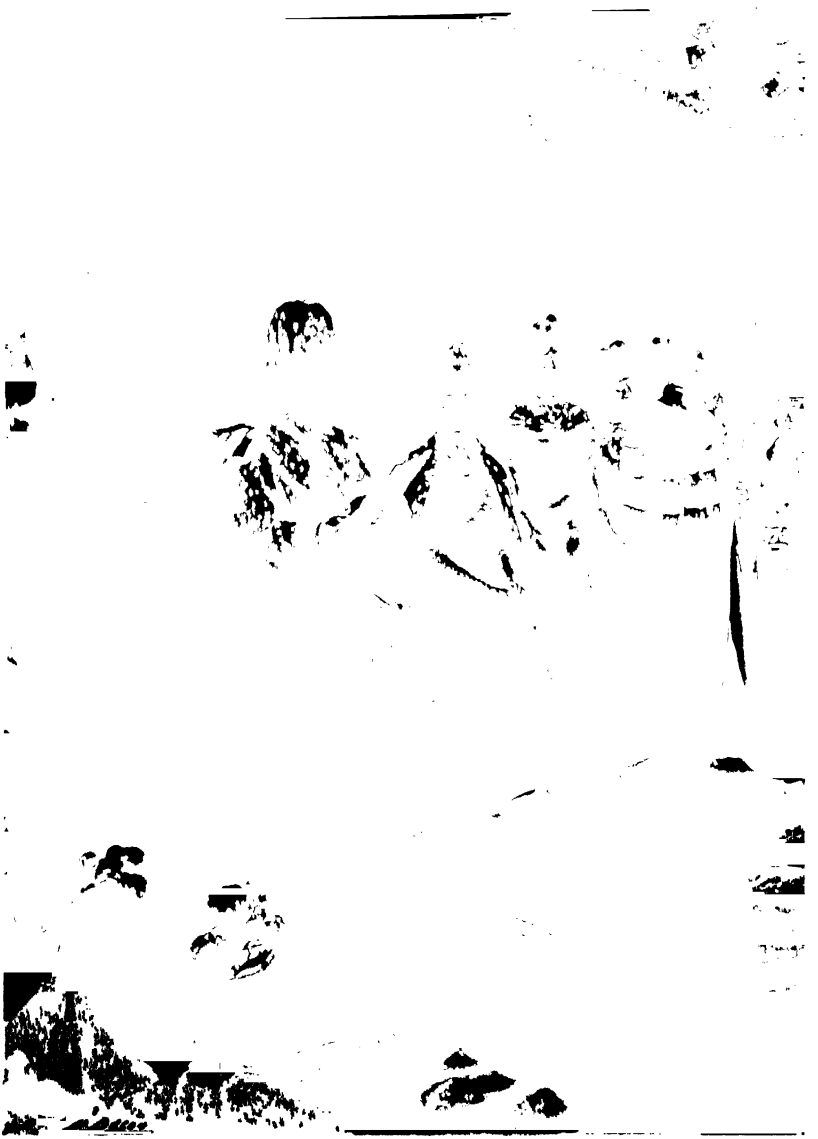

THE KING OPENING PARLIAMENT.

THE KING'S EMPIRE

With an Introduction by

W·H·FITCHETT·B·A·LL.D

Illustrated from Photographs
& Drawings in Colour by

J·H·BACON A·R·A·

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LONDON·PARIS·NEW YORK & MELBOURNE
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THE KING'S EMPIRE:

THE PARADOX OF HISTORY

By W. H. FITCHETT, B.A., LL.D.,

Author of "How England Saved Europe," "Deeds that Won the Empire," etc.

THE British Empire of to-day, by its mere scale, is the wonder of history. Its area is more than 11,000,000 square miles, or about one-fifth of the earth's surface; its many-tinted population numbers 400,000,000, or nearly one-fourth of the human race Its frontier lines, if drawn out in detail, make a red scribble on the maps of all the continents and seas and islands of the globe. And this Empire, stretching under all skies, includes the richest lands on the planet, and the strongest fortified places in all seas. It is an Empire built up, to use Napoleon's sneering phrase, by "a nation of shopkeepers"; and yet it is vaster in scale, mightier in strength, and richer in resources, than the empire of which Alexander dreamed, or for which Cæsar or Napoleon fought. An Empire whose flag flies over nearly one-quarter of the human race, and about one-fifth of the habitable globe, is absolutely without parallel.

But the mere scale of the Empire is its least wonder: in many respects it is the paradox as well as the amazement of history.

The Heart of the Empire.

Its centre and citadel is a tiny cluster of islands set in the stormy northern seas; islands which, measured by acreage, suggest rather the dimensions of a parish than of an Empire. No less than twenty-seven United Kingdoms could be packed within the boundaries of Australia alone, and yet another twenty-seven within those of Canada. Great Britain, in a word, measured by area, bears to the British Empire itself the relation of an atom to a pyramid, a single brick to a stately palace Yet the atom is more than the pyramid; the brick than the palace! Out of the 11,000,000 square miles of the Empire Great Britain and Ireland represent only 121,000; but all the far-extending provinces of the Empire find their security in the strength of Great Britain, and owe their importance in the world to its greatness. For this little patch of island soil, set in the grey northern seas, is the seat of such power, and the depository of such wealth, as the world has never before seen. When before, for example,

have the seas of the planet carried such fleets as those which to-day fly the British flag? Or when before did a population of 41,000,000 human beings, dwelling together on one cluster of islands, represent such a sum total of industrial energy as that for which Great Britain stands? The provinces of the British Empire are amazing in scale, and in possibilities of wealth; but the United Kingdom is the fit motherland of even such mighty children!

Samoan Girls.

Photo Burton Bros., Dunedin

A Patchwork of Races!

The imagination may well dwell in half-amused wonder on the complexities of this last and proudest of the great Empires of history. It is a many-tongued and many-tinted Empire. It includes more peoples, nations, and languages than King Nebuchadnezzar knew. In a single province—India—there are no less than 147 vernacular languages! It is the Empire of a white race, and yet out of its 400,000,000 inhabitants 350,000,000 are black, brown, or coffee-coloured. What may be called the colour scheme of the British Empire is commonly forgotten; and yet if it were represented by a column, say, eight feet high, only the first twelve inches would be white. The other seven feet would range through all the colours, from inky black to dusky red! It is an Empire supposed to be English and Christian; yet more of the King's subjects talk Hindi than speak the language of Shakespeare and of Milton. And the Empire is a patchwork of creeds as well as of races. The faith of the ruling caste is Christian, but there are more worshippers of the cow under the flag than there are worshippers of Christ; while the King's Mohammedan subjects in India alone are four times the whole population of Turkey in Europe. In a single province of the Empire again—in India—there are nearly 9,000,000 animists—beast worshippers—of lower and more superstitious creed than the dryad-worshipping Pagans of the Roman Empire. Edward VII. is prayed for not only in Christian cathedrals and churches, but in Hindu temples, in Arab mosques, and with strange rites in Indian jungles and in African forests—as perhaps no other monarch was ever prayed for before. The British Empire, in brief, is such a patchwork of colours, creeds, races, tongues, and civilisations, as never before was gathered under one flag.

The Secret of the Empire.

What may be called the title-deeds by which the provinces of the Empire are held are as various as the constituents of the Empire itself. Sometimes the title runs back into very ancient history. The Channel Islands, for example, are fragments of the Duchy of Normandy still belonging to England, and the title to them is as old as the Conquest. The Isle of Man is a fragment of a kingdom built by Norwegian sea rovers as far back as A.D. 870, a kingdom which lasted for three centuries, and was only added to the dominion of England by Henry IV. San Salvador, one of the Bahamas, the island on which Columbus first landed, to-day is under the British flag, and that fact is typical. Spain discovered many lands in the New World, but to-day owns none. Other nations have plucked from her that great inheritance. Great Britain owns some of her provinces—specially in the Pacific—by right of discovery; but for the most part the provinces of the Empire have been won by the guns of British fleets.

Cree Indian and Family.

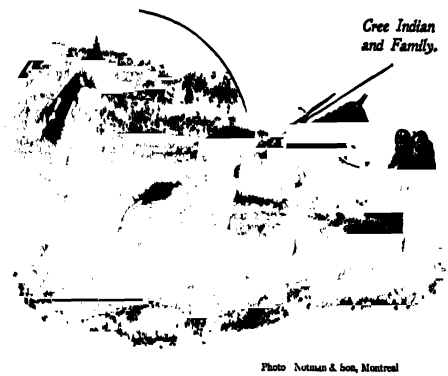
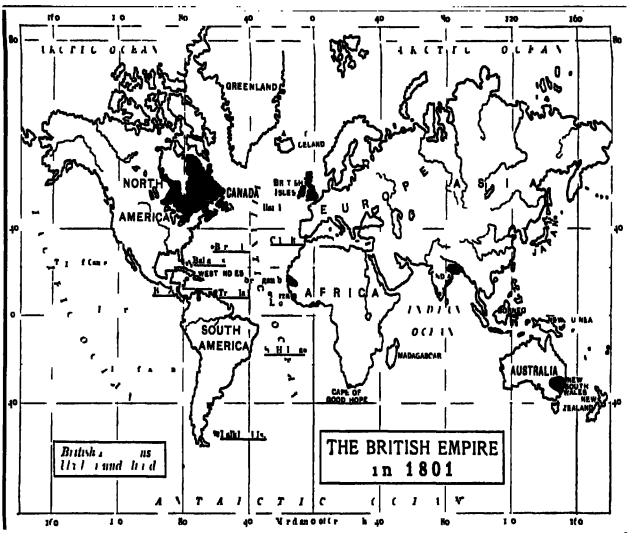
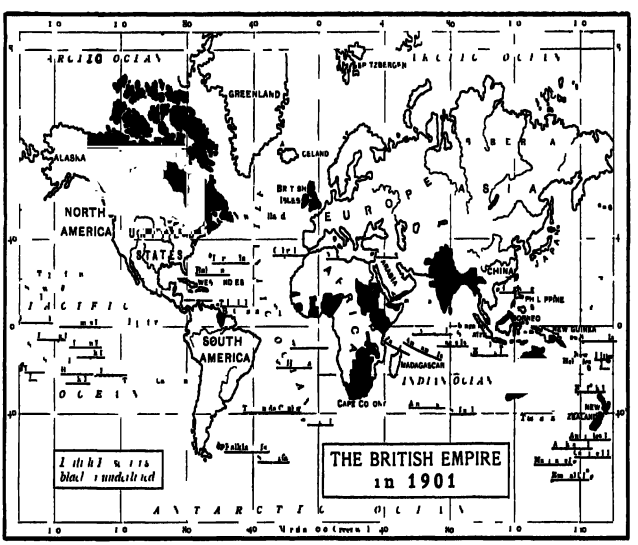


Photo Notman & Son, Montreal

Yet it is an inversion of history to trace the growth of the Empire to any mere lust of conquest. The British are by natural genius and age-long habit a nation

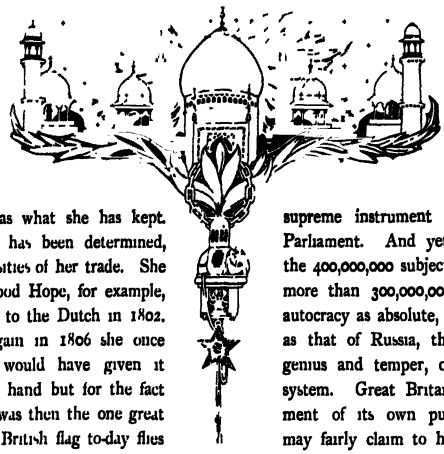
THE GROWTH OF THE BRITISH EMPIRE IN THE 19th CENTURY





Arms of Canada.
Arms of India.

Arms of Cape Colony.
Arms of Australia.



of traders; and empire has come to them, so to speak, incidentally. It has not been achieved by deliberate purpose. What Great Britain, indeed, has given away in the shape of territory is almost as wonderful as what she has kept. And what she *has* kept has been determined, in the main, by the necessities of her trade. She captured the Cape of Good Hope, for example, in 1795, but gave it back to the Dutch in 1802. When war broke out again in 1806 she once more captured it, but would have given it back afresh with careless hand but for the fact that it commanded what was then the one great sea route to India. The British flag to-day flies over all the chief places of strength in every sea—Malta and Gibraltar in the Mediterranean, Aden in the Red Sea, Ceylon in the Indian Ocean, &c.—but all because they are necessary to the safety of the great sea routes. Great Britain has established a protectorate over Egypt only because the Suez Canal is the great link of communication with the East. Sometimes, of course, a province is held by a title which is political rather than commercial. Cyprus, for example, by treaty with the Porte, is to be held and administered by England as long as Batoum and Kars are held by Russia. It is a pawn in the great game of international politics. But, taken as a whole, the British Empire differs from almost every other known to history in the circumstance that it is due to the enterprise of its traders, and the necessities of its trade, rather than to the ambition of kings, the greed of statesmen, or the enterprise of soldiers.

Maori Chief, New Zealand

A Political Tangle.

But not only in race, and language, and religion is the British Empire compounded of the most diverse elements; its political structure is the strangest patchwork conceivable. Almost every method of government known to civilised man finds a place, and a use, in this the most composite of Empires. It is an Empire built on freedom, and existing as the servant and representative of freedom; so its supreme instrument of government is a free Parliament. And yet, as a matter of fact, of the 400,000,000 subjects beneath the British flag more than 300,000,000 are the subjects of an autocracy as absolute, well nigh, in its authority as that of Russia, though utterly opposed in genius and temper, of course, to the Russian system. Great Britain, as far as the management of its own public affairs is concerned, may fairly claim to have solved the apparently insoluble problem of a perfect equipoise betwixt freedom and order; betwixt the authority of the Crown and the freedom and safety of the People.

Great Britain is practically a republic existing under the forms of a monarchy. And in spite of its failures, and of the apparent paralysis which at times seems to fall upon it, the British parliamentary system is the most effective method of securing all the ends of government, with the smallest limitation of the rights and freedom of the individual, the wit of man has yet discovered. And wherever it is practicable throughout the Empire the Parliamentary system is employed. There are no less than forty Houses of Parliament, for example, in active operation throughout the British Empire. They vary, in structure, in title, and in scale. They range from the majestic House of Commons itself, that "mother of Parliaments," down to, say, the microscopic Tynwald of the Isle of Man, or the Court of Policy of British Guiana. In Australasia, with not five millions of population, there are no less than sixteen Houses of Parliament, all of them, save one, paid! But with all their diversities, the Parliaments of the Empire are

Itinerant Barber, Hong-Kong.

singularly effective instruments of government; and have a standard of honour, of public spirit, and of loyalty, unsurpassed in the political history of the race.

Indian Nautch Girl.

Photo Bourne & Shepherd, Calcutta

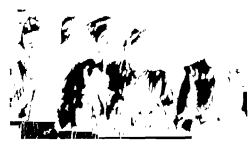
Autocratic Elements.

But when all the communities under Parliamentary government within the Empire are put together they do not cover one-fourth of its population. The remaining three-fourths are under what can only be described as an autocratic system; a government which exists, no doubt, for the people, but does not rule by the people. India is the supreme example of this type of government. Here are 294,000,000 people under the direct rule of a Governor-General, who is, it is true, appointed by a Cabinet responsible to the House of Commons, but who himself governs as well as reigns; and governs without the help of a popular assembly

The British Empire, tried by any scientific test, is thus the greatest expanse of political patchwork known to history. Its subjects are parted from each other by religion, by race, by language, as were the nations of the Roman Empire, and they are parted from each other by wider gulfs of space than anything known to Rome. But the methods of government within the Empire are not on a common plan. There is no political constitution co-extensive with the Empire. There is no common system of law. There is not even a common tariff! What could be more unlike each other, as systems of government, than, say, the free parliaments of Canada and Australia, and the autocracy of India, or the paternal despotism of the so-called Crown Colonies? Canada, Australia, New Zealand, the self-governing colonies in Africa, have all the freedom of independent States, without, it may be added, their burdens. They share in the safety of the Empire without any direct contribution worth mentioning to its cost. Great Britain in the eighteenth century lost her American colonies because she claimed the right to tax their products. In the twentieth century the pendulum has swung so completely in the opposite direction that her Colonies tax the products of England in their own ports at pleasure and without protest!

The Secret of its Unity.

It might be expected that an empire of a structure so loose and planless would fall to pieces by mere want of cohesion amongst its parts. It might have been asked in advance—How could 400,000,000 of human beings, scattered over all the continents and islands of the planet, with no community of blood, or speech, or creed, be held together without the same iron girdle of authority binding them by force into unity? But the greatest forces in human affairs are not those of external law or of mechanical uniformity. The British Empire is scattered over a wider area than that of Rome; it lacks the iron uniformity which was the Roman ideal. But it has a unity which Rome never attained; a unity born of what may be called spiritual forces—of



Women Workers in the Cane Fields, Jamaica.

Photo A. Duperly & Son, Jr.

freedom, of justice, of mutual trust, of great duties nobly fulfilled on the side of the governing power, and of great loyalty—the loyalty of free peoples—on the part of the governed

Young Girl, New Guinea.

An Empire that Succeeds!

And that under the British system all the highest ends of government are reached, as they never yet have been reached in the turbid, melancholy tale of human history, cannot be denied. Nowhere in the world of to-day, and nowhere in the generations that lie behind, can be found the spectacle of a population of 400,000,000 with a standard of order, of justice, of happiness, of security to everything that men value, such as is offered by the British Empire of to-day.

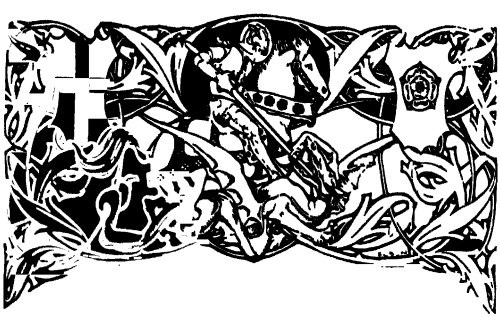
The True Glory of an Empire.

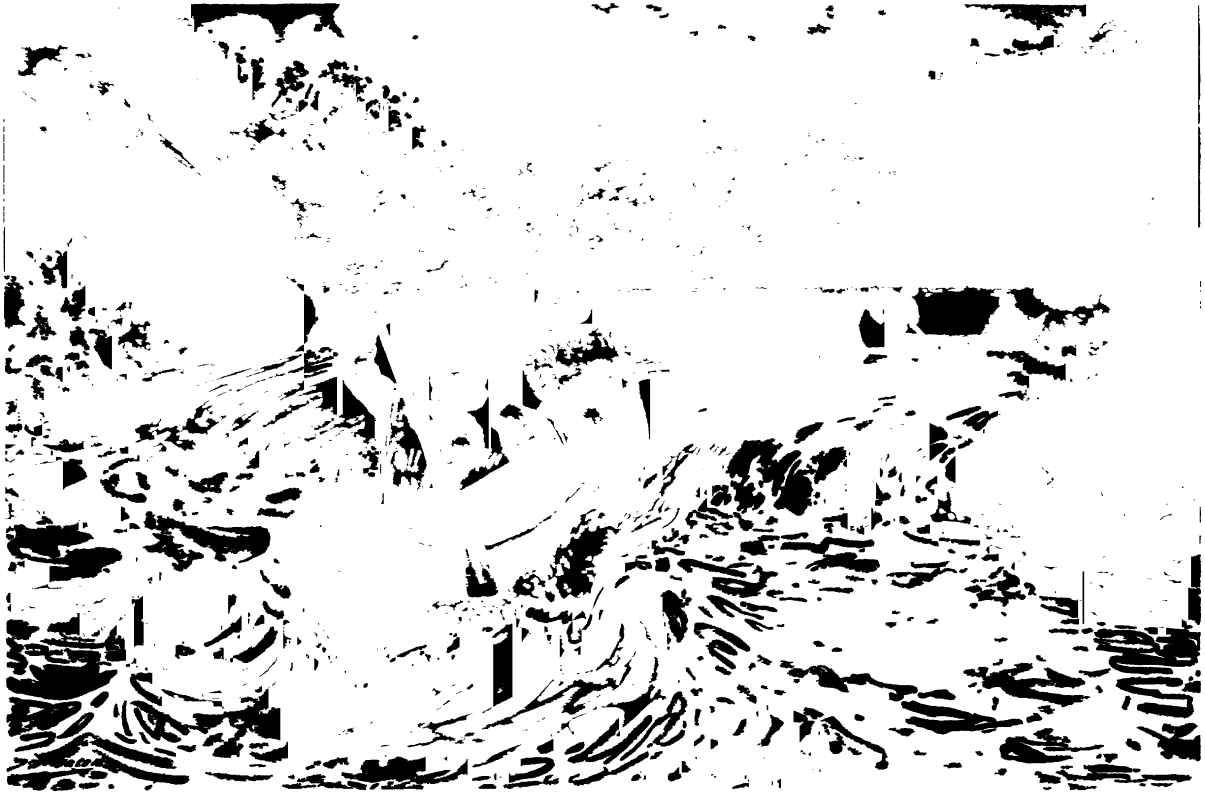
And this is the vindication, and the splendour, of the British Empire everywhere. Its methods are not scientific or logical. It is not an empire constructed on a pattern to satisfy a philosopher. It is easy to find in its broad area much of waste, methods that are clumsy, evils that might be remedied. It is an empire with the defects of its qualities; the defects of the race which has built it up. But it may be claimed with the utmost confidence that it secures all the ends of wise government—the freedom of the individual, the security of property, the maintenance of order, the unstained administration of justice—in a degree, and over an area, unknown hitherto in the history of the race. Great Britain has in the modern world many of the functions of ancient Rome. Everywhere she stands for order. She charts the seas, builds roads and lighthouses, organises police, and makes herself the servant of civilisation. But she has a spirit, born of Christianity, which the Rome of the Republic, or of the Cæsars, never knew. She is the trustee of the coloured races, not their oppressor. This strangely composite Empire, scattered over the planet so widely, and holding within its bounds races so diverse, may crystallise into some new and more symmetrical political form. But the best hope for the human race lies in the aspiration that the spirit and ideals of the British Empire be not only maintained within its own bounds, but become universal.

Zulu Standard Bearer.

Photo G. P. Lerney, Hough, F.R.G.S.

India may be taken as an example and illustration of this. Here are 294,000,000 human beings without any common bond of speech, or creed, or blood. The history of India is black with suffering, and bloody with slaughter. Greek, Syrian, Arab, Mogul, Mahratta, French, Dutch, Portuguese—all have tried to rule India, and all have failed. But Great Britain has, somehow, succeeded. There is no example of a government with a higher standard of duty to the governed to be found in the world than that of India. It uses the methods of an autocracy to reach the ends of a democracy. It secures to these 294,000,000 of coloured races all those great liberties on which civilised life depends — liberty of thought, of speech, of conscience, of combination: liberties which a great European State like Russia denies to its subjects. "British rule in India," says Sir William Hunter, "means order in place of anarchy, protection by the law instead of oppression by the sword, and a vast free people dwelling in safety where of old each man was beaten down beneath whosoever was stronger than himself."





