for artillery, will probably be utilised in communicating with Quetta from the south.

THE NEW CIVIC DIGNITARIES

See page 479.

CYPRUS—A DAY ASHORE AT LARNACA

WE have already fully described the seaport of Larnaca, which has received a new lease of life since the English occupation, so that we need say no more than that our sketch represents two travellers enjoying the delights of a "day ashore," after a week's sea voyage, and thoroughly appreciating the advantages of *terra firma* after the somewhat unsteady footing that a rolling steamer affords, even in the comparatively calm waters of the Mediterranean. The couple in our sketch are on a tour of exploration round the neighbourhood, and are on their way to visit the Tomb of Lazarus.

THE BELLS OF ST. PAUL'S AND THE SEAMEN'S ORPHANAGE AT BRIXHAM

See page 483.

GROUSE "DRIVING" IN OCTOBER

THE first week or two of grouse-shooting in the Highlands, with the exhilarating weather and large bags of grouse, bears a decided contrast to the sport a couple of months later, when the birds become wary and shy, and congregate in large packs. Then the young birds are hardly inferior to the others, either in beauty of plumage or in strength of wing. They will scarcely allow the sportsman to approach them nearer than a hundred yards, so that "driving" is often nowadays tried. The sketches represent the party starting, with the usual troop of beaters and gillies, who, as soon as the ground is reached, separate from the "guns," tie handkerchiefs or pieces of rag to their sticks, and, waving them about and shouting, drive the grouse towards the particular spot where the sportsmen are posted. On a few moors the sportsmen sit concealed in pits, which are dug for the purpose; but as a rule, when driving is only resorted to towards the end of the season, juniper bushes or tufts of heather form the usual screen. The last sketch shows the old man sent on ahead with the pony and lunch-basket to the spring, where the party propose lunching.

SKETCHES IN SOUTHERN INDIA

"AFTER Service, Sunday Afternoon, Peer Merde Hills, Travancore." One of our engravings represents a scene outside Peer Merde Church on a Sunday evening. Owing to the long distance people live from the church, and the bad state of the roads, a variety of means of locomotion are called into use by the members of the small congregation. The mounted party on the right of the picture wait for some of their friends going the same way as themselves, who are still talking at the door, with whom they will gallop back through the forest, trusting to hard riding to reach home before dark. The lady about to get into her "ton-jon" will be carried home by the bearers who stand around waiting. They sing a monotonous song as they trot along down the steep stony road. Another prefers a slow progress in a "tonga" drawn by long-horned bullocks; while a third waits for the "shigram" (and pony) in which she will be driven home (these two conveyances are represented in the

picture as coming up the hill in the background). Those who live at an ordinary distance saunter slowly homewards in the cool of the evening when the friendly talk in the churchyard is over, and so the small congregation disperses north, south, east, and west, leaving the little church to darkness and any prowling tiger that may chance to come that way.

The other engraving shows the manner in which people generally go to pay calls on the Peer Merde Hills. It being essentially a coffee-growing district, and large pieces of land being taken up for estates, the houses are consequently far apart. The roads are too bad to admit of carriages. The only alternatives left are either to ride, or to be carried in a chair like a Fifth of November Guy Fawkes. The strong sure-footed little "Pegu ponies," brought, as their name implies, from the Shan States, are best suited for these rough mountain roads, and pick their way easily and swiftly where a larger animal would stumble and fall. The two men running behind are the horse-keepers or syces, whose duty it is to run behind "Sahib" or "Madam" whenever they ride out.

TIMBER CUTTING IN THE THAMES DISTRICT, NEW ZEALAND

THE Kauri pine, from which the timber is chiefly cut in the north of New Zealand, furnishes the finest spars in the world, the barrels of many of the trees being over 100 feet long to the first branches, and from 2 to 6 feet in diameter, scarcely tapering at all towards the top. Trees are met with from 20 to 25 feet in diameter. These engravings show the way the timber is got out from the hilly districts. In the flat country it is to a great extent got out by tramways.

No. 1 is a shoot for sliding the logs down the side of a hill into the creek. This one is one-third of a mile in length. The logs come down with great rapidity, and occasionally get jerked out. Some are seen here and there on each side that have got thrown out. The spars forming the shoot are from 50 to 80 feet long, and from 1½ to 3 feet in diameter. The man standing by the log in the foreground will give an idea of the size; that one is more than 18 feet in circumference. No. 2 is a rolling-road at the top of the shoot. The logs are rolled along these by means of timber-jacks, as can be seen. The general size of the logs is from 3 to 6 feet in diameter, and from 12 to 30 feet in length. Many of these have been brought from a distance of over a mile back. No. 3 is a portion of No. 2 enlarged. No. 4 is the creek at the bottom of the shoot, with some logs dropped in. Up the creek, in the background, with two men standing beside it, is a log measuring 35 feet in circumference. The logs are driven down these creeks by means of water collected in dams. No. 5 is a small dam on a branch of the main driving-creek, 25 feet perpendicular depth, and 100 feet wide at the top. No. 6 is a view of the booms erected across the Waiwhakauranga, near the mouth, to stop the logs, and prevent them from being carried out to sea. Sometimes there are from 1,200 to 1,500 logs collected there. At this time they were nearly empty. No. 7 is a view of the settlement—two dwelling-houses, stables, cowsheds, and other buildings—and gives a pretty good idea of the change now taking place throughout New Zealand. Three years ago this was wild bush-land, all but inaccessible.—Our engravings are from photographs by Mr. H. A. Friih, Thames, New Zealand.