CANADIANS SHOOTING RAPIDS IN CANOES

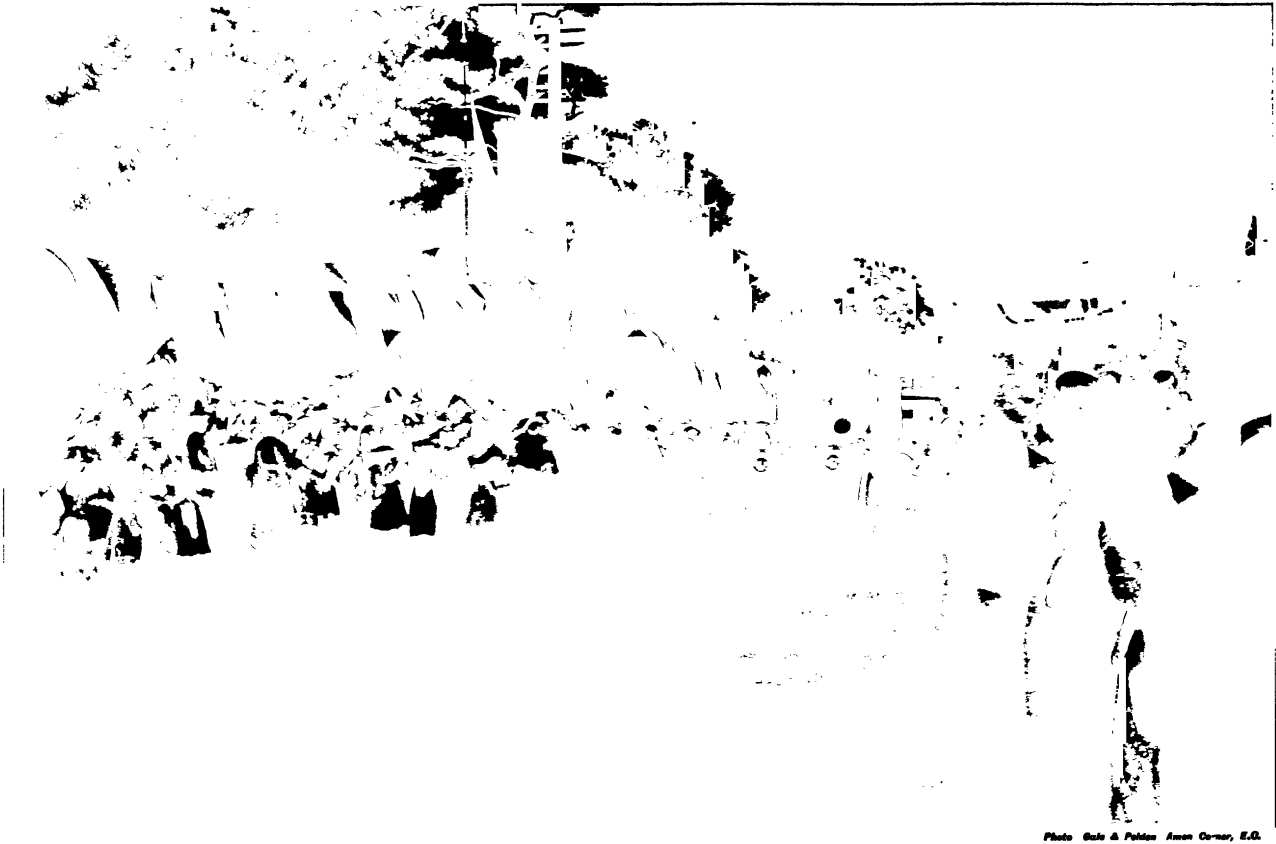


Photo Gale & Polden Amen Corner, E.C.

THE KING IN HIS MOTOR CAR.

Photo W. Notman & Son, Montreal.

SLEDGES AND SNOW SHOES IN CANADA.

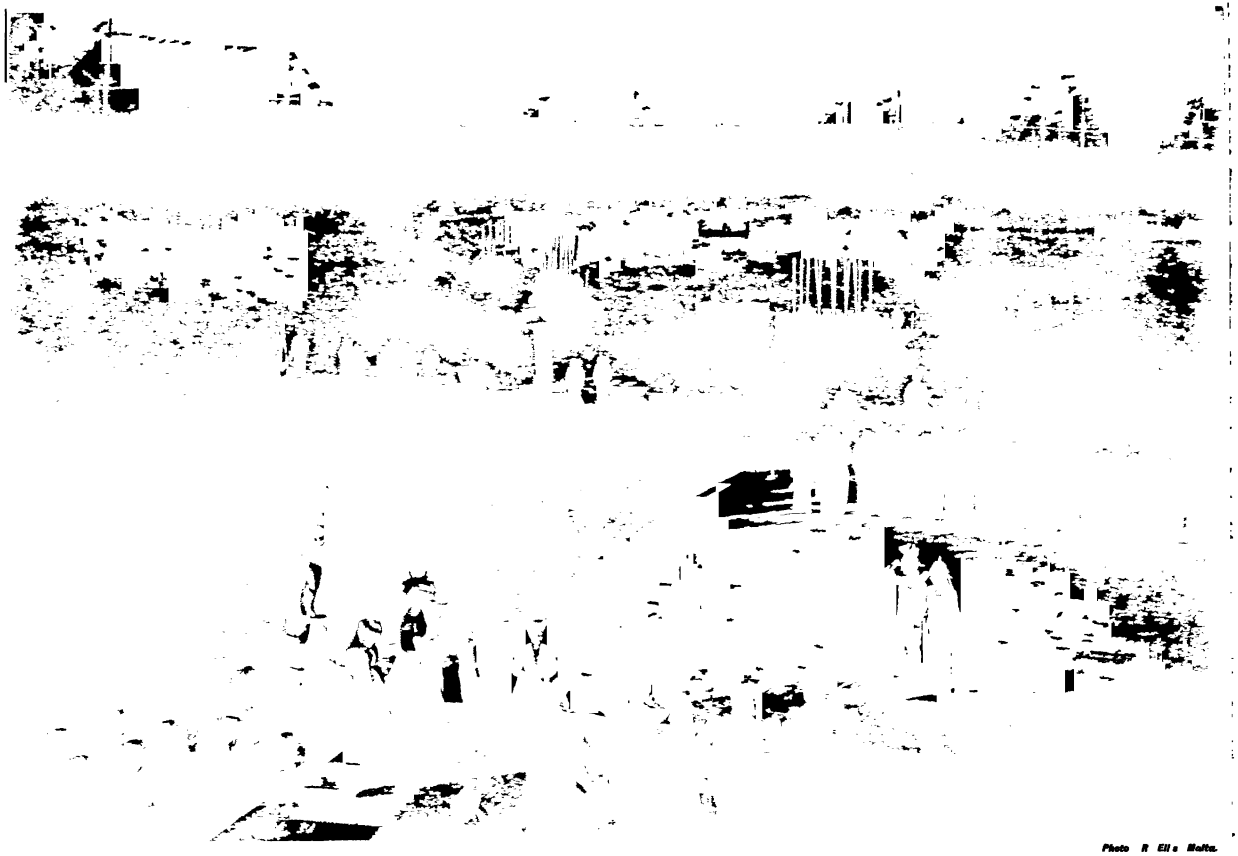


Photo R Ellis Malta.

THE QUEEN LANDING AT MALTA.

A CHESS MATCH

Photo Cassell & Co., Ltd.

THE KING'S EMPIRE.

HOW THE KING AND HIS SUBJECTS TRAVEL.

THE KING OPENING PARLIAMENT.

Great interest is taken by most people in the Opening of Parliament, and that interest is enhanced when the Sovereign attends in person. In our picture Edward VII. is seen sitting in the old State Chair, formerly used by Queen Victoria when she opened or prorogued Parliament. The State Chair which Queen Alexandra occupies was specially made for her, and is an exact replica of the Throne Chair. Our present King opened his first Parliament on Thursday, February 14, 1901. On that occasion, probably for the first time in our history, a Queen Consort accompanied the Sovereign in equal State. (Frontispiece.)

CANADIANS SHOOTING RAPIDS IN CANOES.

A considerable amount of travelling is done on rivers in Canada, and the clever manner in which Canadians descend rapids usually elicits admiration. As in our illustration, through the tossing foam of the rushing river the swiftly moving canoes are guided to the quieter pool below; then, perhaps, a sharp turn discloses a dark slope with a white fringe, denoting troubled waters, at the bottom. Down the incline the canoes slide, the most dangerous parts of the passage being avoided by dexterous side-strokes of the paddles, and the canoes are skilfully steered through the eddy below the fall. To persons who are not nervous shooting rapids gives pleasant excitement. (Plate facing page 1.)

THE KING IN HIS MOTOR CAR.

Everyone is aware that Edward VII. is very fond of motoring, and that he takes long rides over many parts of the country. Our picture shows him paying a visit to the pretty Surrey village of Camberley, which is gaily decorated with flags for the occasion. Thousands of people have come from the surrounding towns and villages that they may see and cheer their Sovereign. Near the car stand aged men with raised hats, farther off are children with bared heads. Outside the elementary schools his Majesty, with his usual kindness, stopped his car while the scholars raised their sweet young voices to sing the National Anthem. (Page 1.)

SLEDGES AND SNOW-SHOES IN CANADA.

In the bright, crisp air of the Canadian winter what can be more delightful than such an expedition as that of which a representation is given? True, the thermometer may be at zero or below it, but in the still, dry air the cold invigorates anyone who is capable of active exercise. Sledges and snow-shoes take the place of other conveyances during the winter, and no pastime is more delightful than that of driving over smooth snow, well wrapped in furs. The view shows the fashionable drive outside the city of Montreal, which lies extended in a picturesque panorama below. (Page 2.)

THE QUEEN LANDING AT MALTA.

Our picture represents Queen Alexandra landing at the Custom House, Malta, and being received by saluting officials. Her Majesty has just passed a line of boats with oars tossed, while in the background are shown the dressed men-of-war. There is a difference of opinion among travellers as to whether it is best to approach Malta by night or by day; whether there is a greater charm in tracing its outline by the undulating lines of light along its embattled front, or to see the entire mass of buildings and fortifications take shape according to the rapidity with which the ship nears the place. Much may be said for both views. (Page 3.)

A "BUGGY" IN KING WILLIAM STREET, ADELAIDE.

Here is represented the principal street in the Capital of South Australia. For the most part, save the breadth of the street, there is little to distinguish the Australian view from one taken in a town of similar importance in the Old Country. The familiar tram, the familiar bicycle, are there, but the smart American "buggy" with its light harness and fine wheels is more often to be seen in Adelaide than in London or Liverpool. The two tall buildings with towers to the right and left of the picture are respectively the General Post Office and the Town Hall. (Page 4.)

MOTOR CARS ON A COUNTRY ROAD IN HEREFORDSHIRE.

No other class of machinery has witnessed such extraordinary improvement and development within the last few years as that designed for self-propelled traction on ordinary roads. Despite the short time since motor cars were introduced, it has been estimated that the value of those now running in the United Kingdom is

not less than fifteen millions sterling. Our illustration shows a very grave drawback in connection with their use, namely, the clouds of dust raised behind them when travelling over country roads. Many experiments have been made to overcome this difficulty, but the dust problem still remains unsolved. (Page 5.)

THE LIEUTENANT-GOVERNOR'S CAMEL CARRIAGE, LAHORE.

The King's subjects travel in many ways, and some of them in strange ways; but few odder combinations can probably be found than that which the camera here presents to us. The clumsy camel, harnessed to a vehicle representing the latest triumphs of European carriage-building, furnishes indeed an odd contrast. But though, if we are to believe our French critics, "the Briton is the most unadaptable of mankind," he has never proved himself behindhand in getting the best value out of horse, camel, elephant, mule, donkey, or dog, or any animal which at a pinch he can ride or drive, and if the camel can under the circumstances do the work better than a Cleveland bay, into the shafts he will go. (Page 6.)

OLD STYLE: FOUR-IN-HAND COACH AND HANSOM CAB.

It is said that the English are the most conservative of people. It is at any rate true that when they have got hold of a good thing they do not like to part with it. Hence, although the days of the stage coach as a necessity have long been numbered, the days of the four-in-hand drag—with its spanking horses, its red-coated guard, its long post horn, its skilful driver—have come, and seem likely to endure. Throughout the summer many a well-appointed coach leaves London. Behind the coach may be seen the vehicle which is indigenous to the Metropolis—the Hansom Cab, the "Gondola" of London. (Page 7.)

IN A THIRD-CLASS DINING CAR ON THE GREAT NORTHERN RAILWAY OF ENGLAND.

A few years ago the accommodation for dining and sleeping on the great English railways was either non-existent or far inferior to that which was to be found on the principal lines in other countries. At the present time the accommodation provided is unsurpassed in any part of the world. The picture shows the interior of a Third-Class Dining Saloon on the Great Northern Railway. The carriage itself is a marvel of construction; the dinner is good, cheap, and well-served; and, thanks to the perfection of the permanent way, the meal can be eaten with comfort while the train is travelling at sixty or seventy miles an hour. "No extra charge" is made for the privilege of travelling in these beautiful carriages. (Page 8)

A BURMESE "CARRIAGE AND PAIR."

The Empire can furnish many more costly and more convenient equipages than that here represented, but we should have to go far afield to find one more picturesque or more characteristic of the land in which it is used. The heavy wooden wheels of the ox cart are encrusted with the deep mud of the dampest and muddiest of our possessions. The gracefully shaped awning which protrudes in front of the cart tells of a land where the sun is the enemy. The easy-going oxen and the pleasant-mannered Burmans in their cart are typical of a somewhat lazy land, where the means of living are obtained with slight exertion, and where infinite time is left for leisure. (Page 9.)

"CHEER, BOYS, CHEER!" OR, BOUND FOR SOUTH AFRICA.

This picture appeals to many thousands who have left the Old Country to seek their fortunes across the sea. The party gathered on the forward deck of the great Cape steamer is a varied one—old hands returning to the land they know, new hands going out to a land where all will be strange. Some will doubtless find the fortune they seek—wealth, happiness, and a new home; others will fail in the struggle. But "Cheer, Boys, Cheer!" is a motto for one and all of those who are setting out across one of the great waterways of the Empire with all their future before them to make or mar. (Page 10.)

A CARAVAN IN THE KHYBER PASS.

The history of the invasions of India has been written in blood and fire on every stone of the famous Khyber Pass. Through this great cut in the Himalayas the Cabul river forces its way to join the broad waters of the Indus near Attock. Through the Khyber Pass came back the last surviving member of Sir Robert Sale's ill-fated expedition (1842), and through it passed the avenging expedition under General Pollock. Backwards and forwards the tide of war has rolled, and even now the fierce tribes of the Khyber barely acknowledge the authority either of the British Government or of the Ameer of Afghanistan. But our illustration is taken in a time of peace, and we see the picturesque groups of a trading caravan halting in an opening of the dreary Pass. (Page 11)

THE SUMMER AND WINTER TRACKS, CANADIAN PACIFIC RAILWAY.

This sombre but splendid view represents a scene upon the Canadian Pacific; a line which, thanks partly to the energy of the Dominion Government, and partly to the enterprise of private capitalists, has joined the

Atlantic to the Pacific, and has given the Empire a British road across the North American continent. In the background are the great glaciers of the Rockies. In the foreground are the rails of the Canadian Pacific Railway; on the left hand is the summer track for the days of clear skies and sunshine; on the right is the covered way by which the train passes in winter and thus escapes the deep snow-drifts, through which even the heavy snow-ploughs of the immense locomotives would be quite unable to force their way. (Page 12.)

THE LOOP, AGONY POINT, DARJEELING RAILWAY.

The Darjeeling and Himalayan Railway is a very remarkable piece of engineering. The little line, of which a portion is here shown, climbs to an elevation of 7,300 feet, and places Darjeeling within forty-eight hours of Calcutta. The gauge of this tiny railway is only two feet, but the sturdy little engines are capable of dragging considerable loads up very steep inclines. It may well be that the shock produced on the mind of a nervous passenger travelling round the extraordinary curve shown in the picture, and finding himself looking into the rear part of the train in which he is travelling, justifies the title of this startling freak of railway engineering. (Page 13.)

JAUNTING CARS IN DUBLIN.

Into what land has not the fame of the Jaunting Car penetrated? It has been sung by the poet and described by the historian. A cynic has declared that it is the only conveyance in the world in which the wheels are kept dry at the expense of the legs of the passengers. But whatever its demerits, whatever its merits, in Ireland the Jaunting Car reigns supreme, and the Irish are beyond question the "car-drivingist nation" in the world. Nor, while speaking of the car, should all mention of the driver be omitted. The "jarvey" has a long-established reputation for wit and humour; and those who know Ireland will be inclined to admit that he shows himself worthy of his reputation. The fine new buildings of the Museum of Science and Art form the background of the picture. (Page 14.)

CAMELS PASSING THROUGH THE CITY GATES, INDIA.

The Eastern legend declares that after the Creator had fashioned and perfected all animals, He gathered together the fragments He had discarded in the course of His work, and out of them fashioned that strange, ungainly beast, the camel. But, uncertain in temper, unamiable in character, uncouth in appearance, the camel with all his faults is invaluable to man. Here, passing out of the dark shadow of the city gates into the hot sunlight, are to be seen three loaded camels, with their Afghan drivers. In the background, against the high loopholed wall, a strange contrast to the wild-looking natives, stands a British sentry, "the man in the red coat." A more picturesque, and at the same time more characteristic, representation of an Indian scene could hardly be found (Page 15.)

DEPARTURE OF THE R.M.S. *CAMPANIA* FROM LIVERPOOL LANDING-STAGE.

The *Campania* plies backwards and forwards across 3,000 miles of ocean with the regularity of a ferry-boat. The Cunard Company has every right to be proud of its magnificent ship. Built on the Clyde in 1892, she has fulfilled in every respect the expectations of her designers, and is able to maintain a continuous sea speed of from 21 to 22 knots per hour throughout the whole of her journey. The "Blue Peter" at the masthead indicates that the ship is about to leave her berth at the Landing-Stage. The *Campania* is 620 feet in length, 65 feet beam, with a draught of 23 feet, a tonnage of 12,950, and develops 30,000 indicated horse-power. (Page 16.)

AN ODD IRISH RAILWAY.

This picture illustrates a railway on the Lartigue principle in Ireland. The line from Ballybunnion to Listowel has but a single line of rail. The engine and carriages are mounted astride the rail, the carriages and the two boilers of the locomotive hanging down on either side of the central rail Two small lateral guard rails near the ground serve to steady the carriages in case of any oscillation. It is claimed for the system that it is economical, owing to the use of a single rail, and that it favours simplicity of construction, because, by lengthening or shortening the supports of the rail, irregularities of surface may be overcome without recourse to embankment or cutting. The system is employed in France, and in some of the French colonies. (Page 17.)

A DOG SLEIGH IN THE HUDSON'S BAY TERRITORY.

An odder coach-and-four than that represented could hardly be seen anywhere in his Majesty's wide dominions, but the trapper of the Hudson's Bay Territory must travel when the snow is on the ground, horses are out of the question, and the reindeer has not yet found its way as a draught animal to the North American continent. The faithful dog, therefore, is compelled to undertake the business, and, like everything he does, he does it well. Luckily the loads are light, the dogs are strong, and the smooth snow offers little resistance to the runners of the sleigh. A good dog is a good dog always; but it must be admitted that these hard-working animals are, as a rule, more remarkable for their punctual performance of

duty than for their amiable qualities, and, as a pet, the sleigh-drawing dog has not the position of his brethren in lower latitudes. (Page 18.)

A JINRICKSHA, NATAL.

East and West, Japan and London, have been put under contribution to furnish respectively the design and the material of this elegant and convenient little carriage. Those who have travelled in Japan can bear testimony to the extraordinary endurance and speed of the Jinricksha men. In Natal a sturdy-looking Zulu boy is charged with the task of drawing the charming burden of which he makes so light. Probably every country has the conveyance best suited to its peculiar needs, but there seems no particular reason why the Jinricksha should not some day make its appearance in the streets of London, and fill a place not wholly occupied either by the hansom or by the ubiquitous bicycle. (Page 19.)

RETURNING FROM THE GOLDFIELDS, SOUTH AFRICA.

This illustration shows a party of gold-seekers, after working in the goldfields, returning from the mines in their roughly-built waggon drawn by four mules. It is a hard life, and often a life of cruel disappointment, but it has its glorious moments, and it calls out in a high degree the qualities of courage, self-denial, and endurance. It must be remembered, however, that in South Africa gold mining is now mostly conducted on a large scale, and the fierce conflict and excitement of the "placer-mining" in the old days in Australia is almost unknown. (Page 20)

A PALANQUIN.

Travelling by Palanquin is chiefly confined to India and China. It was at one time a very common mode of conveyance in the former country, especially among European residents, but the introduction of railways and the improvement of roads have greatly diminished its popularity. The Palanquin is most frequently met in districts where rough roads abound, and despite the cramped position presented by the occupant of the vehicle in our picture, there is more comfort than one unacquainted with its use would imagine. On a long journey the traveller frequently reclines on cushions, and so skilled are the bearers in carrying the Palanquin that the occupant may sleep without fear of being disturbed by jerks. (Page 21)

AN AUTOMOBILE CLUB IN MALAY.

This is a photograph of some of the members of the Federated Malay States Automobile Club; their cars make a brave show, and illustrate the fact that automobilism flourishes in remote parts. Though some roads in Malay are not all that may be desired, being only metalled to a width of twelve feet, there are others well constructed, affording excellent facilities for motoring. (Page 22.)

THE LANDING OF THE PRINCE AND PRINCESS OF WALES AT BOMBAY.

Our photograph was taken at the moment the Royal pair were in the act of stepping on to the landing-place of the famous Bunder Apollo, a broad spacious pier, facing the roadstead. On the left of the Prince is Lord Curzon, immediately following is the Princess, and Lady Curzon is just leaving the boat. In the background may be seen the ships decorated with flags. At Bombay the Royal party received their first welcome to the Indian Empire. (Page 22.)

NEW AND OLD STYLES: TRI-CAR AND ELEPHANT WAGGON IN CEYLON.

This picture is interesting as showing the new and the old methods of travelling in Ceylon. To the easy-going natives a waggon drawn by an elephant covers the ground quite fast enough, but Europeans are desirous always to save time. The tri-car enables proprietors to visit distant estates, and another great advantage enjoyed by its occupants is the cool breeze created by the speed at which it travels. (Page 23.)

THE ARRIVAL OF THE PRINCE AND PRINCESS OF WALES AT INDORE.

Indore, at the railway station of which is shown the arrival of the Royal pair, is a modern town dating from about 1770. Its chief building is the palace of the Maharajah, Chief of Indore, who met the Royal party at the station. One of the most attractive features of the town is the Lal Bagh public gardens, containing a fine zoological collection. (Page 23.)

'SLOW AND SURE": OR, A ZULU CARRIAGE.

His Majesty's subjects travel in many conveyances, and at varying rates of speed. There can be few, however, who make their journeys in a stranger vehicle, or at a more deliberate rate, than the two Zulus in our picture. In all parts of the world, however, there is undoubtedly a certain distinction attached to the man who is able to "set up his carriage"; but for the prestige attaching to the position, the two individuals in the conveyance would probably prefer to walk. From the amount of luggage carried on the conveyance, it is clearly a case of "families removing"; and not the least precious part of the household goods are the slow-paced oxen yoked to the carriage. (Page 24.)

CYCLISTS ON A COUNTRY ROAD.

In these days, when cyclists are to be seen everywhere, it is difficult to realise that for many years cycling was practised in this country in the face of much ridicule from the general public and hostility from other sections of the road-using community. Now, millions of persons perform their daily journeys on the flying wheel; clergymen visit their parishioners, medical men their patients, and tens of thousands of the middle classes transact their business or follow their pleasure by its means. Our picture represents a group of young cyclists on pleasure bent. With steady pace they travel along the country road, inhaling fresh air, and forgetting the worries of the town life behind them. Their uniform riding displays the training of the clubman; no wobbler destroys the pleasure of his fellow-rider. But one of the riders has found the drawback of the pneumatic tyre: a puncture has compelled him to dismount. (Page 25.)

MOTOR OMNIBUSES IN LONDON.

Though the idea of motor-propelled vehicles to take the place of the horse-drawn omnibus and tramcar, is older than the automobile movement itself, yet until lately motor omnibuses have been few in number. Our picture represents one of the many omnibuses now to be seen in the streets of London, but the few passengers taking advantage of this pleasant mode of travelling indicates that the photograph was not taken during a busy time of the day. (Page 26.)

ELECTRIC TRAMS AT SHEPHERD'S BUSH.

Unlike the horse-drawn tram, which did not become popular for many years, the electric at once jumped into favour. Most London trams, like the one in our illustration, are well filled with passengers, for they afford an exceedingly nice way of travelling, especially in fine weather. Unfortunately, the metropolis lags far behind other towns in the matter of tramways, but there is evidence that in the near future Londoners will have better opportunities to use this speedy method of locomotion. (Page 26.)

ON AN IRAWADI RIVER STEAMBOAT.

Rivers in Burmah are the chief, and were, in fact, until the British occupation, the only highways of that country. Our photograph was taken on a steamboat below Mandalay, and the Burmans with their fellow passengers—though rather crowded, perhaps, for comfort—appear to be thoroughly at home, presenting the appearance of a huge family. To judge from their attitudes and faces in the picture, one would imagine them to be a sad, if not indeed a melancholy race; but, on the contrary, they are very excitable and impulsive, full of fun and laughter. The Irawadi is navigable at all seasons by the river steamers, which, with their flats, carry about a thousand tons of cargo, and several hundreds of passengers, as far up as Bhama, seven hundred miles from the sea. (Page 27.)

CROSSING A SOUTH AFRICAN DRIFT.

Our photograph represents a scene familiar to every traveller in South Africa. One of the long, covered carts which convey the property of a family, and are the only means of conveyance in many districts, is being laboriously dragged by a long team of oxen through a ford or "drift" on the Eland river. These Cape waggons are sometimes longer and more imposing in their dimensions than the specimen shown in the picture, and the teams by which they are dragged are increased in measure corresponding to the burden. It is in such waggons that the Boer "treks" take place, and it is probable that this rough but roomy conveyance will hold its own upon the South African veldt for many a year, despite the advance of the railway and the gradual extension of properly metalled roads. (Page 28.)

WORK AND WORKERS IN THE KING'S EMPIRE.—I.

FIRE BRIGADE AT WORK.

One of the most fascinating sights to be seen in the streets of any town is the arduous work of the Fire Brigade. Not a moment is lost from the time of the call at the station to the arrival of the Brigade on the scene of action. Note the courage and skill of the men in making their way through and about burning buildings for the purpose of directing the stream of water from the hose, or for saving life and property. Who has not felt his pulse quicken and his heart throb as he watched a fireman quickly mount the fire escape and disappear into a burning room? Then the feeling of relief as the man appears at the window with a human being in his arms, whom he carefully passes to his waiting comrade outside. Surely there is no greater heroism than that of the Fire Brigade. (To face page 29)

A TRADES UNION CONGRESS AT HUDDERSFIELD.

The rise of the Trades Unions to their present position has been, like that of most British institutions, a matter of slow growth. Difficulties of all kinds had to be overcome: the opposition of the law, the hostility of large sections of the public, the want of proper discipline and moderation among the members—all combined to make the early years of the movement years of difficulty. But good sense and moderation, combined with steady courage and persistence, have overcome the difficulties.

The Trades Union Congress is composed of representatives of Trade Unions, either working at their trades or paid Union officials, and the Unions may send one delegate for every 2,000 members or fraction thereof. The Congress represents about 154 organisations, with about 1,400,000 members. (Page 29.)

AN EIGHT HOURS PROCESSION, MELBOURNE: LOOKING DOWN BOURKE STREET.

The movement in favour of an Eight Hours Day which has now taken so firm a hold upon the Australian colonies, was begun nearly forty years ago in Melbourne. Although no law limits the day of labour to eight hours, the decision of the Trades Hall, and the practically unanimous assent of all classes, have given to custom the full effect of statute law. The Eight Hours Day extends to all trades; and that the advantages conferred by the curtailment of long hours are appreciated is shown by the great annual processions which take place in the capitals. In Melbourne, of late, "Eight Hours Day" has been declared a Government holiday, and is made an occasion for general rejoicing. (Page 30.)

THE STEAM HAMMER AT WORK.

The Nasmyth steam hammer has become almost proverbial as an emblem of power capable of being exercised with the greatest nicety. We all know how the great mass of iron driven by the steam piston or the hydraulic press can be so manipulated as to crack a nut or to flatten with its crushing blow the heaviest steel forgings. Without its aid the immense masses of forged steel from which the screw shafts of our ships, the barrels of our cannon, and a hundred other essential parts of our modern structures are composed could not be made. We here see an immense steel shaft being manipulated under the forging press of the Atlas Steel and Iron Works, Sheffield. (Page 31.)

ICE-CUTTING NEAR MONTREAL.

Although the summer and autumn temperature of the greater part of the Canadian Dominion is mild and delightful, and although the principal products of the country are sun-ripened crops of wheat and fruit, the severity of the winter provides a second harvest—that of the frozen lake. Though the process of artificial ice-making has now attained the greatest perfection, the natural article, where it can be obtained easily and put on train or steamer without undue labour, is to be preferred to the artificial product. Here we see a party engaged in cutting ice in the environs of Montreal. The thickness of the slab just being placed upon the sledge gives an idea of the power of the frost. Already the open water space is all but recaptured by the ice. In the background is the great bridge conveying the trans-continental line of the Canadian Pacific Railway. (Page 32.)

THE GLOST KILN YARDS, BRITANNIA POTTERY, GLASGOW.

This picture represents a busy scene in a pottery; the commencement of the process of fusing the glaze on the ware. The men are about to place the ware into the seggars—the round and oval articles that are piled round the workers. After the seggars—which protect the surface of the ware from dust and scorching during the firing—are filled they are placed inside the kilns or ovens—the domed structures at the sides of the illustration. The entrances are then closed, and the kilns are under fire about twenty-four hours. They are then opened, the seggars removed, and the glazed ware taken out. For many years past Great Britain has supplied, not only her own demands for ware, but those of other nations. America and the Colonies, as well as many Continental markets, have readily purchased her clay products in every form. (Page 33)

A SPONGE YARD IN THE BAHAMAS.

The industries of the British Empire are, as we know, capable of supplying all the demands of the British breakfast table. We here see that they are capable of making a very valuable contribution to the equipment of the British toilet table, and to the due performance of that all-important rite known as the "tub." The principal industry of the beautiful little group of islands known as the Bahamas is that of sponge-fishing. It employs over five hundred vessels and from five to six thousand workmen. The sponges, visible deep down in the clear water, are torn from the rock by means of a hook attached to the end of a long pole. They are then buried in the sand to destroy the living organisms. We here see them being sorted and prepared for market at Nassau, the capital of the Bahamas group. (Page 34.)

MENDING OUR WAYS: A SCENE IN JAMAICA.

Probably the last idea which has entered the heads of the party of negroes and negresses here represented is that they form an exceedingly picturesque and interesting group. Yet such is undoubtedly the case; and could we add the magic colour to the view, the effect would be far more striking. We should then get the full value of the magnificent background of tropical foliage, animated by the bright colours which the negro loves, the whole glorified by the clear, brilliant sun of Jamaica. The Jamaica roads are famous for their excellence, and they form a welcome and easy communication between the scorching streets of Kingstown and the splendid uplands of the Blue Mountains. The men and women whom we see are all descendants of slaves, but are now free wage-earners under full protection of British law. (Page 35.)

"THE RIBS OF LEVIATHAN."

It may truly be said that in the art and practice of shipbuilding the United Kingdom still holds the pride of place, in spite of the fierce competition of foreign countries, and despite the lavish subsidies which are poured out by foreign Governments for the encouragement and support of shipbuilders on the Continent of Europe and in the United States. Here we see one of the giant Ocean Liners in course of construction in a Clyde shipbuilding yard. And as the United Kingdom leads the world in the matter of shipping, it may fairly be said that that the Clyde takes first place in the United Kingdom. The picture gives a marvellous idea of the scale on which our modern ships are built, and of the enormous strength and solidity of their steel hulls. (Page 36.)

AN ELEPHANT TANDEM, COLOMBO.

It would be hard to leave out of the category of workers in the King's Empire that most painstaking, intelligent, and powerful toiler, the Indian elephant. Thoroughly well acquainted with his business, apt to learn, docile, and obedient, he rarely, if ever, goes on strike, and may be trusted to do a good day's work for a good day's wage, which he expects to receive in the form of a liberal allowance of green food. We here see four of the giant elephants of Ceylon dragging the heavy timber logs through the forest. The hard woods of Ceylon are famous, and some of the finer specimens form most exquisite material for artistic cabinet-making. It is pleasant to note that the elephant, who without any love for war has been compelled to drag the 40-pounder guns, has here found a more congenial and peaceable occupation. (Page 37.)

"HARVEST HOME" ON THE DARLING DOWNS.

The operations of harvesting in Australia are conducted on a colossal scale. Steam-power has been universally introduced to cope with the problem presented by square miles of cornfields, and mountainous ricks. Not even the steam-engine, however, has been able to rob the harvest work of all its picturesque elements, and, as our illustration shows us, teams both of horses and oxen are still used to supplement the work of the locomotive and to supply the abundant sheaves to be dealt with by the threshing-machine attached to the stationary engine. Already Australia has taken its place among the great wheat-exporting countries of the world, although live-stock still holds the first position among its food-products. (Page 38.)

CYANIDE WORKS, JOHANNESBURG.

Our picture will convey an idea of the very large plant required in the extraction of gold after it leaves the mine. The rock is first crushed into powder by means of batteries, and then the powder is run over plates which retain most of the gold. But a considerable amount of gold still remains in the residue, and this is carried on into cyanide vats, which figure in the foreground of the photograph. In these the powder is treated with a cyanide solution, which precipitates most of the remaining gold retained by the powdered rock. The big hill seen at the back of the picture, is one of the tailings heaps, so characteristic of the Rand, the tailings being the powdered remains of the great gold reef from which it is impossible to get more gold. (Page 39.)

HOME INDUSTRY IN CYPRUS.

Peace and progress are without controversy among the greatest and most certain blessings which follow the hoisting of the British flag in any country. To the island of Cyprus the Union Jack has undoubtedly brought peace, and those who dwell under its protection have, happily, been spared the horrors which have befallen the neighbouring island of Crete. From our illustration, however, it would appear that progress has not yet made a very conspicuous inroad into the ancient habits of the Cypriots. The fact is scarcely to be regretted, for new methods would have deprived us of a glimpse of the primitive and interesting industry which is there being carried on. In the same room the native-grown silk is being spun by hand and the process of weaving the silk fabrics is being carried on, also by hand, by three good ladies, who are working at a loom. (Page 40.)

THE ERECTING SHOP, DAIMLER MOTOR WORKS, COVENTRY.

Few persons who see the motor-cars travelling swiftly over our public roads, fully realise the importance of the automobile industry. Though only a few years old, its growth has been abnormal, and many thousands of cars are manufactured annually in Great Britain, their value reaching millions of pounds. Our picture represents a shop in which between two and three hundred men are employed in putting together the various parts of the chassis; no less than twenty-four of these are here completed in a single week. The two men in the foreground are in the act of fitting a gear box to a powerful engine; immediately behind them two men are fitting tubular cross members to a large chassis. In other parts of the shop the process of erecting cars is in various stages, and the men are evidently working with an activity that denotes a busy time. (Page 41.)

A NATAL LAUNDRY.

The benefits of what we are pleased to call civilisation are not by any means always unalloyed. It is an open question whether the gift of clothes which the European invariably forces upon subject races who have hitherto luxuriated in the garb of Nature is appreciated by the recipients. But wherever clothes find their way the institution of the laundry in some form or another must

of necessity follow. It is not easy to imagine a laundry better furnished with that first requisite of the washerwoman's industry—an ample supply of fresh water—than that which is depicted above. Under white superintendence a large party of Natal natives are washing linen in the terraced pools of a small stream. The white garments of the workers prove that natives as well as white men must be large consumers of that useful commodity, soap. (Page 42.)

DRESSING RATTAN IN THE MALAY PENINSULA.

Here we see an important industry of our Eastern Empire—the preparation of canes (*Calamus rotang*). The rattan cane is a climbing plant averaging about two inches in diameter. Its uses are almost infinite; chairs, ropes, mats, hats, cables, walking sticks, and scores of other objects for use and ornament are manufactured from this useful plant. The canes are here undergoing the process of being sorted, straightened, stripped, and prepared for delivery. It would be hard to find a more picturesque little factory than this opening under the leaves of the great palm trees; and whatever His Majesty's Inspector might say with regard to the length of the hours worked, whatever view the Trades Unions might take of the wages paid, space and ventilation are without doubt amply provided. (Page 43.)

FISHING SMACKS IN THE CHANNEL.

Of all those "that go down to the sea in ships, that do business in great waters," none work harder or maintain a more determined strife with the elements than the fisherfolk. Wherever throughout the Empire the teeming waters of the sea touch the land, there we find a class of fishermen, adepts in the work of reaping the "harvest of the sea" under the special conditions of climate and circumstances in which they labour. The picture shows us a little fleet of English smacks bearing their crews out to sea as the evening falls. The brave fellows will labour all night, and for many nights. But few of those who get the advantage of their successful labours realise under what difficulties those labours have been performed, and that of the men who sail away in the evening there will often be "those who will never come back to the town." (Page 44.)

IN THE LAND OF THE GOLDEN FLEECE.

Since the first sheep was brought to Australia, in 1788, the growth of flocks in that country and New Zealand has been astounding. It is calculated that there are now from eighty to a hundred million sheep in Australia and New Zealand, and Australasian wool is the finest in the world. Despite competition, disease, and bad seasons, "wool" now constitutes the greatest part of the wealth of the colonies, and justifies the title which we have chosen for our illustration. The shearing is naturally the great event of the year on a sheep run. To shear a hundred thousand sheep is no small matter, but practice and organisation have made it a possible and even a rapid operation. The sheep are washed, dipped, scrubbed, and then passed under the hands of professional shearers, who shear from 108 to 150 a day. (Page 45.)

RICE-DRESSING IN THE STRAITS SETTLEMENTS.

This picture and, indeed, many others in the present Part, should serve to remind us that the tropical and sub-tropical parts of the Empire are, no less than the temperate portions, great manufacturing and producing countries. The production and preparation of the natural wealth of the tropics provide occupation for a population to be numbered by hundreds of millions, and a series of industries varied and specialised into the most minute subdivisions. Here we see a group of women engaged in treating rice. Picturesque as the process is, it is probably one of those destined to extinction before long, for the treatment of rice by machinery has made immense progress, and the "decorticator" and other mechanical appliances are fast destroying the need for the application of individual labour.

GOLD-WASHING, YALE, BRITISH COLUMBIA.

Since the great discoveries of gold in Australia in the second quarter of the last century, the production of gold in all parts of the world has been steadily increasing. India, South Africa, and now the great Province of British Columbia, have entered into active competition for the supply of the precious metal. Gold-mining in British Columbia is a recent and very rapidly growing industry, the metal being found in large and paying quantities. The use of water for the purpose of abstracting gold from its accompanying "detritus" is usually adopted where the supply is ample. The high specific gravity of gold (19·26) causes the metal to sink to the bottom of the "flume," or trough, while the lighter materials are carried off by the current. (Page 47.)

PRINTING IN THE CENTRAL HALL OF LA BELLE SAUVAGE.

Readers of THE KING'S EMPIRE will not, perhaps, object to an introduction to some of those who have been instrumental in producing that work for their use. But the great printing and publishing establishment of Messrs. Cassell and Company, in La Belle Sauvage Yard, on Ludgate Hill, London, has a fair claim, on its own merits, to a place among the representative centres of work in the Empire. The immense Hall, of which a corner is here shown, has an area of 15,776 feet, and is surrounded by five tiers of galleries looking down on the central space. In a single year many millions of volumes and parts are published with the imprint of "Cassell & Company, Limited." (Page 48.)

A PLUMBAGO MINE AT KURNEGALLE, CEYLON.

Plumbago, or graphite, commonly known as black lead, is a material required for many purposes; and, though it is found in several parts of the world, there is always a steady demand for the mineral. It is here being mined in the Dematagolla mine, at Kurnegalle, in Ceylon. It is exported to the United Kingdom principally for use in the manufacture of crucibles or melting pots, for which it is peculiarly suited owing to its incombustible quality. The primitive ladder, laden with its freight of native workers, presents a weird spectacle. Now that the deposits of plumbago in Cumberland have been practically worked out, it is fortunate that other parts of the Empire, notably Canada and Ceylon, are able to supply the public demand. (Page 49.)

SIFTING TEA IN ASSAM.

Of late years tea, which was formerly regarded as the product of China alone, has been cultivated with ever-increasing success in the Indian Empire and in Ceylon. The excellent quality of the Indian tea is too familiar to need description. Some of the finest growths are those from Assam, in the north east corner of the Peninsula, where British activity and intelligence have multiplied the tea gardens and improved the quality of the leaf and the processes by which it is manipulated. It is one of these many processes, that of sifting the tea prior to packing, that we see represented here. It must be understood, however, that the quality of the tea depends on other considerations than the mere size of the leaf. The first buds on the bush are those which are most prized, the later growths supplying a commoner quality. (Page 50.)

HOUSE BUILDING IN SOUTH AFRICA.

Even if the South African native cannot be said to be a finished architect, he has evidently advanced far beyond the point of the primitive savage in the method of house building. The edifice which we here see in course of construction is put together with method and neatness, and when the curved sticks are covered with a reed thatch or with large leaves, the interior will make a roomy and adequate shelter. Buildings of this class are, however, very inflammable, and a fire beginning well to windward of a town often has disastrous results. Luckily, the process of re-building is not a very tedious one with plenty of material at hand, and the design of the mansions is not sufficiently elaborate to call for the services of a highly skilled architect. The strength of the building is shown by the ease with which it bears the workman on the roof. (Page 51.)

WOMEN WORKERS IN A CYCLE FACTORY.

Few things are more creditable to British industry in general, and to the town of Coventry in particular, than the spirit and success with which a dying trade has been replaced by an active and vigorous one. Coventry was at one time the home of the silk manufacture in England, but various causes combined to ruin the silk industry. The watch trade then developed and decayed, and now the cycle trade has taken possession of the town of "the Three Spires," and has made Coventry and the surrounding districts the centre of the cycle manufacture of the whole world. Here we see a number of women workers using their deft fingers and their quick observation in one of the departments of the great establishment of the Coventry Machinists' Company. The delicacy and precision of cycle work requires perfect machinery and great accuracy in all stages. (Page 52.)

COAL MINERS AT MUARA, BRITISH NORTH BORNEO.

Although the supremacy of coal as a source of motive power through the medium of the steam engine is seriously threatened, this mineral still holds its pride of place, and its distribution largely governs the spread of industry. The power of running water and of the tide, applied to the development of electricity, will doubtless, in the long run, greatly diminish the value of coal. But that day has not yet arrived, and where coalbeds exist within the British Empire there shall we most certainly find a level-headed British manager with his British overseers effectively controlling and directing native labour, driving shafts, and winning coal. The British North Borneo Company have shown a wise enterprise in developing the Borneo coal. The labourers, as will be seen, are chiefly Chinese and Malays. (Page 53.)

DRYING COFFEE IN THE STRAITS SETTLEMENTS.

Coffee (*Coffea arabica*) is one of the most valuable of the tropical and sub-tropical products of the Empire, and is cultivated successfully both in the East and the West Indies. We here see a stage in the industry as it is carried on in the Straits Settlements. The berries, when ripe, are gathered, and the soft outer pulp removed by a machine called the "pulper." They are then steeped in water for twenty-four hours, and are next carefully dried, as shown in the picture, upon a concrete floor, known in the West Indies as the "barbecue." The washing removes the mucilaginous matter, and the parchment-like covering of the seed is then in turn removed by means of a mill and winnowing machine The berry is now ready for market, but requires to be roasted before use. (Page 54.)

HOW THE KING'S SUBJECTS WORSHIP.

FISHERMEN OF THE NORTH SEA FISHING FLEET ASSEMBLING FOR WORSHIP.

As the trawling ground of the North Sea is at such a distance from any English port, the trawlers are unable to bring their catches into harbour; hence they have been organised into fleets, and carriers convey the fish from the fleets to the markets. The fishermen are engaged for protracted cruises, some remaining at sea for six, eight, ten or even twelve weeks at a time. Our picture represents these harvesters of the sea on their way to attend divine worship on Sunday aboard the *Alpha*. Boats are bringing the members of the congregation from the distant trawlers, and as the fishermen arrive on board the steamer they are welcomed by the clergyman, who is ready to conduct the service. The fisheries of the North Sea are among the most important in the world, and give employment to thousands of persons. (To face page 55.)

THE READING OF THE LAW.

The service in the Jewish Synagogue represents one of the oldest, if not the oldest, forms of worship known to man. From the days of the Tabernacle of Moses down to the reign of Edward VII, the essential ceremonies of the Jewish ritual have been maintained. In the picture the arrangement of a modern synagogue is shown. The men are below the women in the galleries. The "praying scarf," or "talliss," is worn by members of the congregation, who are all covered. The central shrine contains the Holy Scrolls (the five Books of Moses). In front of the shrine burns a perpetual lamp. Above are inscribed the Ten Commandments in Hebrew. The officiating Rabbi stands in the centre; near him on the "almemor" stand two members of the congregation, who are called upon to fill this office in rotation. (Page 55.)

THE ENTHRONEMENT OF THE BISHOP OF WINCHESTER.

It is probably more than fifteen centuries since the first Christian church was built upon the site which is now occupied by the venerable Cathedral of Winchester; but the old Roman church was swept away by the Saxon invaders, and it was not till 635 that the first English church was built. In 980 a larger edifice, bearing a triple dedication to St. Peter, St. Paul, and the pious Saxon bishop, St. Swithin, was reared. It was in 1079, in the reign of William the Conqueror, that the present building was begun by Bishop Walkelyn. The picture shows the stately ceremony of the enthronement of the Bishop of Winchester in his Cathedral. (Page 56.)

MOSLEMS AT PRAYER IN DELHI.

When a large number of Moslems unite in performing their devotions, there are four positions which they copy. Before each worshipper a strip of cloth is spread; the faithful stand reverently with hands at rest, and repeat petitions from the Koran; at a certain portion they lean over with bent back till the passage is completed. Later, they kneel upon the cloth which has been put ready, placing their hands upon their knees, and resting upon their heels. This attitude, which is meant for meditation, continues a long time, and tends to relieve the physical and mental strain. Afterwards all the congregation bow their heads to the earth, in adoration of the supreme Deity. The majestic effect of this attitude is shown by the vast number of Moslems in our picture, who, outside India's greatest mosque at Delhi, during Durbar, are prostrating themselves towards Mecca. (Page 57.)

AN OUTDOOR SERVICE IN THE HEBRIDES.

We here see a representation of an open-air service of the Free Church of Scotland held at Stornoway, in the Hebrides. The occasion which has brought so large a congregation together is the administration of the Sacrament, which takes place twice a year. The communicants come from all the country round, and many of them from very long distances. A series of services, accompanied by sermons and instruction, is held, and lasts over four days. One day, known as "Question Day," is devoted to the discussion of passages in the Scriptures of which the interpretation or doctrinal significance requires explanation. The ceremony is a solemn one, and a full preparation is required from the communicants by the ministers and elders before they are allowed to receive the Sacrament. (Page 58.)

FETISH WORSHIPPERS.

Even the research of a hundred learned and energetic explorers has not yet revealed the full significance of the strange and terrible fetish worship of Africa. To what horrors that worship may lend itself, the grizzly tale told by those who entered the captured city of the King of Benin in February, 1897, bears witness. It is the members of one of these Benin tribes whom we here see worshipping the "Ju-Ju," or local fetish. It is strange that the kneeling attitude which we are accustomed to associate with Christian worship should be adopted. Possibly it has been learnt from Europeans in colonies which have long been planted upon the coast. It must not be supposed that all forms of fetish worship are accompanied by cruelty, but they are, without exception, the source of extraordinary superstitions. (Page 59.)

A SALVATION ARMY PROCESSION IN THE EAST END OF LONDON.