BUSH LIFE IN QUEENSLAND

AS in the other Australian colonies, droughts and floods often alternate in Queensland; and our first and fifth sketches exhibit the condition of affairs when moisture is in excess. The so-called bush-roads are merely tracks over the natural surface of the ground. During dry weather these are hard and firm enough, but after a long continuance of rain, the mud assumes a depth almost incredible to "new chums" fresh from the macadamised thoroughfares of Europe. One of the regular stock Australian stories is that of a hat being seen on the surface of a sea of mud. Underneath the hat was a man, and underneath the man was a horse. Bullocks are much slower than horses, but they are more capable of a long, persevering, steady pull than their equine brethren, especially when aided by the formidable whip and the adjurations of the driver. There is more individuality about bullocks than horses, every animal in the team has his name, and each pulls more vigorously when addressed personally as "Captain," "Nobbler," or whatever that name may be. As for the floods, they come on with the most marvellous rapidity, and a coach may be stopped by a raging torrent where only an hour before there was a dry gully.

The gentleman to whom we are indebted for these sketches spent many months in tramping through the Queensland bush with a companion, obtaining transitory occupation at sheep-washing, fencing, corn-hoeing, cane-planting, &c. He came frequently in contact with the natives, and speaks of them as harmless and good-natured. "We fearlessly went to sleep in our blankets right in the midst of their camp, and never once can I remember any disposition to molest, although they could by sheer numbers have easily overpowered and slain us." He thus describes a native camp:—"The party numbered about a dozen, and included five 'gins,' or native women. Breakfast was being served up, and the savoury smell from a portion of kangaroo hung on a spit over a small fire was most appetising. The camp was on the bank of a small creek, and one of the party at a little distance was boomeranging a kangaroo.

"Wild honey is made by a small stingless bee, plentiful in Queensland. The blacks are most skilful in discovering and cutting out the 'sugar-bag,' as they call it. It is always found in a tree, generally a withered and a dry one, and a hatchet is used to get out the plunder.

"Numerous herds of perfectly wild horses graze on the vast inland prairies. They are caught and driven in in the following manner. A strong stockade in the shape of a triangle is made in a small collection of trees, one of the corners being left open. From one of the trees near the open corner there is carried out to about two hundred yards, and attached to another tree, a strip of calico six inches wide and fastened breast-high. Then the wild horses are with a mixture of enticement and gentle persuasion got to within a distance sufficient to enable them to see the white of the calico slip, when their curiosity is aroused, and they approach to examine the strange sight. Then the horsemen in ambush burst out with a wild halloo, and, using sticks, whips, and lungs, drive the distracted animals towards the strip of calico. This through fear they will not jump, or even go quite near to, but continue to run parallel with it until they find themselves trapped in the strong stockade with the horsemen behind them.

"Our last sketch depicts an aboriginal letter-carrier in the Never Never country. The letter is carried in a slit stick, and is most carefully preserved during a journey of from fifty to a hundred miles, when the recipient pays for the postage on delivery."

H.M.S. "DREADNOUGHT"

THIS vessel, originally named the *Fury*, was intended by her constructors to be in every respect like the sister-ships *Devasta-*

tion and *Thunderer*, but, finding that these vessels might be much improved upon, it was subsequently resolved to alter the lines of the third ship throughout. The *Dreadnought* is much longer, and carries heavier armament and armour-plating, besides having more space and comfortable quarters between decks. One of the greatest improvements is that her hull is thickly armoured all round, whereas other ships of the *Monitor* type are but thinly clad at either end, the battery in the centre of the ship being the only part protected. The *Dreadnought* has also a flush deck from stem to stern, thus doing away with the low freeboard forward and abaft, and likewise the *cul de sac* of the *Devastation*, which had to stand such hot criticism from so many quarters. She was built at Pembroke, and launched in March 1875, but has only recently been completed at Portsmouth. Her length is 343 ft., extreme breadth 63 ft. 10 in., and her armour which extends 5'7" below the load line, weighs 2,446 tons. She has two turrets, in each of which are two 12½-inch 38-ton guns, the four being manned by a complement of sixty men. The charge is conveyed along tram-lines on a small trolley, the shell lying longitudinally at an angle of 14½ degrees, until it reaches a spot immediately under the muzzle of the gun, where a cylinder, rising from beneath the deck by hydraulic power, lifts both charge and trolley till it is close to the cannon's mouth, the bolt is then rammed home by a rod also worked by machinery. This done the gun is made to resume its horizontal position, and is ready to be worked forward through the porthole.