There is probably no part of the British Empire in which the great organisation founded by "General" Booth, and known as the Salvation Army, is unknown. A detachment of the Army is here shown in the streets of London. The "Hallelujah lads and lasses," preceded by a band playing the famous Salvation Army tunes, are passing down the Whitechapel Road, one of the principal thoroughfares of the East End. Conviction, earnestness, and self-sacrifice compel respect in every land peopled by men of English speech; and, despite what some may consider its extravagance and mistakes, the Salvation Army has undoubtedly deserved and won widespread sympathy. (Page 60.)

AN OPEN-AIR SERVICE, JOHANNESBURG.

In genial weather, and under otherwise favourable conditions, it is delightful to listen to a good outdoor service. Open-air preaching is the most primitive mode of proclaiming the Gospel, and many of the most memorable services ever held in connection with the Christian Church have taken place in the open. One of the great wants of the day is open-air preaching of the best kind, and it is one of the most useful services that can be rendered to the Church. In all large towns there is a number of persons who never enter a church or chapel, and it is to this class the open-air preacher appeals. The one in our picture is conducting a service in the Dutch language, in a far-off part of our Empire, but the listening assembly might in most respects pass as an English one. (Page 61.)

A CHRISTMAS MORNING SERVICE IN THE CITY TEMPLE, LONDON.

The City Temple, the oldest Congregational Church in the City of London, was founded, though not on the present site, by the Rev. Thomas Goodwin, D.D., President of Magdalen College, Oxford, and Chaplain to Oliver Cromwell. The Temple was built for the late Dr. Joseph Parker in 1874, by the congregation which used to meet in the old Poultry Chapel at the end of Cheapside; the total cost was no less than £70,000. The building is capable of accommodating 3,000 persons. The vast congregation, mostly composed of men, all eagerly waiting on the words of the preacher, presents a most impressive spectacle. (Page 62.)

THE FESTIVAL OF "MAHAMAKAM" IN SOUTHERN INDIA.

The town of Kombakonum, in the Madras Presidency, is one of the sacred cities of the Hindus. One of the tanks or reservoirs within its limits is reputed to acquire special sanctity every twelfth year, and its waters become powerful to cleanse the soul from sin and the body from infirmity. Hence it is that thousands of pilgrims visit the town to bathe in the tank and in the River Cauvery. It is on these occasions that the picturesque procession depicted takes place, and the shrines of the Hindu gods are borne through the narrow streets amid pomp and rejoicing. In a single year no less than 300,000 persons, fleeing from the fear of pestilence and famine, have bathed in the sacred tank. (Page 63.)

PILGRIMS AT GOUGANE BARRA, IRELAND.

The Holy Lake of Gougane Barra is a few miles from Glengariff, in county Cork. It is surrounded by a ring of mountains save on one side whence issues the River Lee. On an island in the centre of the lake are the ruins of the church or oratory dedicated to the famous Irish saint, Finbar. It was here, so the legend runs, that St. Finbar slew a formidable dragon, drowning it in the lake. To the island there still come hundreds of pilgrims, who reach the ruined oratory by a small causeway which connects it with the shore. The sanctity of the ruined chapel and the healing properties of the Holy Well combine to attract many to the neighbourhood, and it is no uncommon sight to witness devout groups of worshippers before the "Stations" and around the Cross as shown in the picture. (Page 64.)

MISSION WORK IN NATAL.

For many centuries—indeed, ever since the beginning of the Christian era—missionary work on the continent of Africa has been carried on by Christian teachers and preachers. Many good men have given their lives for the cause, but others have always been found ready to take their places and carry on the work. Here we see the simple service of a Protestant mission in Natal. The strange head rings of the men in the congregation proclaim them Zulus. The labourers in the field of Livingstone and Moffat have evidently succeeded in earning the respect, if they have not yet greatly moved the hearts, of their congregation. It is to be regretted that in Africa, perhaps, more closely than in any other part of the world, the white "spirit-seller" follows upon the track of the missionary, and shows how widely Christian practice may differ from Christian principle. (Page 65.)

FEEDING THE SACRED KITE AT TURNKALI.

To the Hindu every living thing is sacred, an object of protection and veneration. Here we see a priest, at Turnkali Koondrum, feeding one of the sacred kites—sacred not only as one of the animal creation, but as a special bird of the Sun. Like many other religious observances of Eastern origin, that which prescribes the

preservation and protection of the kite is in thorough accord with the conditions and requirements of daily life. The kite and the vulture are among the greatest scavengers of the East, and their preservation is of the utmost importance in a land where decay is rapid, and where sanitary regulations are to a large extent unknown. (Page 66.)

MALAYAN MOSLEMS AT PRAYER.

The territories of the Rajah of Johore are situated in the Malay Peninsula, and are under the protection of the British Crown. The scene here represented is the interior of the Mosque (Musjid) at Johore, where a number of Moslems sit at prayer, their faces all turned towards Mecca, the sacred city of their faith. Their shoes, the patterns of which indicate that they have been contributed equally by East and West, have been removed, in accordance with Mohammedan custom, on entering the Mosque. The custom is one of very ancient origin in the East, and we know of its existence as far back as the days of Moses. "Put off thy shoes from off thy feet, for the place whereon thou standest is holy ground" (Exodus iii. 5), was the command given to Moses from the "burning bush." (Page 67.)

A CHURCH PROCESSION IN THE BAHAMAS.

There is no part of the British Empire in which clergy of the Church of England do not conduct their ministrations. We see from the picture that they are firmly established in the little group of the Bahamas. The clergy, preceded by the choir of white-robed choristers, are passing in procession through Nassau, the capital of the colony. In the choir are to be seen many negroes, members of the Church, and doubtless also effective members of the choir, for the musical genius of the negro is great and genuine, as the plaintive and lovely plantation melodies of the Southern States of the Union bear testimony. The Bishop of Nassau presides over the Church in the Bahamas, and the Cathedral of Christ Church is situated in the town. (Page 68.)

SERVICE AT ST. GILES'S CHURCH, EDINBURGH.

The church of St. Giles's (the Latin *St. Egidius*) is said to have been founded in the twelfth century, and a portion of the present building actually dates from 1380. Much has been added and much, unhappily, destroyed since that date, but the church of St. Giles still remains one of the most ancient and most interesting memorials of the great city of Edinburgh. Within its walls is buried the Regent Murray. The pulpit from which John Knox thundered denunciations stood in the church, and is still preserved, and the stool which Jennie Geddes, in a fit of Puritanical zeal, is said to have flung at the head of the preacher whom she considered was given over to idolatry, is to be seen in the Antiquarian Museum. St. Giles's is the principal church of the Established (Presbyterian) Church of Scotland. (Page 69.)

"MINISTERING CHILDREN."

Here we see the representation of a unique religious service. The congregation is composed of the inmates of the great Bluecoat School at Liverpool, and the service is entirely conducted by the boys and girls themselves. The school was founded in 1708 by a worthy sea captain of the name of Bryan Blundell. It now contains 250 boys and 100 girls. When the children have entered the chapel they sit down, and a boy announces the hymn. The same boy reads prayers, an anthem is sung, an examination in the Catechism is conducted by a boy, a girl recites by heart a chapter from the New Testament, a boy recites one of the Psalms, a hymn is sung, and the service closes with prayer. There are few schools in England or in any other country better equipped, managed, and organised than the Liverpool Bluecoat School. (Page 70.)

FULFILLING THE COMMAND.

"Go ye out into the highways and hedges, and compel them to come in." Such was the command of the Teacher; and, happily, there are many good men and women throughout the Empire who devote their lives to a literal fulfilment of the command. The picture shows us a service held for waifs and strays in one of the poorest parts of London. It is not hard to see that among the congregation are many to whom misery and want have not always been familiar companions, nor can it be doubted that there are many to whom the opportunity of work vouchsafed at last will bring happier and more prosperous days; but to all of them this Christmas service, bringing its old message of rest to the weary, and hope for the hopeless, must come as a refreshment and a help. (Page 71.)

WORSHIP BY THE WAYSIDE; OR, SCENES IN INDIA.

It is no exaggeration to say that Indian life is impregnated with religion and religious ideas—that religion is there not merely an exercise to be carried out at regular intervals on certain days and on certain occasions, but is part of the daily and intimate life of the people. We here see some of its strange manifestations, and may note how large a part the serpent plays in the Hindu mythology. We see a snake-worshipper devoutly crouching before the little coil of venomous snakes in the sand-hills by the river; we see worshippers prostrated before the emblem of the double snakes and the cobra, which are intimately associated in their minds with the highest and omnipresent diety. The more deadly the snake the deeper the reverence. (Page 72.)

MOUNT CARMEL PROCESSION, ITALIAN CHURCH, HATTON GARDEN, LONDON.

Once a year—on the Sunday following July 16, which date is the feast of Our Lady of Mount Carmel—Italian London reveals her heart and her deep religious sentiment. A solemn procession on that day perambulates the Italian quarters; it is composed of young men and women of the congregation, the boys and girls of the schools, and some of the adults of the Italian people. In our picture are seen the white-robed little virgins whose wreaths and crowns are partly hidden by the long white veils which reach nearly to the ground. Carried in various parts of the procession, which generally numbers about two thousand persons, are statues of our Saviour, St. Peter, and the Virgin Mary, the rear portion being brought up by clergy, preceded by acolytes from the Italian Church Sanctuary. (Page 73)

OUTSIDE THE DUTCH CHURCH AT PAARL, CAPE COLONY.

The quiet and pretty scene here represented gives us a pleasant glimpse into life in Cape Colony. The Dutch farmers are steady adherents of their ancient branch of the Reformed Church, and, as the picture shows us, a goodly number of them have attended the service, leaving their light country carts tethered under the grateful shade of the avenue of trees which borders the churchyard. The town of Paarl itself lies on the railway between twenty and thirty miles to the north-east of Cape Town, and is the centre of a fertile district famous for its vineyards. The well-known Constantia vine is grown in the district of Paarl. (Page 74.)

A GIANT MONOLITH: THE SIVA BULL.

This wonderful monolithic statue stands on the hillside of Charmandi, Mysore, in Southern India. It represents the Nandi, or Bull sacred to Siva. The gigantic figure is carved out of the solid rock, and is the largest of many hundreds of the kind which are to be seen in the peninsula. It is approached by a flight of 660 stone steps, by which worshippers ascend. Two such worshippers are seen in prayer and adoration before the solemn and gigantic idol. This famous "Nandi" serves to give an idea of what must have been the appearance of the still more famous Egyptian Sphinx before that extraordinary monument of ancient Egyptian art became mutilated by the hand of Time, and half buried in the sands of the desert. As is well known, the bull is a sacred animal with the Hindus. (Page 75.)

THE BAPTISM OF A BELIEVER: A SCENE ON A YORKSHIRE HILLSIDE.

This rather strange scene represents a ceremony of the Baptist body, according to whose special tenets the rite of baptism can only be administered to persons who are "converted" and are believers in the doctrines of the Christian faith, and not to infants. In this instance the minister, with the person to be baptised, steps down into a little open-air baptistry, and each candidate in succession is fully immersed. The most inclement season of the year is no obstacle to the performance of this religious duty; and on a recent occasion it is recorded that five young men and one young woman were immersed in an outdoor baptistry in Yorkshire in the month of February, when much snow had to be cleared away in order to approach the water. (Page 76)

A BRAHMIN PERFORMING PUJAH.

Here we see one of the sacred Brahminical caste lying low in prostration before the object of his veneration in the performance of an act of worship to Siva, the deity to whom his life is dedicated. The little shrine which is placed before him encloses the sacred images. The brass pots, the censer, the vases which contain his offering of flowers, are all his own, and form the complete materials for his simple worship. The mark upon his forehead is the sign of dedication to the great god Siva. Around the neck of the devotee is a rosary, or string of beads, by the aid of which he keeps count of his prayers and prostrations. The scene depicted was photographed near Tanjore, in the Madras Presidency, and is typical of what may be witnessed in many parts of India. (Page 77.)

THE EAST TO THE WEST; OR, THE SACRED BOOK OF INDIA IN THE ISLAND OF TRINIDAD.

It is strange to think that the population of the most distant of the West Indian Islands, lying almost within sight of the South American Continent, should be almost entirely composed of men of Eastern origin. Three continents—Europe, Africa, and Asia—have each contributed their share: the white man who rules, from Europe, and the two dark races, the negro and the Hindu, from Africa and Asia respectively. Here we see a group of unmistakable Asiatics, natives of India, who sit round while a Sadhu (literally "a pure one") reads from the Ramayana, one of the two sacred epics of the Hindus. The mark on the forehead showing the dedication of the devotees to Siva may be noticed. The party is probably composed of low-caste Hindus employed in the plantations on the island. (Page 78)

AN OUTDOOR SERVICE IN WALES.

The life and teaching of John Calvin have left a deep impress upon the Protestant Church, and upon no branch of it is that impress more clearly marked than upon the Calvinistic branch of the Methodists in Wales, whose simple service under the open sky is here represented.

In the foreground is the rough shed from which the preacher addresses the people. On the right hand is a churchyard, evidently betokening the neighbourhood of a church belonging to an older communion than that of the Calvinistic Methodists. In the background are seen the hills of Cardiganshire. The whole scene recalls the days when such services were forbidden in the towns, and when the fields and mountain-sides were the only refuge of many sincere worshippers. (Page 79.)

A HINDU MARRIAGE CEREMONY.

Marriage ceremonies in every race have a peculiar interest. They are in nearly all cases survivals from the remote past, and our modern method of marriage at a Registry Office is, perhaps, the only exception to the general and well-established rule. The ceremonies which attend a Hindu marriage are certainly marked by no undue haste. The proceedings not infrequently last for several days, and are marked at various stages by peculiar rites and customs. We here see the bride and bridegroom in the presence of a party of friends and invited guests. It is evident that the marriage is taking place in a very wealthy family, and in the decorations of the hall in which the ceremony takes place there are indications of the inroads which an inferior Western art is making in a land that has long possessed a beautiful art of its own. (Page 80.)

THE SPORTS OF THE KING'S EMPIRE.

POLO IN SOUTH AFRICA.

Polo is of Oriental origin and of high antiquity, dating from a considerable time previous to the Christian era. It was first played by Europeans about the middle of the last century at Calcutta, whither it had been brought by military officers who had been stationed at Cachar, in Assam. Polo is essentially a military sport, and is very popular among English cavalry officers A learned German, writing of the Prussian army, expressed his opinion concerning the utility of the game as an exercise for soldiers, and wished that Prussian officers were as fond of it as the English. Our picture represents players riding after the ball, and the bunch of horsemen speaks of an interesting period in the game. Indeed, the great attraction of polo is to be found in the horsemanship which is required of the players and the quickness and the accuracy in hitting the ball. (To face page 81.)

LONDON ROWING CLUBS RACING ON THE THAMES.

Boat-racing may be said to be almost exclusively an Anglo-Saxon sport, and perhaps on no river has it been more popular than on the Thames. Our photograph represents a rowing contest between rival eights taking place near Hammersmith Bridge. It is evidently a close race, and that it is exciting great interest on board the steamer is shown by the fact that the passengers are crowding on the part of the boat commanding a view of the struggling crews Putney may be said to be the metropolis of boating men: on its embankment are boathouses belonging to world-renowned clubs. These are capable of producing crews and scullers of no mean prowess, quite fitted, indeed, to contend for victory in any regatta or water contest that river can provide. It is from two of these boathouses that the crews put off for the keenly contested 'Varsity Race. (Page 81.)

FOOTBALL: THE ASSOCIATION CHALLENGE CUP FINAL TIE.

Football is certainly one of the oldest of English games, though no one can accurately fix the date when it first came into vogue. Probably no game has ever been able to count upon so much popularity and so many opponents at one and the same time. Our picture represents the greatest day of all the football year—the one on which takes place, at the Crystal Palace, the final tie in the English Cup competition. For this event thousands of football enthusiasts travel in the early hours of the morning from various parts of the country, to stand later in the day with thousands of Londoners upon the slopes of the ground at Sydenham. The competing teams are constantly encouraged by the spectators, who shout themselves hoarse as with quickened pulses they watch the progress of the struggle. (Page 82)

LACROSSE IN VICTORIA, BRITISH COLUMBIA.

If cricket be the great game of England and Australia, and baseball of the United States, lacrosse is undoubtedly the indigenous product of Canada. The scale of our illustration does not permit us to note the peculiar form of the "crosse," or bat, with which the players are provided, and which is peculiar to the game. Enough, however, appears in the picture to convince us that a lacrosse match as played at Beacon Hill, Victoria, is an attractive and popular exhibition. Lacrosse, indeed, has crossed the Atlantic, and has begun to make its own way by its own merits even in a land where cricket and football have hitherto held undivided sway. Only those who have actually witnessed the sport can realise how much skill and activity are shown by the devotees of the game—a game which they claim to be superior to all others. (Page 83.)

"THE ROARING GAME"; OR, CURLING IN SCOTLAND.

Bowls upon the ice is a short and fairly correct description of the great game of Curling. It may be doubted whether the delicate manipulation of the "bowls," judging of force and distance, the proper application of "bias," are not surpassed in nicety by those who wield the great 50 lb. stones of the "curler." We here see the Club pond of the Waverley Curling Club, Edinburgh, which is the home and centre of the sport. The game excites equal enthusiasm among young and old, and has the great advantage of being well adapted for veterans. The excitement in a great match as the stone, amid loud cries of "soop it up," glides to its appointed place is wonderful. (Page 84.)

AUSTRALIAN ABORIGINALS SPEARING FISH.

That the heroes in our picture must have made some advance in the art of posing to the photographer when their exploits were thus registered on the camera, can hardly be doubted; but that the pose was only a momentary interlude in what is a *bonâ fide* Australian form of sport is equally certain. The spear on which the fish are transfixed in the clear water receives its impetus from the short stick known as a "womerah," which is clasped in the right hand, and which is capable of imparting great force to the missile. One of the natives, it will be seen, carries in his hand the heavy boomerang, which does not, perhaps, perform all the feats with which tradition credits it, but is an effective weapon in the hand of a skilful thrower. (Page 85.)

ENGLAND *v.* AUSTRALIA: A MATCH ON AUSTRALIAN GROUND.

It is no wonder that Australia should produce so many fine cricketers when we take into account the interest that is displayed in the game as evidenced by our illustration. The vast concourse of spectators which surrounds the beautiful oval ground of the Sydney Association may be compared with that which cheers every stroke at the Kennington Oval or at Lord's. We have here a representation of a "Test Match" played in Australia. It is fortunate that the issues of the many matches which have been played have been so varied, and that though the balance inclines on the side of the English cricketers, neither side has shown so great a preponderance as to deprive these contests of their sporting interest. (Page 86.)

"THE DERBY."

Wherever the English language is spoken the title given to this picture will convey a meaning and arouse an emotion. There may be—and, in fact, are—many opinions as to the precise value of horse racing as a popular pastime; and, indeed, it cannot be denied that that noble animal, the horse, seems to have an unfortunate gift of surrounding himself and his performances with a company which is not always desirable. But that horse racing as a sport is universally popular throughout the Empire, and that the racecourse is a genuine British institution, no one can doubt. We have here a representation of the scene at that most famous of all races, the Epsom Derby—the race in which the "blue ribbon" of the English Turf is still contended for, and which has been won by the highest in the land. (Page 87.)

SHOOTING BLACKBUCK: SOUTHERN INDIA.

A Frenchman has the credit for attributing to the English the phrase "What shall I do to-day? Let me go out and kill something." The sarcasm is not without its truth, and not without its reproach, for it is a fact that sport in the eyes of some persons seems to have degenerated into a mere matter of killing. But this certainly does not hold good of the true sportsman, who alone and on foot hunts big game in India or Africa. Skill, endurance, and generally a high degree of courage are required from the sportsman, and these qualities are often found combined in the big-game hunter. To-day as we see, it is the harmless blackbuck which has fallen to the rifle, to-morrow it may be the more formidable leopard, or the "king of the jungle," the Bengal tiger himself. (Page 88)

A BILLIARD MATCH.

That a game called billiards is of ancient origin there can be no doubt, but recent improvements have so changed its character that, practically speaking, it may be considered almost a recreation of modern date. Billiard matches, such as our picture represents, take place continually east and west, and north and south. At many of these contests fashionable and attentive crowds sit in spellbound silence while the great professionals show their extraordinary mastery of the cue by making marvellous breaks in matches of ten thousand up. Applause is frequently given at the proper time, but usually on those occasions the general atmosphere of the room is that of a scientific lecture with "smoking allowed." (Page 89.)

BOXING AT THE REGENT STREET POLYTECHNIC.

Wherever the English language is spoken the "noble art of self-defence" has its votaries. In the eighteenth century, and at the beginning of the nineteenth, prize-fighting shared with racing the public favour from royalty downwards, and the successful pugilist was a popular hero. In modern times the ring has fallen from its high estate, but fortunately, it has not carried with it in its fall the manly and useful sport of boxing. Our

illustration represents the boxing class at the Polytechnic Institute, Regent Street, London, where the art is systematically and scientifically taught by experienced professionals. Many distinguished devotees of the sport are gathered round the ring, and their eager faces show the interest they take in the contest. (Page 90.)

THE RACECOURSE, CALCUTTA.

Life in Calcutta is not altogether delightful for the Anglo-Indian, especially in the hot weather, but the greatest safeguard against the lassitude and discouragement produced by a trying climate and a low-lying situation is plenty of healthy recreation. The Englishman in India does his best to secure this desideratum, and the Calcutta races are as popular an institution in the capital of India as they are in any other capital in which the Anglo-Saxon is established. Racing after the English fashion is an exotic in India, as much so as the ships whose masts are seen lying in the Hooghly, but it is evidently not without interest for the native population. In this instance photography has preserved for us a faithful representation of the horses in movement, somewhat to the disadvantage of pictorial effect. (Page 91.)

POLO MATCH IN THE PHŒNIX PARK, DUBLIN.

In "The Arabian Nights" a story is told of a wise physician who restored health and happiness to an invalid and suffering prince by presenting him with a polo club, in the handle of which was supposed to reside a life-giving essence The prince played polo, he perspired, he got excited, and he was happy. Health returned, but the elixir which had restored it lay in no deeper magic than the air and exercise which the great Eastern game forced upon the sick man. Polo has come to us from the East, but, like many other Eastern gifts, it has dominated the West, and we see here the Persian pastime played by representatives of two of our cavalry regiments in the centre of Dublin's famous and beautiful Phœnix Park. (Page 92)

RACES AT CACOUNA, IN EAST CANADA.

In horse racing, as in some other things, "East is West and West is East," and the Anglo-Saxon across the Atlantic will have his steeplechase or his flat race with as much certainty, and will carry it out with as much energy, as if he had been born and bred within sight of Epsom Downs. "Where there's a will there's a way," and in this case it is apparent that in default of an orthodox racecourse, the public highway has been made to serve the turn. Under the shadow of the Canadian flag the Cacouna race-meeting is being conducted, not without the patronage of the fair sex, and with an attendance which in a country of great distances and, as yet, small population, is no doubt satisfactory. (Page 93.)

ICE-BOAT SAILING ON THE ST. LAWRENCE.

There are few finer sports in the world than that of sailing in an ice-boat, provided there be plenty of space and good solid frozen water under the keel, or, more correctly speaking, under the blades. The necessary conditions are to be found in perfection on the broad waters of the frozen St. Lawrence. The speed and handiness of the ice-boats are astonishing. Fifty and sixty miles an hour have been attained by them, and higher speeds are often spoken of. Strangely enough, the best point of sailing for the ice-boat is on a wind. Running, she never exceeds the speed of the wind that bears her, but reaching, or close hauled, her speed is absolutely marvellous. She is very quick in stays, and woe betide the yachtsman who does not hold on for all he is worth when the ship goes about. (Page 94.)

HIGHLAND GAMES.

Although the Highlanders have long ceased to be a race apart, and the wearing of the tartan and kilt is no longer a mark of the clansman, much of the old clan feeling exists, and the Highlander is still as proud of the stripe in his plaid and the name which he bears, as he was in the stirring days of the "'Forty-five." Happily, the rivalries of the present age end in peaceful contests, and, indeed, the "Southron," dressed in "the garb of old Gaul," contends, and not unfrequently with success, for the honours of the Highland festivals. Tossing the "caber," dancing the sword dance, and "putting" the stone, are favourite events in Highland sports. We here see a stalwart champion putting the stone at the Braemar Gathering, which is annually held in a spot which the proximity of the royal castle of Balmoral makes a fashionable resort. (Page 95.)

SPORTS IN INDIA AND AT HOME.

There is a brotherhood amongst sportsmen which must serve as an apology for introducing on the same page the varied subjects which want of space compels us here to combine. Two of our illustrations introduce us to one of the most exciting sports of the East, sports in which the courage and endurance of the greatest and wisest of Indian quadrupeds are pitted against the activity and strength of the fiercest animal in the peninsula. The Indian elephant in his wild state has often waged a doubtful conflict with the Bengal tiger; but with the white hunter on his back, he emerges an almost certain victor in the struggle. Turning from East to West, we have representations of two deservedly popular sports. Our first illustration shows us a party of the Manchester Harriers starting for a ten miles run across country. The second illustrates the graceful and remarkable art of pole-jumping. (Page 96.)

LAWN TENNIS CHAMPIONSHIP AT WIMBLEDON.

It is only of late years that lawn tennis has become a favourite game throughout this country. A special recommendation of lawn tennis is the fact that it can be played by ladies, who not infrequently hold their own against really excellent players belonging to the stronger sex. A contest for a championship is fairly certain to draw a great many ladies—such a gathering, for instance, as is shown in our picture. The interest felt by both players and spectators is kept up to the very last in lawn tennis matches, for the player who makes the worst possible start is never so far behind that he has not an excellent chance of catching up his opponent. There is no contest, perhaps, in which the quaint saying that a game is "never lost till it is won" appears to have so much truth in it as in lawn tennis. (To face page 97.)

WRESTLING AT GRASMERE SPORTS, WESTMORLAND.

"Of all the athletic amusements of the people, wrestling is beyond doubt the best," wrote Christopher North a century ago. But of recent years the sport has greatly declined in popularity, though that it is not defunct is proved by the fact that several thousands of persons assemble to watch the competitors at Grasmere. At these sports is held the best of the few survivors of the innumerable wrestling gatherings of about fifty or sixty years ago. In front of the grand stand, shown in our picture, step big men and little men, anything from ten to eighteen stone in weight, and pair after pair "tak' ho'd," from the man of five-and-forty years of age to the youngster of nineteen. The game undoubtedly teaches a man to keep on his feet, and skill and science have a big advantage over mere weight and strength. (Page 97.)

LADIES PLAYING HOCKEY: ENGLAND *v.* IRELAND.

Athleticism has made exceptional strides among women during the last few years, and a large girls' school has now little chance of success if hockey and other games have no place as a regular part of the school curriculum. During the last dozen years hockey has had great vogue among women, and in 1895 was formed the All England Women's Hockey Association, which has several affiliated branches. There are numerically more women's clubs than men's clubs. The Irish Ladies' Hockey Union is a year or two senior to her English sister, while both Wales and Scotland are now strongholds of organised ladies' hockey. Our pictures were taken at two interesting periods of the game; in the first the ball has been rolled in, and in the second England has scored a goal. (Page 98.)

RUGBY FOOTBALL: THE NEW ZEALAND TEAM IN GREAT BRITAIN.

Nothing is more likely to convince the people of this country that the Colonies have outgrown their nonage than the visit in 1905-6 of the New Zealand team of Rugby footballers to this country. In the thirty-two matches they played in the United Kingdom they were defeated once—and then only by the narrowest margin, towards the end of their season in this country. Our first picture represents a phase in the game on that memorable occasion, and the victory of the Welsh team at Cardiff will long be cherished, we may be sure, as a proud memory by the Welshmen. In the second picture the New Zealand team convert their first try in the match against Blackheath, which, though a leading club, went down easily before the visitors. (Page 99.)

CRICKET AT LORD'S: ENGLAND *v.* AUSTRALIA.

Who first taught cricket no man knows. England undoubtedly taught the noble game to Australia, and Australia, an apt and promising pupil, has on more than one occasion succeeded in teaching England how matches should be won. She has, in fact, done much for English cricket in a general way by teaching England that there is something more to live for in the cricket world than county or University matches. England's cricket had long been as unrivalled as her Navy, and it was not till 1878 that we first realised that the overthrow of our supremacy was possible. "King Willow," has many devoted subjects in all parts of the Empire, and the centre of his dominions is undoubtedly the home of the Marylebone Cricket Club, at Lord's Grounds. On the day our photograph was taken 30,000 persons were present. (Pages 100 and 101.)

SKATING AT THE CRYSTAL PALACE.

Although the severely cold weather that used to mark the winter months in England thirty or forty years ago is nowadays rare, one has occasional opportunities for skating. "Jack Frost" seldom pays such a lengthy visit as to convert our rivers into beds of ice, but the more placid ponds readily own his sway. Such a pond is represented in our picture, and skating is in full swing. (Page 102)

SKATING RACES ON LINGAY FEN, CAMBRIDGESHIRE.

The part of England where the sport of racing—or "running," as it is more frequently called by those who are proficient at it—is best known is the Fen Country of the eastern counties, and it is hither that the most successful "runners" go when a severe frost has set in. Our picture represents the start of a race on Lingay Fen, where are held some of the skating championships. (Page 102.)

MOTOR RACING AT BEXHILL.

Motor racing on ordinary roads is almost universally condemned, and very properly, but there is not the least doubt that it is to racing that the automobile owes its great advancement. It was the result of the Paris-Bordeaux Race in 1895 that tended to centre the attention of thinking men in this country upon the new, or rather revived, form of locomotion. But it was not until some years later that competitions took place in the United Kingdom, the most important being the race for the Gordon-Bennett Cup, in Ireland. Although the races at Bexhill are not, perhaps, as well known as some other events, it is scarcely possible to conceive a closer contest than the one in our picture; the two racing cars are level, and it is evident that the spectators are watching with straining eyes their progress to the finish. (Page 103.)

"GLORIOUS GOODWOOD."

Of all the many racecourses in the United Kingdom none, not even "Royal Ascot," is more beautiful than that which lies in the Duke of Richmond's famous park of Goodwood. Surrounded by deep beech woods, and overlooked by the slopes of the Trundle Hill, which rises above it, and supplies a splendid amphitheatre for the spectators, Goodwood has a charm which the bare upland of Epsom cannot rival We here see that favoured enclosure, the Paddock. Among the fashionable crowd the eye of a loyal subject may detect the figure of the King, a faithful patron of the sport, and those learned in the *personnel* of the racing world will recognise many another well-known figure whose name appears in the *Racing Calendar* and in the lists of the Jockey Club. (Page 104.)

CYCLE RACING AT CRYSTAL PALACE.

This striking photograph was taken just previous to the start for the 100 kilometre Amateur Championship of the World. It is easy to see that each rider is more intent on his personal appearance in the picture than on getting a good start. He knows that the crack of the pistol, so ostentatiously held aloft by the starter, will not be heard until the photographer has finished his work. The only rider who seems eager to start is the one nearest the rails: he is evidently oblivious of everything but the coming race. It is difficult to realise, with this photograph before us, that cycle racing has fallen on evil days, and that large gates are things of the past. But it is not every year that competitions for the world's championship take place in this country. (Page 105)

GOLF.

No heading other than the single word "Golf" is necessary to secure the attention of the readers of THE KING'S EMPIRE to this picture; for golf has not only come to stay, but it has extended its conquests from England, which first succumbed to the Scottish invader, to every part of the world where English-speaking men and women gather together. It is well known that every golf club has the best links in the world, and Portrush, in County Antrim, is no exception to the general rule. Indeed, the circumstance that many golfers assign to the Portrush links a place second only to their own, seems a fairly strong testimony to the extraordinary excellence of the Portrush sandhills. In our picture we see two ladies "putting" on one of the well-kept greens, and the large attendance of spectators tells us that an important match is being decided, and that a very distinguished and capable player is handling the club. (Page 106.)

SALMON FISHING ON THE BLACKWATER, ROSS-SHIRE, SCOTLAND.

Few living creatures, including man, have received so much attention from the Legislatures of England and Scotland as *Salmo salar*, the noble fish of which we here see a fine specimen being landed. His requirements have been attended to, his peculiarities have been noted, and his slightest prejudices humoured. Nor have these attentions been without success. He still frequents in large numbers the beautiful streams of Scotland, and still affords a healthy and exciting form of sport to those who are fortunate enough to possess the privilege of "casting a fly" in the well-preserved waters. Every sportsman knows well that his own sport is productive of more sublime emotions than any other; but there is a fervour and sincerity about the declaration of the salmon fisher that tempts the outsider to believe that in this manly sport, an absolutely unrivalled pastime has been discovered. (Page 107.)

"WE'LL ALL GO OUT HUNTING TO-DAY."

Of all the famous packs of foxhounds in the United Kingdom, and there are many, none is more justly renowned than that of the famous Quorn Hunt, whose meet under the Leicestershire oaks we here see represented. The scarlet liveries, with their light blue facings, are worn by some of the best cross-country riders in the world, and the Midland country is stiff enough to test the horsemanship of any man who rides to hounds. There are many packs throughout the Empire, and it is not always "Reynard" who is the object of the chase; but though harriers, stag hounds, otter hounds, and all the varieties which the peculiarities of sport in distant lands have developed, are worthy to be sung and illustrated, there is still truth in the old song:—

"Stags in the forest lie, hares in the valley-o!
Web-footed otters are spread in the lochs:
Beasts of the chase that are not worth a Tally-ho,
All are surpassed by the gorse-covered fox."

(Page 108.)

THE GOVERNMENT OF THE KING'S EMPIRE.

THE HOUSES OF PARLIAMENT, WESTMINSTER.

This beautiful view shows the river frontage of the Parliament Houses at Westminster—the home of the greatest Representative Assembly in the world, the "Mother of Parliaments," from which have sprung the great Legislative Assemblies that rule the self-governing Colonies of the British Empire. In the foreground lies Westminster Bridge, on the left is seen the tall square mass of the Victoria Tower, on the summit of which flies the Union Jack, properly placed in the centre of empire. On the right rises the graceful shaft of the Clock Tower. The left-hand portion of the building is devoted to the House of Lords, the right-hand portion to the Commons. The present Houses of Parliament were begun in 1840, from the designs of Sir Charles Barry, and have cost about £3,000,000. (Page 109.)

A POLLING STATION IN GLASGOW.

This scene represents the interior of a Polling Station during a Parliamentary election for one of the divisions of the City of Glasgow. The voter is entering the small cell in which he puts his cross to the ballot paper which he will then consign to the ballot box standing on a stool under the eye of the presiding clerk. A policeman represents the majesty of the law. (Page 110.)

PORTSMOUTH ELECTION: SAILORS RECORDING THEIR VOTES.

Our sailors, who guard the interests of the British Empire on the sea, are seen in this picture shaping its destinies on land by means of the ballot box. We may be sure that they realise their responsibilities as they drop their voting papers into the ballot box. By reason of their calling, sailors have not as many opportunities to vote as most other electors, hence, perhaps, the solemn air with which the two sailors in our photograph record their votes. (Page 110.)

THE KING ON HIS WAY TO OPEN PARLIAMENT.

A large crowd is certain to assemble in order to view the Sovereign on his way to open Parliament. Our picture shows the King riding in the State Coach built for George III. It was designed by Sir William Chambers, and cost more than £7,000 to construct. Some of the panels bear the collar of the Garter, with the figure of St. George and the Dragon, while others are adorned with mythological subjects painted by Cipriani. On the highest part of the roof are the gilt crown and sceptre. The coach is drawn by eight cream-coloured stallions in caparisons of crested gold; each one being led by a splendidly dressed attendant. Behind is seen an escort of Life Guards, with a party of the quaintly dressed Yeomen of the Guard. (Page 111.)

THE DECLARATION OF THE POLL.

The votes have been given and counted, the fateful moment has arrived, and the presiding officer, standing in the balcony, is about to declare the numbers of the poll, and to announce that the successful candidate has been duly returned, "to serve in this present Parliament." The scene is laid in one of the Southern Counties of England, and the election, of which this is the crowning episode, is in a comparatively scattered country district. The introduction of voting by ballot, and the abolition of the ancient hustings on which the rival candidates met in presence of an excited crowd of their respective supporters, have done much to diminish the disorder by which elections in the United Kingdom were at one time distinguished; but the declaration of the poll is still a moment of thrilling excitement, fraught with the glorious interest of uncertainty. (Page 112.)

CENTRAL HALL OF THE HOUSES OF PARLIAMENT, WESTMINSTER.

This fine octagonal chamber forms the central point of Sir Charles Barry's great architectural design. It is entered by the door on the left of the picture from St. Stephen's Hall, which stands on the site of the ancient Chapel of St. Stephen, burnt down in the fire of 1834. In the centre of the picture is the corridor which leads to the inner Lobby of the House of Commons, to which only members of Parliament and certain privileged persons, bearing the Speaker's permission, are admitted. A corresponding corridor on the other side of the Hall leads to the House of Lords. Statues of Earl Granville, the Earl of Iddesleigh (Sir Stafford Northcote), and Earl Russell have been placed in the Hall; the two former are shown in the picture. (Page 113.)

GOVERNMENT HOUSE, CALCUTTA.

Our illustration shows us a general view of Government House, Calcutta, taken from the Ochterlony Monument. The building, which was erected at the close of the eighteenth century, was modelled on an English original, and was copied with more or less exactness from Kedleston Hall, in Derbyshire. Though the structure is stately and commodious, it is doubtful if it would have satisfied either the taste or the ambition of a native ruler had he found himself in a position greater

than that of the Moguls, a monarch in the capital city of India, and ruler of the Peninsula from beyond the Himalayas to Cape Cormorin. The lofty building on the left is the Law Courts. (Page 114.)

THE THRONE ROOM, GOVERNMENT HOUSE, CALCUTTA

Few sovereigns bear as much responsibility or exercise as much power as the representative of the King in our Indian Empire. In a land where personal rule is the only form of government which is understood, it is inevitable and, indeed, it is fitting, that the ruler should be surrounded by state adequate to his position and function. The Viceroy of India is frequently called upon to represent the Sovereign in personal acts, and the throne, as a symbol of royal rule, is therefore installed in the Viceregal Palace. This room is one of the most interesting in Government House, and presents a particularly striking scene on occasions of royal ceremony. (Page 115.)

ANNEXATION OF THE TERRITORY OF THE KING OF ADO.

Here we see the British Empire in the actual process of extension. Captain G. C. Denton is taking over from his Majesty the King of Ado the sovereignty of his dominion, which henceforward will be administered, greatly to its advantage, under the British flag The King may be observed in the regalia suitable for so important an occasion, and overshadowed by the Umbrella of State. Captain Denton and his staff, including a naval and a military officer, are in costumes not usually associated with the splendours of a court, but none the less serviceable on that account. The men of Ado, who occupy the foreground, have clearly learnt to understand the nature of a photographic camera, and have evidently just received from the operator the familiar instruction to "look pleasant." (Page 116.)

THE LEGISLATIVE COUNCIL OF NEW SOUTH WALES IN SESSION.

Here we have a most interesting representation of the Legislative Council, or Upper House of the Parliament, of New South Wales The Council must consist of not less than twenty-one members, who are appointed for life by the Crown. The Council at the present time consists of sixty-one members. It is remarkable that in every British State a "Second Chamber" has been established, and has maintained its position with the general assent of all persons concerned. Many well-known members will be recognised by those acquainted with Sydney life. The officers present, including the "Clerk of Parliaments" and the Usher of the Black Rod, recall the ancient traditions of our own House of Lords. (Page 117.)

NEW PARLIAMENT BUILDINGS, VICTORIA, BRITISH COLUMBIA.

Among the active and vigorous Provinces of the Canadian Dominion, British Columbia, though one of the youngest, is by no means the least conspicuous for its energy, and its rapid though solid development. An evidence of the scale on which public undertakings are executed in this province is afforded by the handsome pile of buildings in which the Provincial Parliament conducts its business in its capital of Victoria, and of which a representation is here given. British Columbia has many advantages. Its climate is temperate, and free from the extremes of Eastern Canada; its population is almost entirely Anglo-Saxon; its mineral wealth is great; there is a large reserve of timber on the coast; and the fishing industry is important, giving employment to about 17,000 persons. (Page 118.)

HOISTING THE BRITISH FLAG AT PORT MORESBY, NEW GUINEA.

No act more symbolic of the extension of empire can be named than the formal hoisting of the National Flag for the purpose of assuming sovereignty over a new territory. It is this act of government that is here portrayed. In one respect New Guinea has a special interest, inasmuch as when it was first taken over, the three Australian Colonies of Queensland, New South Wales, and Victoria gave a practical proof of their interest in it by contributing jointly a sum of £15,000 to the cost of its administration. In 1900 the Government of the Australian Commonwealth undertook the administration. The picture represents a small body of Bluejackets and Marines about to fire a *feu de joie* in honour of the flag, an act that is sure to elicit the admiration of the scantily attired natives in the foreground. (Page 119.)

THE COUNCIL HALL IN THE GOVERNOR'S PALACE, VALETTA, MALTA.

The stately hall in which the Council of the Governor of Malta meets bears evidence that it was constructed and decorated in days before its present Northern occupants won it by the sword. Forming part of the old Palace of the famous Knights Hospitallers, or the Knights of St. John, the Hall still bears traces of the splendour in which its former owners lived, and the rich Brussels tapestries which hang on the walls show in more than one place the arms of Governors who knew neither the fame nor the name of the Empire of Britain. The island of Malta, which was captured by the British in 1800, is first and foremost a great Mediterranean fortress. At the same time the religion, laws and customs of the Maltese are respected. Natives of Malta sit on the Council, and Maltese troops help in the defence of the island. (Page 120.)

THE SPEAKER OF THE HOUSE OF COMMONS.

The chief officer of the House of Commons is the Speaker, who is elected by the members of the House from among themselves, subject to the approval of the Crown. He acts as chairman, except when the House is in Committee, and among other duties he regulates and controls the debates, keeps order, puts questions to the vote; in fact, his position is one of great importance and dignity. Our picture represents him sitting in his chair, which is at the north end of the House. In front of it is a table for the Clerks and for the Chairman of Committees, who presides when the House is in Committee; on the south end of the table lies the mace, signifying that the Chamber is fully constituted. The front bench on the right of the Speaker is occupied by Ministers. Above the Speaker's Chair is the Gallery for Reporters. (To face page 121.)

THE DEPARTING VICEROY OF INDIA.

Here we have depicted the arrival of Lord Curzon at Bombay, on his way home after his resignation of the Viceroyalty in 1905. Our picture, besides conveying a good idea of Indian architecture, shows the crowds which lined the streets to obtain a glimpse of the Viceroy, who had done so much to alleviate the evil effects of the worst Indian famine on record. No Governor General has ever set a greater example of self-devotion, and his term of office was a period of reform and reconstruction; everywhere, and in all things, he was the strong and even-handed ruler. One of the most interesting events in India during the Viceroyalty of Lord Curzon was the great Imperial Durbar held at Delhi, in 1903, to celebrate the coronation of the first British Emperor of India. (Page 121.)

THE DOMINION PARLIAMENT HOUSE, OTTAWA.

This stately pile of buildings, standing on the banks of the Ottawa River, furnishes a fitting emblem of the great Canadian Dominion. Within its walls meet the Senate and the House of Commons of Canada. In its two Chambers are heard the representatives of every Province, from the Atlantic to the Pacific. Standing, as befits the Parliament House of Canada, upon the banks of a great river, it strikes the imagination by its fine proportions and the grouping of its well-designed towers and wings. It has fallen to the Parliament of the Dominion of Canada to carry on the traditions of British Parliamentary life upon the American continent. There is ample proof that in each succeeding year the Dominion fills a higher and yet higher place among the nations of the world, and the Parliament of the Dominion is showing itself worthy of the great responsibility incumbent on it and the great future which is in store for it. (Page 122.)

THE CANADIAN HOUSE OF COMMONS IN SESSION.

Next to the Imperial Parliament at Westminster, the Dominion Parliament at Ottawa is undoubtedly the most dignified and important Legislative Assembly in the British Empire. We have here a representation of the Canadian House of Commons in Session. In the position of the Speaker, in the procedure in debate, and in the arrangement of parties on the two sides of the House, British precedents are closely followed. The arrangement of seats in an assembly may seem a matter of slight importance, but there can be no doubt that the sharp distinction into two sides has gone far to prevent the creation of the many small parties which almost inevitably spring up in a semi-circular Chamber where the extreme right, the right, the right centre, the left centre, and so on, are all recognisable divisions. (Page 123.)

PARLIAMENT HOUSE, CAPE TOWN.

It has been said that the Cape of Good Hope is the most important strategic point in the world. If that be so—and there is much reason for the statement—it is of vital consequence that the Power which controls Cape Colony should be wisely and effectively directed. Special interest, therefore, attaches to the building in which the deliberations of the Cape Parliament are held. The history of the Colony may be read large in the constitution and proceedings of both Houses. English and Dutch are in equal measure the languages of debate. Difference and toleration, combined with the free exercise of free speech—these are the characteristics which everywhere distinguish British rule; but above all differences there is one bond of union, loyalty to a common Sovereign. (Page 124.)

THE LEGISLATIVE ASSEMBLY OF CAPE COLONY IN SESSION.

This picture represents a sitting of the House of Assembly at Cape Town The Speaker in his full-bottomed wig, the Clerks at the table, and the mace lying in front of them, all combine to tell their story of the British origin of this important Assembly. The Royal Arms over the Speaker's Chair are emblems of the connection which the golden link of the Crown establishes between all parts of the British Empire. Members of the British House of Commons may well envy the comfortable seats, some of which are empty, and convenient desks with which the members of the Cape Parliament are provided, and which contrast with the limited accommodation and inconvenient appliances of the Parliament at Westminster. It will be noticed that the gallery over the Speaker's Chair has but one occupant, a fact which points to an uninteresting debate. (Page 125.)

GOVERNMENT HOUSE, CAPE TOWN.

It will be seen in our picture that Government House, Cape Town, is situated amidst very pleasant surroundings. It is a heavy, irregular structure, of no architectural pretensions, and was commenced more than a century and a half ago. Since that time there have been additions to the building, and extensive alterations have been carried out as necessity or fancy dictated. The House is on the left of the beautiful Government gardens, which serve the purposes of a public park and form one of the features of Cape Town. There is a splendid oak avenue extending for three-quarters of a mile through the gardens. The occupant of Government House is a constitutional ruler acting, in all matters relating to Cape Colony exclusively, in strict accordance with the advice tendered to him by the Ministry representing the majority in the Cape Parliament. (Page 126)

RECEPTION OF THE GOVERNOR OF BOMBAY AT ADEN.

Aden, the rocky fortress which guards the southern entrance to the Red Sea, is under the control of the Government of Bombay, whence the troops which form its garrison are drawn. The fortress itself is under the immediate government of a Resident, who acts as military and civil governor. We here see the reception of the Governor of Bombay by the garrison The value of Aden, with the neighbouring island of Perim, as a naval station is very great; and of recent years the fortifications which overlook the anchorage and protect the coaling station have been greatly strengthened. It is at Aden that the traveller leaving Europe eastward bound first finds himself in presence of the administration of our great Indian Empire, of which the rocky fortress is the forepost and sentinel (Page 127.)

MEETING OF THE AUSTRALIAN FEDERAL CONVENTION AT ADELAIDE.

We have here a representation of the meeting in Adelaide of that important assembly, the Australian Federal Council, a body of high dignity. A new epoch in the history of Australia may be said to have been marked by the practically unanimous vote recorded by this important Assembly, after much deliberation, to accept the principle of a Federal Union between the Colonies, subject to the terms of a Constitution regulating the occasions upon which the Federal Authority should be invoked, and limiting the subjects to which it should extend. The union of the provinces of the Canadian Dominion has greatly enhanced the dignity and increased the strength of Canada, and it is very certain that the Federation of the Australian Colonies will in a similar manner benefit Australia. (Page 128.)