There are in all thirty-six sets of engines on board for working the turrets and guns, and steering and propelling the vessel, and in fact very little is left for human hands alone to work.

Besides the big guns, there are two Gatlings, which are used either on the hurricane deck or from the masthead, and there is no doubt that they would give a good account of any number of the enemy's torpedo boats approaching too near. Even at night time they would stand little chance, for the *Dreadnought* is fitted with powerful electric lights, one at each end of the hurricane deck. Experiments with these lights were made recently as the ship lay in the Basin of Portsmouth, and at a distance of two miles, through thick weather, buildings became quite as clear as in broad daylight.

In action the deck is cleared of everything that the guns may have a clean sweep, and the men are all down below, well protected behind the plated sides, where the guns are worked. The heaviest charges are to each gun 160 lbs. powder, and an 810 lb. shot, which latter is 110 lbs. heavier than that carried by the heaviest gun of the *Thunderer*. When the guns were fired a short time since, everything breakable within the circle of concussion was smashed, even an overhanging whale boat started every plank, the nails in the bows being drawn cleanly out. If such are the results from the discharge of a 38-ton, what will be the effect of the *Inflexible's* 81-ton? The sides of the ship have lately been pierced so that the Whitehead torpedo can be used. The *Dreadnought's* full complement of officers and men is 387. Every precaution is taken against the ship sinking by means of seventy-one watertight doors to the compartments. Rear-Admiral Boys is expected shortly to hoist his flag on board.



POLITICAL AFFAIRS.—One of the chief events of the past week has been Mr. Gladstone's reception at Rhyl by the Liberals of North Wales. Among the decorations of the town were two triumphal arches bearing laudatory inscriptions, and the streets were thronged with spectators, who were enthusiastic in their shouts of welcome and approval. The day began with a conference on the best means of Liberal organisation, after which the local leaders went to the railway station to meet Mr. Gladstone, who was subsequently entertained at a banquet, and in the evening there was a public meeting, at which the Duke of Westminster moved, and Mr. Osborne Morgan, M.P., seconded, a resolution expressing unflinching faith in the ex-Premier as a statesman and patriot, and thanking him for the efforts he has made to expose and counteract the secret and imperious policy of the Prime Minister. Mr. Gladstone, in replying, defended the part he had taken in criticising and condemning the action of the Government, complained of the absence of information in regard to the Afghan difficulty, and asked whether, in censuring the acts of Russia, we were prepared to justify our own interference with the Ameer, and the frontier States of India. He contrasted the present position of the country with what it was when the late Government left office, and said that "Peace with honour" really meant depressed trade, broken treaties, mystery, breaches of law, and usurpation of the privileges of the Crown.—The Birmingham National Liberal Federation and the Liberal Six Hundred have adopted resolutions condemning the extravagance and reckless policy of the Government, declaring that Parliament ought to be dissolved in order that the country might decide the grave issue of peace and war and of constitutional as opposed to personal rule, expressing admiration of the services rendered by Mr. Gladstone to the cause of freedom in Europe and the East, and towards saving the country from the disgrace of an unnecessary and unjust war. At the Mayor's dinner to the borough members last week, which by the way Mr. Bright was unable to attend, Mr. Chamberlain, replying to the Chancellor of the Exchequer's recent strictures, said that those who were alarmed at the increase of local indebtedness ought at least to bear in mind the enormous distinction between national and local obligations. The national debt was of no present or prospective value. It had been incurred in wars, the wisdom of which he would not then discuss; and at the present time that enormous debt was a liability which had no productive capacity whatever. On the contrary, the vast liabilities that had been incurred by local authorities were investments which he hoped would at all times be productive of the greatest possible advantages to the community. Parliament was overworked. The machinery as a rule was clogged, the wheels were choked with petty difficulties of infinite detail, and sooner or later there would be a popular cry for some sort of Home Rule for England—some great measure of decentralisation, which would cause local work to be better done.—Lord Carnarvon, in opening the winter session of the Edinburgh Philosophical Institution on Monday, delivered an address on "Imperial Administration," which was meant, he said, to be mainly supplementary to the one delivered in the same place three years ago by Mr. W. E. Forster, on "Our Colonial Empire." He dwelt on the extent of our colonies, on the onerous duties discharged by the Colonial Office, and spoke of signs cropping up of division arising between the Home authorities and the Indian officials, and the absolute necessity for some scheme which would render any such collision impossible.—A large number of extra-Parliamentary speeches have been