OPENING OF THE FIRST COMMONWEALTH PARLIAMENT OF AUSTRALIA.

Our picture represents the scene in the Exhibition Building, Melbourne, in May, 1901. The vast cruciform structure, capable of holding about 15,000 persons, was crammed on that occasion from floor to ceiling. On the front portion of the Royal Dais stood the Duke and Duchess of Cornwall (now better known as the Prince and Princess of Wales) and Lord Hopetoun. In opening the Parliament the British procedure was followed; Black Rod summoned the members of the House of Representatives to hear the Commission read, after which the Duke of Cornwall declared the Parliament open. A table was fitted with an electric transmitter, and on a touch of a button the opening of the First Federal Parliament of Australia was flashed to the farthest ends of the Commonwealth. (Page 129.)

INAUGURATION OF THE AUSTRALIAN COMMONWEALTH.

Australia is not likely to forget the pageant and splendour of the ceremonies on the occasion of the swearing in of the first Governor General of Australia. The event took place in the Centennial Park, Sydney, and our picture shows the beauty of the park and the immense crowd of persons present, but it fails, as all photographs do, to depict the variety of colour. (Page 130)

OPENING OF THE TRANSVAAL LEGISLATIVE COUNCIL AT PRETORIA.

It will be noticed in this picture, which represents the opening of the Public Session of the enlarged Legislative Council, that on this occasion a fair proportion of ladies sat in the body of the House. The first meeting of this Council took place on May 20, 1903, when the Lieutenant Governor read an inaugural address. This event may be said to mark an epoch in the development of the colony's political system. (Page 130.)

THE STATES OF GUERNSEY IN SESSION.

Here we see one of the most ancient Legislative bodies in the British Empire. Guernsey and the other islands forming the group known as the Channel Islands are the sole remaining portions of the ancient Duchy of Normandy which are still under the dominion of the Sovereign of England. It would perhaps be more correct to say that England is still subject to the Channel Islands, for it was William the Conqueror, Duke of Normandy, who added England to his dominions eight centuries ago. No population in the Empire is more loyal to the British Crown; and the gallant defence of St. Heliers, in the neighbouring island of Jersey, against the French in 1781, is justly cherished as amongst the most precious memories of the islands. (Page 131.)

ENTRY OF THE LORD LIEUTENANT INTO DUBLIN.

This picture represents the state entry of his Excellency the Lord Lieutenant and Governor General of Ireland into Dublin. The Lord Lieutenant, in civil costume, wearing the Stars of the Orders of the Garter and of St. Patrick, forms the centre of the brilliant military staff which occupies the middle of the picture. On the left are the gardens of famous Trinity College, and on either side may be seen troops presenting arms to the representative of the King. Dublin is a city of contrasts, and though some of its streets are narrow and unattractive, it possesses some of the most beautiful thoroughfares and most excellent examples of architecture to be found in the United Kingdom. (Page 132.)

RECEPTION OF THE GOVERNOR OF QUEENSLAND AT BRISBANE.

So firm a grasp has the Anglo-Saxon race laid upon the great island of Australia that we are too prone to forget that the native Australian still exists in the country of his birth. The strange scene depicted in this picture furnishes us with an unanswerable proof of the fact that he still exists, and in his mild way prospers under the bustling rule of the white invaders. Here we see the Governor welcomed to the Colony, and in the procession which accompanies his Excellency is a group of aboriginal Australians, forming a quaint contrast with the trim, civilised aspect of the troopers of the Guard, and with the gaily dressed crowd who have assembled to welcome the representative of the King. (Page 133.)

GOVERNMENT HOUSE, OTTAWA.

The King's Viceroy in the Dominion, the Governor General of Canada, exercises executive authority over a larger area than the President of the United States. It cannot be said, therefore, that so high an official is extravagantly housed in the plain and unpretending building of which a representation is here given. We see Government House in the grip of the keen Canadian winter; and though it must never be forgotten that the Canadian summer is a delightful season, and that Canada is one of the great fruit lands of the earth, there is a certain fitness in this representation of a winter scene, for it is to the hardness and endurance which their climate produces that the Canadians owe many of the qualities which have made them so successful. (Page 134.)

UNVEILING THE OUTRAM STATUE AT CALCUTTA.

Here is depicted the impressive ceremony of unveiling the statue to Sir James Outram, the hero of Lucknow—Outram, the Bayard of India, as his friends loved to call this chivalrous and daring soldier—who well earned the gratitude of the Government of India. The spirited equestrian statue, which the Viceroy is unveiling in official pomp, stands on the Maidan—a great open space at Calcutta. In the foreground are the long lines of the British and native troops, the pennons of the Lancers adding brightness to the ceremony. The name of the Commander-in-Chief of the troops present, that of Lord Napier of Magdala, recalls a warrior family to whom India—and, indeed, every part of the Empire—owes a debt of gratitude for heroic service. (Page 135)

MEETING OF THE TYNWALD COURT, ISLE OF MAN.

Here we have a view of the Legislature of the Isle of Man in session at Douglas. The ancient Assembly, which claims a record and continuity of more than a thousand years, is composed of the Lieutenant Governor and the following eight officials—the Bishop, Attorney General, Clerk of the Rolls, First Deemster, Second Deemster, Receiver General, Vicar General, and Diocesan Registrar, who, acting with the Governor, form the Council, or Upper House; and of twenty-four elective members, who form the Lower House, or House of Keys. When united these two Houses form the Tynwald Court, and Acts passed by this Assembly, after receiving the assent of the King in Council, become law on being publicly promulgated from Tynwald Hill. (Page 136.)

PROCLAMATION OF THE LAWS OF MAN.

Famous Tynwald Hill, from which the laws of the Isle of Man are annually proclaimed in Manx and in English, is situated nine miles from Douglas, and is supposed to be in the very centre of the island. The hill itself is made by the hand of man, and is said to be composed of earth brought from each of the twenty-four parishes of the island. On July 5th, the eve of old Midsummer Day, the quaint and ancient ceremony of proclaiming the laws takes place. It is not till the Acts of Tynwald have been proclaimed from the Tynwald Hill that they become law. The name "Tynwald" means the "Field of the Popular Assembly." (Page 137.)

THE VICEREGAL PALACE, SIMLA.

Simla, the lovely mountain sanatorium lying on the outskirts of the Himalayas, about 170 miles north of Delhi, has now become the official seat of the Governor General of India during the hot weather. The new Viceregal Palace which is here represented was completed during the Viceroyalty of Lord Dufferin. It is spacious and well adapted to its purpose, but can hardly be regarded as a valuable contribution to the architectural treasures of India. The balls and gaieties of the Simla season are famous, and the delightful climate and picturesque country lend themselves to enjoyment. But life at Simla is not all amusement, for the staff of the Government of India carries on its work, in its mountain retreat, with increased vigour. (Page 138.)

THE OLD COUNCIL ROOM AT THE TREASURY.

This handsome room has an interesting history. In 1697 the old Treasury Office was burnt down, and in the same year the Council transferred its sittings to Henry VIII.'s Cock-pit, a building on the west side of Whitehall, and many Treasury letters were dated from "The Cock-pit." The present Treasury Offices were built on the site of the Cock-pit in 1733, and since that date the Treasury Board has always met in the room portrayed in this picture. Down to the end of the reign of George II. the Sovereign was frequently present at the meetings; and the chair at the end of the table is, in fact, the Royal Throne. (Page 139.)

GOVERNMENT HOUSE, MELBOURNE.

It is said that when the question of first building an official residence at Melbourne was under consideration, difficulties arose as to what the character of the structure should be, but that Lord Palmerston, then Prime Minister, cut the Gordian knot in characteristic fashion. He sent for a book illustrating the country houses of England, and in turning over the pages found a picture of Queen Victoria's Palace at Osborne. "That," said he, "is the very thing we require," and accordingly that is the building that was copied, not very greatly to the advantage of the colony of Victoria. For, indeed, it is generally admitted that Government House, Melbourne, is neither beautiful nor convenient. It has, however, the advantage of commanding a fine view of the city. (Page 140.)

THE LEGISLATIVE ASSEMBLY OF VICTORIA IN SESSION.

This robust and prosperous offspring of the "Mother of Parliaments" is here portrayed with wonderful fidelity. As in every other Parliament which conducts its business after the manner of the Parliament at Westminster, Government and Opposition sit on the right and left hand respectively of the Speaker. The Government Benches are full, indicating an easy time for the Ministry. The Victorian Parliament is composed of a Legislative Council, numbering forty-eight members elected for fourteen provinces, and of a Legislative Assembly, comprising ninety-five members for eighty-four districts. It will be noticed that the majority of the members are not wearing their hats; a few, however, on both sides of the House, retain their headgear. (Page 141.)

THE LEGISLATIVE COUNCIL OF FIJI.

It cannot be said that the quarters in which the Fiji Legislative Council conducts its business err on the side of undue luxury and splendour; but doubtless they serve their purpose well enough. The Assembly itself must be judged by its work, and, so judged, the verdict must be a most favourable one. (Page 142.)

THE TASMANIAN HOUSE OF ASSEMBLY.

There is something exceedingly comfortable, and at the same time, very business-like about the interior of the Tasmanian House of Assembly. Here, be it noted, as in every other British Parliament, the forms and arrangements of the House of Commons are adhered to. The Tasmanian Parliament is composed of a Legislative Council, and a House of Assembly. (Page 142.)

HOISTING THE ROYAL STANDARD IN BLOEMFONTEIN AND THE UNION JACK IN PRETORIA.

It was on Tuesday, March 13th, 1900, that Lord Roberts entered the capital of the Orange Free State, at the head of his victorious army. Here in the Market Square was hoisted the Royal Standard. Some ten weeks later, on June the 5th, the Union Jack was hoisted in triumph over the Raadsaal at Pretoria. It was the symbol of occupation, at least, if not of conquest. The war was not over, but our disasters had been retrieved, and henceforward the fight must be a losing one for our stubborn enemy. The President a fugitive, their capital in our hands, they were still to resist for many months. But there, over the Boer Parliament House, the Union Jack floats for good! (Page 143.)

GOVERNMENT HOUSE, BARBADOS.

This Government House has a distinctly English appearance, though it is adapted to tropical requirements. Unlike most of the neighbouring islands, Barbados has always remained in the possession of Great Britain, by which it was settled in the year 1625. (Page 144.)

THE RESIDENCY AT ZOMBA, BRITISH CENTRAL AFRICA.

The Government House in this picture is dwarfed by the high mountain at its back. The settlement is situated on the Shiré river, and is the centre of the territory which owes so much to the energy and wisdom of Sir Harry Johnston. (Page 144.)

GOVERNMENT HOUSE, ST. VINCENT.

This Government House is a charming retreat among the beautiful vegetation of St. Vincent. The problems of Government in the West Indies are difficult to solve, but the Government has, at any rate, the advantage of living among lovely surroundings. (Page 144.)

GOVERNMENT HOUSE, SUVA, FIJI.

Here the building is, happily, adapted to the purpose it has to serve. It is pleasant to think that under the British flag the administration of these islands is now more in harmony with their natural beauties than it was in the cruel times before we took possession. (Page 144.)

ON HIS MAJESTY'S SERVICE: THE ARMY.

TENT-PEGGING IN INDIA.

As taught by the drill book, tent-pegging is reduced to a mere accurate combination of hand and eye, and no points are given for style. Style, on the other hand, is very highly prized among the natives of India, and with them tent-pegging may be a beautiful spectacle. The man puts his horse into a gallop some eighty yards from the peg, standing up in his stirrups, and shouting his war cry. When about fifty yards from his mark he leans over to the right until his hand and head are within about three feet of the ground; and it is in this position that he finally strikes the peg, the shock of impact throwing him not only back into the saddle, but almost over the other side of it. From his last position, with a shout of exultation, he views the peg held high in the air on his right rear. (To face page 145.)

DISTRIBUTING THE QUEEN'S SHAMROCK TO THE ROYAL IRISH GUARDS.

Our picture represents the colonel just in the act of receiving a sprig of shamrock, while the officers and men are waiting their turn to obtain the prized national emblem of Ireland. The first St. Patrick's Day parade of the Irish Guards took place on March 17, 1901, and in the early part of that morning an orderly of the Life Guards arrived at Chelsea Barracks with boxes of shamrock and a note, in the Queen's handwriting, addressed to the colonel of the regiment, requesting him to distribute the shamrock to the men on parade. It was one of those thoughtful acts of Her Majesty which render her so popular with soldier and civilian, and needless to say the Royal Irish Guards highly prize the shamrock presented to them by Queen Alexandra. (Page 145.)

THE HORSE GUARDS, LONDON.

This handsome and well-proportioned building, which stands on the site of the old Tilt Yard of Westminster, dates from the reign of George II. It was designed by Kent about 1753, and is constructed of a fine white Portland freestone. The picture shows the western front of the building facing upon that part of St. James's Park known as "The Horse Guards' Parade." The eastern front faces upon the busy thoroughfare of Whitehall. In front of the central arch, which leads to Whitehall, may be seen a trooper of the Household Cavalry—the Life Guards or Royal Horse Guards—doing sentry duty. The term Horse Guards is also used conventionally to signify the military authorities at the head of Army affairs, in contradistinction to the civil chief, the Secretary of State for War. (Page 146.)

A ROYAL SALUTE.

It is noon on the meridian of Greenwich, on the day appointed to commemorate his Majesty's birthday, and in the centre of the Empire, the heart of the great metropolis of London, a royal salute of twenty-one guns is being fired. The scene is in St. James's Park. In the background rises the Duke of York's Column; on the right is a crowd of sightseers restrained by the troopers of the Life Guards on their well-managed horses. In the foreground is a battery of the Royal Horse Artillery firing a salute. Salutes, long before the sun reaches the meridian of Greenwich, are fired in Eastern lands which own his Majesty's sway, and it is night ere the sound of the last gun dies away as the West takes up the message of the East and from the ramparts of Esquimault repeats the thunder of the guns in honour of Edward VII. (Page 147.)

THE FIRST WEST INDIA REGIMENT.

For hard work bravely undertaken and well performed, the West India Regiment holds a high place in the army to which it has the honour to belong. The dark-skinned soldiers of whom it is composed have learnt under their British officers the discipline and self-restraint which are demanded of soldiers in the King's service; but they retain to the full the warlike qualities of their race, and have proved themselves in many actions worthy of the trust which has been reposed in them. It is in the West Indies and on the West Coast of Africa that the West India Regiment is employed. Its first battalion is here shown on parade at Barbados. The handsome Zouave uniform is well suited to the climate, and is exceedingly attractive in appearance. (Page 148.)

THE CANADIAN RIFLE TEAM SHOOTING AT BISLEY.

The name of Wimbledon was once familiar to the world as the meeting place of all the great rifle shots in the Empire. What Wimbledon was, Bisley now is. No visitors are more welcome in the camp than the Canadians. No team is more respectfully received by the competitors than that which the Dominion annually selects. There are great shots in Canada, and frequently the fact has been demonstrated at English butts. The wearers of the "maple leaf" are here shown shooting for the Kolapore Cup, a trophy presented by the Rajah of Kolapore. It is pleasant to note that the solidarity of the common service is shown by the uniforms, which, but for their special badges, are indistinguishable from those of British troops. In speech, in spirit, and in appearance, the King's troops from both sides of the Atlantic are truly comrades in arms. (Page 149.)

A MOUNTAIN BATTERY IN NORTHERN INDIA.

After the Sepoy Mutiny in 1857 the British Government disbanded practically the whole of the native artillery, and to this day the guns are for the most part in the hands of British troops. There are, however, exceptions, as in the case of the Native Mountain Battery, which is here seen picturesquely dispersed upon the bare foothills of the great Himalayas. Armed with a 7-pounder, or a heavier "screw gun," which is carried in pieces on mules and fitted for action, it may truly be said that these mule-carried batteries will go anywhere and do anything. Mr. Rudyard Kipling, the laureate of the Indian Army, has sung the fame of the screw guns:—

"They sends us along where the roads are, but mostly we goes where they ain't;
We'd climb up the sides of a signboard an' trust to the stick o' the paint:
We've chivied the Naga an' Looshai, we've give the Afreediman fits,
For we fancies ourselves at two thousand, we guns that are built in two bits—'Tss! 'Tss!"

(Page 150.)

A VOLUNTEER CAMP IN NATAL.

The people of Natal, living in close proximity to the warlike Zulus, have had special reason to remember that he who would hold his own in South Africa must still keep his house as a strong man armed. South African volunteers have over and over again fought in past time many a fierce contest, both with Boer and savage native. This encampment on the Veldt doubtless contains many a man who has seen hard service, and who is still willing and ready to carry a rifle in defence of the "old flag" and of the cause of British supremacy in South Africa. The volunteers in South Africa have one great advantage over their comrades in the United Kingdom, for, as our illustration shows, they do not lack space for exercise. (Page 151)

THE RAW MATERIAL OF THE BRITISH ARMY.

This picture represents a batch of recruits drawn up in front of the Recruiting Depôt at St. George's Barracks, London. It would be an exaggeration to say that the young men who are about to don the King's uniform are a full average representation of the muscular youth of the nation; but doubtless many of them, with adequate food and good training, will make capital soldiers, and will develop into full-sized men. Nothing can be less attractive than the forlorn barracks in which the depôt is situated. They are approached from one of the slums of London, and are in every way unworthy of the Service. Despite, however, the mismanagement and thoughtlessness of the War Office, the fine qualities of the race are always displayed by our troops in the day of battle. (Page 152.)

NEW SOUTH WALES VOLUNTEERS.

Here we have a group of that very smart and efficient military body, the New South Wales Volunteer Cavalry. Armed with the lance—in well-trained hands the most effective of all cavalry weapons—dressed in a uniform as neat as it is practical, the New South Wales troopers have, on more than one occasion, figured with advantage in memorable processions in the streets of London. In the great Boer War they had an opportunity in South Africa of proving their mettle and winning honours in the field. Australia is a land of horses and horsemen, and outside the great towns every born Australian can ride almost as soon as he can walk. Here, then, is material for a magnificent cavalry when next the Empire is in need of reinforcements from under the Southern Cross. (Page 153.)

THE KING'S BIRTHDAY AT MALTA.

We see in this picture the garrison of the great Mediterranean fortress celebrating his Majesty's birthday. The long line of troops drawn up upon the ramparts and bastions which overlook the harbour are firing the three discharges of the *feu de joie*, or "Fiery Joy," as that free translator the British soldier would entitle it. The proper execution of the *feu de joie* is no mean art Starting from one extreme of the line, the reports follow each other in succession down its whole extent, returning again with the same precision and rapidity from the farthest point. Woe to the man who through nervousness or clumsiness discharges his rifle in advance of his appointed time, and thereby mars the soldier-like precision of the performance. The extent and varied outline of the fortifications at Malta make the firing of the *feu de joie* a most picturesque affair. (Page 154.)

"GENTLEMEN OF THE LIFE GUARDS."

Whenever any body of British troops is assembled, the Household Cavalry—the First Life Guards, the Second Life Guards, and the Royal Horse Guards—have the right of precedence before all other cavalry regiments. The Life Guards, who are here represented marching past the saluting point, are, as their name implies, guardians of the person of the Sovereign, and furnish guards of escorts for the King on all State occasions Both Life Guards and Horse Guards wear the handsome and imposing uniform of heavy cavalry, the red tunics of the former and the blue of the latter being worn with the steel cuirass, helmet and plume, the white buckskin breeches, and heavy jackboots which are familiar to all who have seen these splendid regiments on parade. The Household Cavalry have won distinction on the field of battle, and have always maintained in peace the high reputation gained in war. (Page 155.)

A TRANSPORT WITH TROOPS PREPARING TO START FROM SOUTHAMPTON.

"Shuttles of an Empire's loom," Mr. Rudyard Kipling has somewhere styled the countless steamers and trading vessels that ply between all the distant regions of Greater Britain. The sight of this crowded transport recalls at once the suggestive image, for it is these soldiers who help to weave the Imperial Flag. Although the transport looks crowded, when things have settled down a little on board, "Tommy Atkins" will probably find himself in fairly comfortable quarters. At present "Tommy" is all eyes for the country and kinsfolk he is leaving behind him; but soon the changing scenes will cause him to forget, more or less, the tearful eyes and aching hearts left on shore. Let us hope that there is a happy reunion for all in the near future. (Page 156.)

INSPECTION OF STRATHCONA'S HORSE AT MONTREAL.

Few, if any, of the various bodies of men contributed by the Colonies to the Imperial forces in South Africa during the great Boer War appealed so strongly to the imagination as the corps of Canadian troopers known as Strathcona's Horse, fine-looking fellows one and all, and with their lassoes, long spurs, and cowboy stirrups, strikingly picturesque. As their name suggests, they were the gift to the nation of Lord Strathcona, British High Commissioner for Canada since 1896 and last Resident Governor of the famous Hudson's Bay Company, in whose service he had amassed the great wealth which enabled him to give to his patriotic feelings so magnificent an expression. (Page 157.)

VOLUNTEERS ON THE MARCH.

Here we see a sample of that great force which does so much credit to the patriotism and soldierly instinct of the people of Great Britain. First raised in 1859-60, in response to a threat of French invasion, the Volunteers have steadily grown in efficiency. "Defence, not defiance," has always been the motto of the force; and there can be little doubt that should the Volunteers ever be called upon to defend their country against an enemy, they will do all that courage and goodwill can accomplish. It will be the fault of those in authority if they do not also exhibit those military acquirements which they are sincerely anxious to learn, and in which a large number of them are proficient. The Volunteers in our picture belong to the 4th Middlesex. (Page 158.)

FAREWELL PARADE AT GIBRALTAR.

The picture represents the Governor of Gibraltar addressing the 1st Battalion West Yorkshire Regiment (the old 14th) on the parade ground at Gibraltar. The battalion, which has been keeping watch and ward over the "Gateway to the Mediterranean," is about to depart on the Sovereign's service to a more distant but scarcely less important post, and is to serve as part of the garrison of Hong Kong. The scene is a picturesque one. On the right is a portion of the great fortress. On the left are the hills of the Spanish mainland, in these days of long range gunnery too near to be altogether satisfactory from the engineer's point of view. But whatever danger threaten the great fortress, it may be relied upon to equal, and if necessary to surpass, the famous record of its great siege of three years and 204 days successfully withstood. (Page 159.)

SIKH TROOPS AT SELANGOR.

Selangor, in the Malay Peninsula, is one of the Federated Malay States administered by native rulers under the advice of a British Resident, who receives his orders from the Governor of the Straits Settlements. Wherever there is British authority, there should be an adequate force to support it. In Selangor such force is provided in the fine battalion of Sikh troops under British officers, which we here see drawn up on parade. The Sikh, one of the finest representatives of the fighting races among the Hindus of India, makes a splendid soldier, as we have learnt both when he opposed us in arms on the battlefields of Scinde, and when he stood beside our troops at Delhi, and on many a hard-fought field since that day. Selangor is *par excellence* the great tin State, and good government, coupled with vast natural resources, has made it prosperous. (Page 160.)

ROAD MAKING IN CHITRAL.

It has fallen to the British race to be the successors of the Romans as the great road makers of the world. The pioneers of empire, indeed, make their way into every region, path or no path; but rapidly and surely the road maker follows in their track, and secures the ground they have won. In the picture we see a party of the Bengal sappers and miners constructing a road for the passage of troops among the barren and rocky valleys of Chitral. The road made will be protected and defended, and in the end will bring peace and good government into a land where rapine, murder, and misgovernment have ruled for many a long year. (Page 161)

THE KING PRESENTING MEDALS TO STRATHCONA'S HORSE.

Rarely are we given the privilege of seeing our Sovereign bestow medals on a number of soldiers in this country, and the rarity makes this picture the more interesting. After inspecting the troopers of Strathcona's Horse on the lawn facing the west entrance to Buckingham Palace, the King took up his position on the terrace, Queen Alexandra by his side, and proceeded to distribute the medals to officers and men. This done, King

Edward descended the steps again and presented the regiment with a beautiful silken Union Jack with a gold crown and lion at the top and a commemorative inscription on the staff, and addressed the officer in command as follows:—"Colonel Steele, it was the intention of my beloved mother to present you with this colour; I do so now in her name and my own. Guard it in her name and in mine." (Page 162.)

THE CHAPEL, CHELSEA HOSPITAL.

Founded in 1681-2 by Charles II., and built by Sir Christopher Wren, Chelsea Hospital still serves its purpose as a comfortable retreat for old soldiers who have spent the best of their lives in the service of their country. But the work of the Commissioners of Chelsea Hospital is not confined to the superintendence of those actually living within the walls of the great group of buildings which stands on the banks of the Thames in Chelsea. They are, in fact, charged with the administration of the funds available for Army pensioners, whether resident within or without the walls of the Hospital. The chapel is open to the public on Sundays. The walls are decorated, as may be seen in our picture, with flags and banners, many of which have a famous history. (Page 163.)

THE ARMY IN INDIA.

It is at Meerut, the great military cantonment which lies just north of Delhi, and which won an unenviable notoriety owing to the revolt of its native garrison at the commencement of the Mutiny, that the scene of this picture is laid. Taking post beneath the Union Jack, which hangs listless on the pole in the hot, still air, a section of the Indian Army is passing in review. Soldiering in India is a very serious business. The sword is still not only a power; it may be described, even in these days, as the greatest power in the land. Left to itself to a large extent, the Indian War Office has created an army which in point of organisation, efficiency, and readiness for war, can bear comparison with any in the world; fortunate, indeed, that this is so, for the time may come when the efficiency of the Indian Army will be tested by a strain that only the finest and best-tempered metal will endure. (Page 164)

THE JERSEY ARTILLERY.

A special interest is attached to the military force of the Channel Islands on account of its being the only military force in the King's dominions which is recruited by other than voluntary service. The ancient military force of the island of Jersey is composed of artillery and infantry: service in both branches of the Royal Jersey Militia is by law gratuitous, obligatory, and personal; in other words, a conscription of a very mild and unoppressive form exists. Inasmuch as the island contributes nothing to the cost of the naval and military establishments of the Empire, it is just that provision for local defence should be made by the islands themselves. As a rule, military service is cheerfully performed; and the smart battery, of which an illustration is here given, is a testimony to the excellence of the material, and the value of the training given. (Page 165.)

NEWCASTLE BARRACKS, JAMAICA.

Life at the sea-level in Jamaica is a deadly trial to the unacclimatised European; but fortunately the mountain ranges lying within convenient distances of the sea enjoy a most delightful climate, in which the beauties of the tropical island can be enjoyed to the full. We see here the barracks of a British regiment perched on the wooded slopes of the hills. Much labour has been devoted to excavating the Parade Ground on so steep a hill. The Fives-court shows that wherever the Briton goes he takes his institutions with him. Thanks to British government and British administration, the roads of Jamaica are a pattern to the world, and access to the highlands is easy for those whose duty or business compel them to reside in Kingston or other low-placed towns. (Page 166.)

"SCOTLAND FOR EVER."

This smart company of soldiers in the "garb of Old Gaul" are standing on parade four thousand miles away from the land which gave them their tradition and their name. But the Royal Scots at Montreal are only one example out of the hundreds which the Empire affords of the solidarity of Scotsmen all over the world. This fine and efficient battalion forms part of the Canadian Militia. They are proud, and have a right to be proud, of the force to which they belong, for the militia of Canada have in their day fought many a hard fight for the country in which they live and the Empire to which they belong; and never yet have Canadian troops been defeated upon Canadian soil. (Page 167.)

A GALLERY OF CONTRASTS.

We have here four subjects differing from one another. The first represents the charming quarters which the officers of our little garrison in Cyprus have established for themselves; the building is the Officers' Mess. No. 2 is a group of the sturdy, excellent Houssa soldiers who have done such good service on the West Coast of Africa. No. 3 represents the militia artillery of Bermuda drilling in the ditch of that important fortress. No. 4 is a quaint picture of King Koko with his warriors on the Brass River. That the king and his forces are at the disposal of the British Sovereign is evident from the flag borne by the flotilla. It is to be hoped that this splendid force may prove as valuable in war as it is undoubtedly imposing in peace. (Page 168.)

REVIEW OF THE VOLUNTEER MOTOR CORPS BY THE KING.

In this interesting picture we have presented the Volunteer Motor Corps arriving on the Review Ground, Laffan's Plain, Aldershot, in June, 1905, for inspection by Edward VII. and the King of Spain. This occasion was the first on which a Motor Corps took part in a full review of the Regular Army by a European Sovereign. The leading car, shown in our illustration, was driven by Lieutenant-Colonel Mayhew, and was followed by a string of exceptionally fine cars, and both the Kings were very pleased with their appearance. Russia, in the Russo-Japanese War, was the first country to make use of the high-speed automobile in the field, and General Kuropatkin made his tours of inspection along the extended Russian front in a car, which was regarded by the Chinese with immense superstitious awe. (Page 169.)

MAIN STREET, GIBRALTAR.

We here see a regiment of troops marching by fours down the narrow thoroughfare which constitutes the principal street of the town of Gibraltar. Space is precious on the fortress, and everything seems crowded. Gibraltar is a place of quaint contrasts, and the sight of British troops, with their bands playing British tunes, passing through a town which still maintains a Spanish, or at any rate a Mediterranean appearance is a remarkable one. The whole of the buildings shown in the illustration are comparatively modern; for the quarters of the town on which they stand were practically levelled to the ground by the fire of the enemy during the terrible bombardment in the famous siege which lasted from June, 1779, to February, 1783. (Page 170.)

THE 72nd HIGHLANDERS CROSSING THE INDUS.

This striking picture shows us the famous "Seventy-Second" crossing a famous river. The Indus has long ceased to be the frontier of his Majesty's dominions, but its broad stream and strong current must always make it an important feature in any scheme of military operations. Although it is now spanned in more than one place by permanent bridges, the flying bridge of boats as here represented still proves valuable as a means of communication. The bare, rugged country across the river is characteristic of the inhospitable land which lies on the other side of the Indus; but its dangers and hardships have often been faced and overcome by our troops, and the 72nd Highlanders have maintained among the mountains of Afghanistan the reputation which they have long held among the most justly famous regiments in the British Army. (Page 171.)

"L'UNION FAIT LA FORCE": THE PARADE OF THE HONG KONG POLICE.

It is the just boast of Britons that wherever their Empire extends, law and order are forthwith established and maintained. It is, perhaps, part of the secret of our success that we have learnt to enlist in the cause of public order the willing service of men of other races over whom the dominion of the King-Emperor extends. A tribute is here borne to the wisdom of our policy and the unfailing tact and intelligence of our officers. No city is better policed than Hong Kong. The force is made up in about the proportions shown, of white-faced Britons, tall swarthy Sikhs from Northern India, and yellow-faced Chinamen, who, under good officers and good discipline, show themselves capable of doing excellent work, and of obeying the orders of leaders whom they respect. (Page 172.)

THE HONOURABLE ARTILLERY COMPANY OF LONDON.

The Honourable Artillery Company of London is the oldest representative of the volunteer force in the Empire, and its origin and organisation are quite separate from those of the "Volunteers." The force was raised in the reign of Henry VIII. (1537). Service in its ranks is voluntary and unpaid. The Company contains troops of all arms—a battery of artillery, a troop of cavalry, and a battalion of infantry; the infantry wear the bearskin cap and a uniform closely resembling that of the Guards. It is from the Honourable Artillery Company of London that the Honourable Artillery Company of Boston, in the United States of America, derives its origin and takes its name. In the year 1896 members of the Boston Company visited the old country and were cordially welcomed by their brothers in arms. (Page 173.)

BEEF FOR THE BRITISH ARMY.

It is said that the Turkish soldier will live and fight upon a handful of dates and a cup of water, the Greek upon a few olives and a pound of bread—an excellent thing for the commissariats of the two armies concerned, no doubt! But though Turk and Greek will be satisfied with this Spartan fare, the British soldier will not—not if he can help it, that is to say. Sometimes he cannot help it, and then it is only just to him to admit that he bears himself at a pinch as a soldier should, and is satisfied with what he can get. But what the British soldier wants is beef, and plenty of it; and he is a wise commander who will contrive that his men shall get what they want. Here we see that the Indian Government has realised this truth. The picture represents the great Commissariat Farm at Hunsur in Mysore, where the bullocks are kept for the use of the army. (Page 174).

MOUNTED ZAPTIEHS OF THE CYPRUS LOCAL MILITARY POLICE.

Whatever political differences may exist with regard to the addition of Cyprus to the British Empire, one fact with regard to the island is beyond doubt. It has received from the British Government a measure of internal peace and security such as it has never enjoyed in the whole of its previous history. It is no small testimony to the discretion and good sense of British officers that they should have been able to utilise for the police purposes of the island Mahomedans, members of the faith of its former conquerors and oppressors, and that they should be able to clothe them in a uniform closely resembling that of the Turkish army, a costume simple in itself and likely to be congenial to those who are called upon to adopt it. Both the men and the horses in our picture present a smart appearance. (Page 175.)

CROSSING AN INDIAN RIVER.

Campaigning in India is often very rough work, and the bridges, steamboats, and railways which facilitate the movement of troops in Europe are often altogether lacking in the districts through which our troops have to move. Our illustration shows us preparations which are being made for fording the Beas river below Bajoura, fifty miles north of Simla. The quaint objects in the foreground are mussucks or skins, for the conveyance of water, which have been inflated, and are to serve as the supports of a raft, or of individuals and animals, who can safely trust to their buoyancy. The contrivance is a very ancient one; but, like many other ancient contrivances, it still fulfils its purpose. The fact that the mussucks are obtainable in almost any part of the country is a convenience to the military engineers, who can thus depend upon material for their improvised ferry. (Page 176.)

LANDING TROOPS IN WEST AFRICA.

The greater part of the western coast of Africa between the parallels of 5° S. and 15° N. is remarkable for its low shores, and for the vast stretch of shallow water which prevents sea-going ships from approaching it. The alluvium brought down by the great rivers has spread out in flat and unhealthy banks, sometimes covered with mangroves extending over thousands of square miles. The harbours are few and far between, and a landing has often to be effected, as in the instance shown in our illustration, by means of boats, which have to proceed for a mile or more to sea to meet the incoming vessels. In our picture the soldiers are completing their transit on the shoulders of the natives—a plan conducive, perhaps, to comfort, but it can scarcely be said to be equally conducive to personal dignity. (Page 177.)

THE DEPARTURE OF THE 2nd KING'S RIFLES FROM CALCUTTA.

We here see the 2nd King's Royal Rifles enjoying an early *al fresco* breakfast on the morning of their leaving Calcutta. In the cool morning air the food has a relish that is entirely missing during the hot portion of the day, and in this case the appetite is stimulated by the anticipatory joys of a voyage after a long sojourn in a tropical climate. The men are departing from India. Though the rifles are stacked and the kits thrown on the ground with seeming carelessness, at the sound of the bugle order will spring from disorder, and the men fall into rank with a military precision that always affords delight to, and elicits admiration from, the native spectators. It is evident that the photographer has not escaped the notice of several of the soldiers, although they have not considered it necessary to assume a pose. (Page 178.)

ON HIS MAJESTY'S SERVICE: THE NAVY.

BRITISH JACK TARS IN A BURMESE MARKET.

In all parts of our Empire the British sailor is certain to meet with a cordial welcome, for everywhere his honest and jolly disposition is well known. To the Burmese—with their love of feasting, sight-seeing, and merry-making of all kinds—our sailors are always greeted with demonstrations of joy. In the picture we see some sailors in the act of bargaining with the natives for fruit, and judging from the good humour on their countenances, it is fairly evident that the driving is not very hard. Our sailors have a hearty respect for the Burmese, who are brave, possessed of amazing activity and strength, and in what we call stamina are scarcely, if at all, inferior to the British race, whom they resemble in their love of wrestling, boxing, and similar amusements. (To face page 179.)

LAUNCH OF H.M.S. *DREADNOUGHT*.

Our picture has a special interest, for it shows Edward VII. launching the fastest, largest, and most powerful battleship in the whole world. The *Dreadnought*, which is of about 18,000 tons displacement, was built with extraordinary speed; the first keel plate was laid down in October, 1905, and the ship was launched in the following February. Contrary to our usual custom, all detail of her construction was kept secret. This mighty war-ship embodies all the latest ideas gathered by our experts from the experience of the great sea fights in the Russo-Japanese war. His Majesty,

after a short religious service, performed the christening ceremony, and then cut the cord which kept the battleship on the ways. It is interesting to note that for this purpose he used a chisel and a wooden mallet made from timber of Nelson's famous ship the *Victory*. (Page 179)

CLEARING THE DECKS FOR ACTION.

Here we have depicted the clearing of the after-deck of the battleship *Magnificent*. As a necessary preliminary for firing the big guns, all the light gear carried on deck must be removed and sent below, or the blast of the guns will make short work of it. Moreover, in action, every superfluous fitting which may detonate a shell or cause splinters to fly is best out of the way. Here we see a party of Bluejackets and Royal Marines busily at work lowering rails, removing the gangway, the flagstaff, and all other movable objects. The great wire guns are seen protruding from the hood which covers the armoured barbette. On the right of the guns is the small sighting hood from the interior of which the officer sights and directs the laying. (Page 180.)

FORMING LINE AHEAD.

This picturesque scene represents a manœuvre in fleet evolution. The ships have evidently just turned from line abreast to line ahead, as the broad wake on their starboard side testifies. A new evolution is about to be commenced, as is shown by the signal flags which are already fluttering down from the masthead of each successive ship. The hauling down of the signal is the executive command, and it is not till the flags have come down that the order which they convey becomes operative. In the foreground may be seen a group of officers off duty, and a marine in charge of the lifebuoy, which is always carried at the stern of his Majesty's ships ready to be dropped the moment the cry of "Man overboard!" is heard. (Page 181.)

H.M.S. *OCEAN*.

In his Majesty's Navy there are six other powerful warships practically identical in essential features with H.M.S. *Ocean*, the subject of our picture. She is a first-class battleship of 12,950 tons displacement, steams eighteen knots an hour, is armoured over two-thirds of her length, and carries four 12-inch guns, twelve quick-firing 100-pounders (6-inch), some 12-pounders, and several smaller guns. The duties of such a vessel in time of war include blockading an enemy's port, bombarding his fortified places, and, perhaps the most important duty of all, engaging and destroying his armoured ships. In peaceful times, which all citizens desire, her functions are principally confined to patrolling the seas of the world and keeping the peace (Page 182.)

RAW MATERIAL FOR THE ROYAL NAVY.

Our illustration shows us a group of boys who have made up their minds that they wish to follow the sea in his Majesty's Navy. They are being examined by an officer on board a fine old wooden line of battleship which, now its fighting days are over, is placed in harbour to serve the purpose of a training ship. The whole of the seamen in the Royal Navy are now entered as boys, and pass a fixed time in the various training ships and brigs before going to sea. At the age of eighteen they cease to be reckoned as boys, and their twelve years' period of service is calculated from the commencement of their seamen's time. The privilege of serving in the Royal Navy is highly and justly valued, and an ample supply of excellent boys is always available. There are evidently makings of smart seamen in the little party whose portraits are here given. (Page 183.)

CELEBRATING THE KING'S BIRTHDAY AT MALTA.

This brilliant and lively scene represents the celebration of the birthday of the King in the great harbour of Valetta, in the island of Malta. In the background is the city of Valetta. Between the two bastions of the ancient fortress lies a group of the battleships of the Mediterranean Fleet gaily dressed with flags, and with the white smoke curling from their sides as the guns thunder forth a royal salute In the foreground are two British merchant steamers, loyally decorated in honour of the Sovereign. On the left is seen the training ship of the Mediterranean Fleet. The flotilla of little boats, each with its awning to shelter the occupants from the rays of the sun, floating on the smooth surface of the tideless water, tell us that the scene is laid in the southern sea, and on the blue Mediterranean. (Page 184.)

H.M.S. *WALLAROO* LYING AT BRISBANE.

H.M.S. *Wallaroo* is a smart vessel of 2,575 tons, eight 4.7-inch quick-firing guns, and with a nominal speed of 19 knots an hour She forms part of the so-called Australian Squadron, and is placed on her present station subject to the understanding that her services should be confined strictly to Australian waters. But of late years the various Australasian Governments have shown by their patriotic action in assisting the Imperial troops in South Africa, and by the despatch of a war vessel manned by Australian sailors to China, that they are fully alive to the fact that the true defence of the Empire is to enable its forces to prevail at whatever point they are assailed. The Commonwealth of Australia may be counted on as certain to continue the enlightened policy of the various Colonial Governments. (Page 185.)

A ROOM IN THE NAVAL BARRACKS, WHALE ISLAND, PORTSMOUTH.

"All work and no play makes Jack a dull boy." Our sailors certainly have plenty of hard work. It is satisfactory to know that their recreation is also provided for. The picture shows the interior of one of the rooms in the new Naval Barracks at Whale Island. A party of petty officers are engaged in playing dominoes and other games. The spotless cleanliness of every article in the room shows us that lessons learnt aboard ship are neither forgotten nor neglected on shore. Once a sailor always a sailor; and we see that everything looks as clean, neat, and shipshape as if it were prepared for an Admiral's inspection. (Page 186).

IN THE ENGINE ROOM OF A BATTLESHIP.

Here we get a glimpse into the engine room of the battleship *Magnificent*. Far down below the water line, underneath the thick protective steel deck, are the two sets of giant triple expansion engines which combine to furnish 12,000 horse-power, and which drive the ship at 18 knots. An engineer is receiving orders from the bridge, and is evidently transmitting them to his assistant, who is about to start the engines. The dial indicates that the ship has not yet begun to move. The engineer officers, engine-room artificers, engineers, and stokers who constitute the engine-room and stoke-hold complements of his Majesty's ships, form one of the most important branches of the *personnel* of the Royal Navy. In an age when a warship contains as many as fifty separate engines the demands made upon the skill and devotion of the engineers are enormous. The engineers have never failed to respond to the call. (Page 187.)

A ROYAL REVIEW AT SPITHEAD.

An assembly of ships on an ordinary occasion is an attraction of the strongest kind; but a Royal Naval Review is a thing of itself, and never to be forgotten by those who witness it. Experienced sightseers are agreed upon its merits, considered merely as a spectacle. Its effect upon the sight and on the hearing is enhanced by the impression of greatness, of size, of overwhelming strength which it produces on the mind. No picture can adequately represent the life, the brilliancy, and the interest of the scene, displayed over miles of water. The camera has, however, done its best to preserve one portion of such a panorama for us. From the foot of Fort Monkton the decorated ships may be seen firing the royal salute. Inshore lie the long, low torpedo boat destroyers; beyond them are the torpedo gunboats; then come the lines of cruisers. In the distant haze are some of the foreign ships of war, for our Continental neighbours are always interested spectators at the manœuvres of the British Fleet. (Pages 188 and 189.)

H.M.S. *TERRIBLE*.

This picture represents his Majesty's ship *Terrible*, a large and formidable cruiser with engines of 25,000 horse power, supplied with steam from forty-eight Belleville tubular boilers. Her maximum speed is 23 knots; she can carry 2,600 tons of coal, and under easy steam will traverse the distance of 26,000 miles without the necessity of re-coaling. She carries two 9·2 breechloading guns, several 6-inch 100-pounder quick-firing guns and 12-pounders, and a number of small guns. The larger guns are well protected. This gigantic vessel is 500 feet long, with a beam of 71 feet. She has a crew of over 800 officers and men. She was built on the Clyde, and was completed in the year 1896. In 1906 she escorted the Prince and Princess of Wales from India. The sailing vessel near her bow in our illustration helps to show up her immense size. (Page 190)

"UP ALOFT": A SCENE FROM AN ARMOURED TOP.

Here the spectator is perched high up above the sea in the upper main-armoured-top of H.M.S. *Royal Sovereign*. He can almost look down the two great funnels whose tops are in rather too close proximity to be pleasant. Far below in diminishing perspective are the captain's bridge, and beyond it again the forecastle of the ship, with the sailors dotted here and there. The boats hanging on the davits look like toys, while even the 6-pounder quickfiring guns in the fore-top look very small, though to anyone who cares to mount to the top the size and solidity of the little fortress in mid-air will probably give the most marked impression. The *Royal Sovereign* is one of seven battleships of her class. The *Hood*, which resembles her in most respects, forms the eighth member of this powerful group. (Page 191.)

THE ROYAL NAVAL DEPÔT, GARDEN ISLAND, SYDNEY HARBOUR.

Here we see how great a service may be rendered to the Navy in time of war by the creation of a well-protected naval establishment in a distant colony. Inside the magnificent and well fortified harbour of Sydney is Garden Island, a naval fitting and repairing station maintained at the cost of the Imperial Government. Alongside the dock wall lies a powerful armoured cruiser, while in the stream is one of the torpedo gunboats attached to the Australian squadron, towards the maintenance of which a small contribution is made by the Colony itself. This island was once truly a natural garden, but has now lost much of its beauty. Tradition has it that Garden Island was the favourite duelling ground in the old days when the home regiments were stationed in Sydney. (Page 192).

H.M.S. *MAGNIFICENT.*

H.M.S. *Magnificent* is a battleship of 14,900 tons and 10,000 horse-power. She is one of a class of nine which immediately succeeded that which included the *Revenge* and the *Royal Sovereign*. In some very important respects she is an improvement upon the ships of that class. Her speed is higher, her 50-ton 12-inch wire guns are lighter, better mounted, and more powerful than the 67-ton guns of the earlier ships; and what is, perhaps, even more important is the fact that her central battery of 6-inch guns is well protected against an enemy's fire, and the disposition of her armour, as well as its quality, makes her better able than her predecessors to resist the hail of an enemy's rapid projectiles. Along the sides of the ship may be seen the booms of the torpedo nets. (Page 193.)

TORPEDO BOAT, No. 110.

It cannot be said that a torpedo boat presents an attractive appearance; on the contrary, there is something terrible in the look of her lean, black hull. She is the Death adder of the seas. Torpedo boats were first tried in the latter half of the nineteenth century, and their use led to the invention of the quick-firing guns and the torpedo-boat destroyers, which have put a totally different complexion on the aspect of modern sea warfare. (Page 194.)

TORPEDO-BOAT DESTROYER *RIBBLE.*

In our picture is represented one of those wicked-looking craft known as torpedo-boat destroyers, some fine specimens of which may be seen constantly in the neighbourhood of Portsmouth and other of our great harbours. These vessels, long in shape, are specially engined and armed for overtaking and destroying torpedo boats, and are themselves fitted with torpedo tubes. The first destroyer for our Navy was set afloat in the year 1893 by Messrs. Yarrow, the well-known builders of torpedo boats. (Page 194.)

SUBMARINES.

As early as the seventeenth century, it is recorded, a submarine boat was constructed by a Dutchman named Debelle; but though many subsequent attempts were made to build submarine boats, it was not until the end of the nineteenth century that submarines received the official approval of any nation. In our first illustration may be seen a submarine just putting off to sea; our second shows boats with their crews off duty. There are two classes of submarines: the first consists of large submersible boats with a considerable reserve of buoyancy, having generally two means of propulsion—either gasolene or steam on the surface, with electric motors run from accumulators when submerged—and capable of covering a large radius of action. The second class consists of medium-sized submarines with a small reserve of buoyancy, for harbour defence, and generally driven by electricity. On the surface the speed of the best boats is 12 to 15 knots, and 6 to 10 knots submerged. (Page 195.)

THE *EMPRESS OF JAPAN.*

The *Empress of Japan* is one of the splendid mail steamers running between China, Japan, and Vancouver. Built in the year 1891, the three powerful steamers—the subject of our illustration, *India*, and *China*—complete the line of communication afforded by the Canadian Pacific Railway, and enable a passenger to travel from Liverpool to Hong Kong in forty days, without once leaving the protection of the British Flag. The "Blue Ensign" floating at the stern shows that the *Empress of Japan* has among her crew a sufficient number of officers and men of the Royal Naval Reserve to entitle her to the special recognition of the Admiralty. In time of war she will be at the disposal of the Government, and guns are provided ready to be placed on board her in case of emergency. (Page 196.)

SCRUBBING HAMMOCKS ON BOARD A TRAINING SHIP.

Our picture represents a fine battleship of the old style, which now serves as one of the training ships for boys destined for service in the Royal Navy. Cleanliness is one of the strictest requirements in all His Majesty's ships, and the young seaman is early taught to perform his duty in this respect with scrupulous care. In the illustration we see the boys engaged in scrubbing the canvas hammocks in which they sleep at night, but which during the daytime are stowed out of the way in the hammock nettings. There are several training ships in the Navy in home waters, and it is to be hoped that before long training ships may be established in other parts of the Empire. (Page 197.)

BOOM FORMING PART OF THE HARBOUR DEFENCES OF PORTLAND.

The creation of the torpedo boat has led the Naval authorities to go back two or three hundred years in the plan of their defences. At Portsmouth, Plymouth, and elsewhere, there may still be seen embedded in the rocks the old iron staples to which were attached the floating booms that closed the harbour mouth in the days of Henry VIII. and Queen Elizabeth. Against the stealthy but rapid approach of the torpedo boat, rushing in at night, the closest vigilance and the most sweeping gun fire may not avail. Hence, in the Medway, at Portsmouth, at Devonport, at Pembroke, and at Portland, formidable booms of timber and wire have been constructed ready to close and bar the passage if necessary. The picture shows a portion of the boom defence of the new harbour at Portland. (Page 198.)

THE COMMODORE ADDRESSING CHIEFS ON BOARD H.M.S. *NELSON* OFF NEW GUINEA.

It has been said that "what a blue marine cannot do is not worth doing," and much the same may with truth be said of the naval officer. He plays many parts, and long experience has taught us that he plays them well. Here a naval officer is seen playing the part of a diplomatist and representative of the Sovereign. In the presence of his ship's company and of the civil official by his side, he addresses a party of natives in the name of his Sovereign. The motto fitly placed upon a ship bearing the name of *Nelson* will undoubtedly inspire him as it has done many generations of our naval officers. The history of the naval diplomacy of the Empire would fill a volume, and it would record a series of successes due to courage, tact, sympathy, and common sense, of which the Foreign Office of any country may well be proud. (Page 199.)

PLYMOUTH HOE.

Here we have a view of Plymouth Hoe, the scene of the famous game of bowls which Raleigh, Drake, Hawkins, and other great seamen were playing when the news of the coming of the Spanish Armada arrived "Let us finish the game first," said sturdy Admiral Drake, "and beat the Dons afterwards"; and he carried out the programme to the letter. On the right of the picture stretch the waters of Plymouth Sound; in the centre rises the old Eddystone Lighthouse, brought from its storm-beaten rock in the Channel, and reconstructed An old Martello tower overlooks the Cattewater or mercantile anchorage; on the left is the new Marine Biological Laboratory, and at the back of it the ancient citadel, now used as a barrack. The two monuments commemorate respectively the defeat of the Spanish Armada, and the fame of that great seaman, Admiral Sir Francis Drake. (Page 200.)

BERMUDA FLOATING DOCK.

In these days of iron shipping it is absolutely essential that vessels should go into dock at frequent intervals if they are to preserve their speed. In war time damage from the enemy will also necessitate frequent entry into a dry dock. The Admiralty have, therefore, been wise in establishing at Bermuda a great floating dock, of which an illustration is here shown Placed half way between the British stations at Halifax, on the north, and Kingston, Jamaica, on the south, it occupies an admirable position. The Dock, which cost £250,000, was constructed at Woolwich in 1868, and was towed across the Atlantic by two men-of-war. Its length is 381 feet, its extreme breadth 124 feet, its depth 53 feet 5 inches, and its lifting capacity is no less than 10,400 tons. The intricate channels and powerful forts of the Bermudas afford an almost invulnerable protection for this valuable work. (Page 201.)

THE FLEET AT GIBRALTAR.

Here we see a division of the Mediterranean Fleet, comprising six heavy ironclads and several smaller vessels, anchored off the great fortress of Gibraltar. Alongside the new mole lies a large battleship flying an admiral's flag, and a large first-class cruiser. Enormous works are now in progress with the object of giving additional strength to Gibraltar; including, at an estimated cost of about £4,000,000, an enclosed harbour with graving docks capable of accommodating the largest battleships in the British Navy, as well as a commercial and coaling mole. On the horizon may be seen the hills of the Spanish coast. (Page 202.)

DIVERS AT WORK.

Such are the exigences of modern warfare that neither in the Army nor the Navy does the service of earth or sea suffice for the operations of our soldiers and sailors. While our soldiers survey the enemy's lines, or destroy his works, from their balloons far above the earth, our sailors are constantly compelled to dive into the depths of the element upon which they live. The picture shows a diving party from H.M.S *Excellent* at Portsmouth. One diver has just risen to the surface, another is descending. The work is not for a novice to undertake. Trying, and at the outset often painful, it requires an adequate apprenticeship; and to a strong physique the diver must add a dauntless courage to do his work on the ocean bed. (Page 203.)

IN CHATHAM DOCKYARD.

Chatham is one of the six Government dockyards maintained by the country for the service of the Navy. Its enormous extent and ample resources place it in the first category along with Portsmouth and Devonport; Pembroke, Sheerness, and Haulbowline ranking in the second class. Unlike Portsmouth or Devonport, Chatham is principally a yard for building, fitting, and repairing; and commissioned ships are comparative rarities in its basins, for the intricate approach through the channels of the Medway make it difficult of access, and as a rule, therefore, they lie farther down the Medway at Sheerness and the Nore. In the illustration we see a number of coast-defence ironclads, a pair of torpedo boats, and some cruisers laid up in reserve ready for the call to war whenever it may come. (Page 204.)

SKELETON CREWS, PORTSMOUTH DOCKYARD.

It is the wise policy of the British Admiralty to keep all available ships in the reserve in a state of actual readiness for war. But a ship of war is a delicate machine, which, even when not in use, requires careful watching and superintendence; and in order to furnish such superintendence and supply the nucleus of a complement in case of mobilisation, a certain number of

Royal Marines and Bluejackets are always kept on board the reserve ships. These parties are known as "skeleton crews," and a number of them may be seen in our picture paraded for inspection on the edge of one of the great basins. On the right are various cruisers, while on the left are the hulks of two old three-deckers. (Page 205.)

H.M.S. *REVENGE.*

H.M.S. *Revenge* is one of the class of seven powerful ironclads built in pursuance of what is known as the Naval Defence Act programme. Her principal armament consists of 67-ton guns carried on barbettes and 6-inch quick-firing guns in her central battery. The *Revenge* is one of the ships which did good work during the blockade of the island of Crete. The name she bears is one of the most distinguished in the Navy list, and has been made immortal by the gallant exploit performed three hundred years ago by her predecessor—the little *Revenge* which "went down by the sea-girt crags" after she had held a whole Spanish fleet at bay, till Sir Richard Grenville, her gallant captain, had been mortally hurt, half her crew killed and wounded, and her ammunition exhausted. (Page 206.)

H.M.S. *EMPRESS OF INDIA* IN DRY DOCK.

The *Empress of India* is a battleship of the same class as the *Revenge*; but unlike the *Revenge*, instead of floating upon the broad sea, she is here confined within the narrow limits of the graving dock. The great white ensign at the stern indicates that the ship, although high and dry, is in commission. She has probably come in from one of the cruises of the Channel Squadron to undergo the refit and repair of which modern iron ships are constantly in need. Indeed, so often does an iron ship require to be docked, that vessels which are intended to keep the sea for a long period are now sheathed with wood and coppered, by which process the rapid growth of weed and barnacles on the bottom is avoided. (Page 207.)

MORNING PRAYERS IN THE NAVY: ON H.M.S. *BLENHEIM.*

It is ordered, and has been ordered ever since the days of Charles II., that every day there should be read on all ships in the Fleet the beautiful prayers appointed, and which appear at the beginning of the "Forms of Prayer to be Used at Sea," in the Book of Common Prayer. Each day the petition is made to God, "Who alone spreadest out the heavens, and rulest the raging of the sea," that He will "be pleased to receive into His Almighty and most gracious protection the persons of His servants, and the Fleet in which they serve." That He will "preserve them from the dangers of the sea, and from the violence of the enemy; that they may be a safeguard unto his most gracious Sovereign Lord, King Edward, and his dominions, and a security for such as pass on the seas upon their lawful occasions; and that the inhabitants of our islands may in peace and quietness serve their God." (Pages 208.)

BLUEJACKETS FORMING SQUARE.

Jack has his duties ashore as well as afloat, and he performs them when on land with a combination of zeal, alacrity, and decision no less remarkable than that which he displays on board ship. Here we see a battalion of Bluejackets at Whale Island, forming hollow square to receive cavalry with the precision of a battalion of regular infantry. Very few of the Empire's little wars have been fought without the aid of a contingent of sailors. As long as the history of the Indian mutiny is remembered, so long will be remembered how Captain Peel, of H.M.S. *Diadem*, and his crew, dragged their battery of heavy guns into the heart of the peninsula, and were among the first of the rescuing army which saved the gallant remnant of Lucknow. (Page 209.)

MEN OF WAR IN SIMON'S BAY.

There is probably no part of the Empire which has a greater strategic importance in time of war than the Cape of Good Hope, and for its defence a Cape and West African squadron is stationed there, having a naval depôt at Simon's Bay, where large naval works are being carried out. The picture shows Simon's Bay; an ironclad lies in the foreground; a large three-masted cruiser of the old type, three smaller and more modern cruisers, and a couple of gunboats lie around her. We are accustomed to associate South Africa with fighting on land, but it is well to remember that the unchallenged superiority of the British Fleet in South African waters has on more than one occasion saved British South Africa from the inroads of foreign nations. So long as the Admiral on the Cape station is on the alert and has a proper squadron, there is little to fear for British interests in South Africa. (Page 210.)

THE HOMES OF THE KING'S SUBJECTS.—I.

A SOUTH AFRICAN FARM.

Few people think of farming in connection with South Africa; its associations are usually with gold and diamonds. Yet many large and prosperous farms are found in the various South African Colonies. The buildings of the one represented in our picture resemble in several respects many farms in the rural parts of England. But the natives in our illustration are decidedly South African; there is a freedom, in both dress and attitude, about the personages leaning against the

wall fronting the farmhouse that is not to be seen in the English farm hand. Fortunately, the natives in charge of the horses have a brisk air which goes far to redeem the character of the aborigines for work. It will be noted that the carriage, which is to convey the farmer to market, is well adapted to keep off the rays of the sun, and at the same time to admit the cooling breeze to circulate round its occupant. (To face page 211.)

THE OAK DINING ROOM, WINDSOR CASTLE.

The Oak Dining Room, if less rich in historical associations or in artistic treasures than those state apartments so familiar to visitors to Windsor Castle, has an interest all its own, for it is the King's private dining room, where his Majesty, with the Queen and Royal Family, always take luncheon. Over the mantelpiece hangs a portrait of Queen Victoria; on the left-hand wall are two tapestries representing the "Hunting of the Caledonian Boar" and the "Death of Meleager." They were executed at the Gobelins works, and presented to Queen Victoria by King Louis Philippe when her Majesty, accompanied by the Prince Consort, first visited France. The great dinners served on State occasions are given in a room panelled in white and gold, which looks out on to the East Terrace. (Page 211.)

INTERIOR OF A NATIVE HUT, NATAL.

This remarkable residence has, at any rate, the merit of space; and though the roof is low, the extent of ground covered is large. The hearth is in the centre, the smoke finding its way out as it best can. The floor of hardened earth is serviceable enough, though evidently in want of repair, while the amount of household goods stowed along the edge of the hut indicates that the owner is well-to-do, and is probably a chief. Natal was occupied solely by natives—who still form the large majority of the population—until the year 1824, when the first European settlement was formed by a small party of Englishmen, who came by sea and established themselves on the coast where Durban, the "Garden of South Africa," now stands. (Page 212)

A ZANZIBAR INTERIOR.

We have here a photograph of the interior of an Arab Chief's home in Zanzibar, which has been under a British Protectorate since 1890. The conflict between Oriental and Western civilisation is clearly to be discerned in the decoration of the chamber. Its high roof, the Eastern rugs on the floor, the costume of the owner, are characteristic of the East. The Buhl cabinets, the bent-wood chairs, the swinging lamp, and many other objects, show that Western industry has been largely laid under contribution. Guns on the walls denote the sporting proclivities of the owner. At the end of the room is the carefully curtained bed, which tells us that the pestilent mosquito does his best to make the sweltering nights of the tropical island unbearable. (Page 213.)

AN IRISH FARM IN COUNTY DONEGAL.

We have here a representation of a type of house common to many parts of Ireland. It cannot be said that it is a very attractive-looking residence; but neither the wealth nor the position of the inmates must be judged by the exterior of the dwelling. Many Irish families living in houses smaller and more unkempt than that in the illustration are fairly well-to-do. In the foreground are seen some of the principal sources of the family income: the rough harrow, the spinning-wheels used in the manufacture of homespun, the "gentleman who pays the rent" (or, to be more precise, his family), and the odoriferous but valuable midden. The love of an Irishman for his cabin, however small, is almost proverbial. (Page 214.)

AN INDIAN HOME, BRITISH GUIANA.

It was in Guiana that Raleigh the adventurous hoped to find the fabled "Golden City." He failed in his quest, and his adventure cost him his life. But though Guiana has never justified the great expectations of its early explorers, that portion of it which has the good fortune to form part of the British Empire has long enjoyed a fair amount of prosperity, and a government which compares very favourably with the governments of the semi-civilised States on its borders. We here see one of the homes of the natives, simple enough, but doubtless quite sufficient for the conditions of life in such a climate. The grass hammock, which is evidently appreciated by the natives, is a characteristic and charming feature of Central and South American household equipment. (Page 215).

HOMES OF WHITE MEN AND BLACK MEN.

Of the four illustrations on this page two are of special interest, as showing how our countrymen house themselves when they leave the town for the country, and plant themselves on the edge of civilisation. The square, well-built wooden house of the settler on the shores of Lake St. John looks as comfortable and roomy a home as a man could wish for. The cottage of the Queensland labourer is smaller, but is not unattractive, and the occupant, no doubt, takes a legitimate pride in a home which is really his own. The mud huts of the Koto Krata natives of the Gold Coast, and the circular, wattle-built, grass-thatched cabin of the Kaffir, present a strong contrast to the homes of the Anglo-Saxons, a contrast, happily, wholly in favour of the latter. (Page 216).

A FAKIAL HOME.

It is believed that the members of the very small tribe of which some of the representatives are portrayed in this picture, are strangers in the north-eastern corner of India in which they are at present to be found. They are said to be the descendants of the aboriginal population of Burmah who have wandered to the north-east and have made their home among strangers, still keeping their own individuality and peculiar, independent methods of life. The total number of the tribe in India does not exceed 30,000 persons. Their primitive dwellings indicate a low stage of civilisation, though in appearance the men and women represented in the picture are by no means so degraded and unattractive as are some of the wild, wandering tribes of the peninsula. (Page 217.)

MONKEY BARGES ON THE GRAND JUNCTION CANAL.

"A life on the ocean wave, a home on the rolling deep"—three knots an hour at full horse-power, and a perpetual change of scene—such are the attractions of life on a monkey barge, and no small attractions either in these days of dull routine in crowded cities. It is true that the ocean wave is represented by the still and not over clean waters of the Grand Junction Canal; that the horse-power is not "nominal," but actual, being limited to the capacity of the slow-going steed at the end of the tow rope; and that the outlook from the deck is never very extensive, and is often not gay. Still, there are worse homes than the snug little cabin of a cleanly-kept boat, and many worse occupations than that of her skipper. The Grand Junction Canal connects the Oxford Canal with the Thames at Brentford. (Page 218)

HOMES IN THE WATER: A MALAY VILLAGE.

Lake dwellings, supported on piles standing in the water, were once well known in Europe They now scarcely exist, save in the form of remains, studied by diligent antiquarians in ancient lake beds. But as will be seen, the institution is a well-known and a modern one within the limits of the King's Empire The strange little village of Pulo Brani, in the Malay Peninsula, is composed entirely of houses built on posts driven into the bed of the river. The inhabitants chiefly support themselves by fishing, and their occupation can be carried on by the simple process of dropping a line through the floor of the family apartment. It is a malarious spot for those not to the manner born, but the natives thrive without the aid of quinine. (Page 219.)

SCENE IN A MAORI VILLAGE.

We see here a quiet, peaceful scene. The village is that of Koroniti, on the Wanganui River, New Zealand. The inhabitants are Maoris, members of the fine native race who fought so long and so bravely for the defence of their country against British troops, and who now, in the enjoyment of their land and protected by British law, are among the most faithful subjects of the Crown. It was near this place that, in the year 1843, a number of Englishmen were overwhelmed in a *mêlée* with the Maoris, thirteen being killed on the spot, and the remainder slain by their captors. The conflict which followed was renewed again and again during the next five years. The Wanganui River is a fine stream; the town of that name has a population of 10,000. (Page 220.)

A BURMESE VILLAGE.

This peaceful little village street is typical of many others which are to be found in the Province of Upper Burmah. The houses, with their slender walls of matting and their overhanging eaves of thatch, furnish the chief requirement in a hot country—protection from the sun. The graceful palm trees contribute also to supply the much-needed shade. A pleasant people are the Burmans, despite the bad reputation of some of their erstwhile sovereigns, King Theebaw and his predecessors. It cannot be said that the Burmans are gluttons for work. On the contrary, they take life easily, and their rich soil permits them this indulgence. Betel nut, and the everlasting cigar, are the solaces of men and women alike. Burmah is, on the whole, a happy country, and has benefited enormously by being brought under British rule. (Page 221.)

A KAFFIR KRAAL.

The homes of his Majesty's subjects here represented are reduced to what seems to be their lowest expression. The low, grass-covered huts look more like the lodges of the prairie dogs than the dwellings of men. The wide stretch of country covered with its scanty growth of scrub, its monotony broken only by the little circles of the native kraals, gives a good idea of the desolate and unattractive character of vast stretches of the South African veldt. The love of adventure and the hope of wealth may reconcile men of British race to a residence in so uninviting a country; but for beauty and comfort the Shiré Highlands and portions of the Cape Colony must be sought. (Page 222.)

AN INDIAN CAMP, CANADA.

Here is shown a camp of Red Indians in the Blackfoot Reserve in Canada. The wise Indian policy of the Dominion Government has succeeded as it deserved to succeed It has been honest and it has been humane, and Canada has therefore for many years past been spared the horrors of those frequent Indian invasions, followed by white reprisals, which have caused so much

misery and bloodshed further south. The blanket wigwam is a familiar institution to every reader of Fenimore Cooper and Mayne Reid. A hole at the top forms the chimney, the sticks which support the blanket tent are easily withdrawn, and the whole camp can be removed in a few hours, to be set up again wherever the convenience of these restless wanderers dictates. (Page 223)

A DINING ROOM IN AN ENGLISH HOME.

It would be clearly an error to content ourselves with looking into the homes of all the King's subjects in distant lands, and yet never take a glimpse into that sanctum from which the Briton goes forth to seek his fortune in every part of the world, and to which he often returns to enjoy his success or to deplore his failure. The Englishman's house is his castle, and a most important part of that fortress is undoubtedly the room devoted to the great function of dinner. The interior here represented is probably the type of tens of thousands of others throughout the United Kingdom, and, indeed, throughout the Empire. But to its owner it is doubtless full of associations; it is the room to which his memory will come back when he is far away, and which he will ever connect in his mind with the Englishman's great ideal of "Home." (Page 224)

AT WORK IN THE OFFICE: A CANADIAN LOG HOUSE.

It would indeed make a well-trained City clerk shudder to think that the interior of an office should present such a spectacle as that exhibited in our picture. Nevertheless, this strange combination of sleeping room, living room, and working room has been well and truly photographed from the life. The scene is laid on the shores of Lake Lewis, Camangue, in the Dominion of Canada. The rough log house of the pioneers of civilisation has to do duty for all purposes. Though, indeed, so rapid has been the progress of Regina, and other towns of Central and Western Canada, that the rough pioneer stage is now generally a very short one, and in the near future a well-built stone block will very probably be standing upon the sight of the rough shanty in which our hard-working clerk is endeavouring to conduct his correspondence. (Page 225.)

EATON HALL, CHESHIRE.

One of the most luxurious of English mansions, Eaton Hall, the seat of the Duke of Westminster, is also one of the most accessible to the traveller and holiday maker. You may journey thither from Chester by public brake in less than half an hour, and wander at will among its spacious chambers and beautiful gardens. Admission is by ticket—procurable for one shilling—and the proceeds are devoted to charitable purposes. In the gardens are preserved a Roman altar discovered at Chester, and a Greek sacrificial altar brought from Delphi. Among the art treasures contained in the house are some works of Rubens and several family portraits by Millais. In a corridor is a collection of portraits of famous race-horses. The present building, Florid Gothic in style, was erected by Waterhouse in 1870–82. The previous mansion had been demolished about 1866. (Page 226.)

A SETTLER'S HUT, BULLI PASS, NEW SOUTH WALES.

The quaint little shanty shown in the picture is only fifty-nine miles from the great capital, Sydney, and is on the outskirts of the little mining village and telegraph station of Bulli. The village lies between the mountains and the sea-coast, and steam colliers take coal both to Sydney and Melbourne. It will probably not be many years before the sylvan solitude of this little home is invaded by the builder, and by that time, no doubt, the settler himself will have become a householder on a more substantial scale than at present. So great, however, is the concentration of the population in Australian towns that the country even in their near neighbourhood is still but scantily populated. (Page 227.)

A TYPICAL SOUTH AFRICAN RESIDENCE.

Groote Schuur, formerly the country house of the late Right Hon. Cecil Rhodes, which is here represented, was unfortunately partially destroyed by fire towards the end of 1896, but the work of rebuilding the mansion was at once undertaken. The residence in its original state has been selected for illustration, as being a fine specimen of the old Dutch style of domestic architecture. Situate at Rondebosch, a few miles out of Capetown, and built chiefly of teak timber, it once belonged to the ancestors of Mr. Hofmeyr, but was enlarged and improved by Mr. Rhodes, who filled it with things of beauty and rare curiosities. It stands in a spacious park, and here Mr. Rhodes had his uncommonly fine zoological collection, which included almost every non-carnivorous animal belonging to South Africa, as well as many from other parts of the world. (Page 228)

AN OLD ENGLISH DWELLING: LITTLE MORETON, CHESHIRE.

Little Moreton, named after an old Cheshire family, and locally known as The Old Hall, stands near the road from Congleton to Newcastle-under-Lyme, and is one of the finest surviving specimens of the picturesque, many-gabled houses of timber, wicker-work, and plaster which form not the least of the glories of the Old Country. Built round a courtyard, and itself surrounded by a moat, it has at the top, forming its chief feature, a curious gallery some seventy feet long and twelve feet

broad, the roof of oak, in square compartments filled with quatrefoils, while the sides are formed of bay windows. Little Moreton dates from about the middle of the sixteenth century, and there is a tradition that it was once honoured with a visit from Queen Elizabeth, whose arms are to be seen over the mantelpiece in the dining-hall. (Page 229.)

SALVATION ARMY SHELTER.

"He who will not work, neither shall he eat." Such is the wise motto of those who provide a temporary home for the waifs and strays of society, in the now numerous Shelters of the Salvation Army. "Cleanliness is next to Godliness" is evidently an equally sound, though less Scriptural, motto of the Army. Indeed, it is most necessary for the comfort of the numerous inmates who pass through the Shelter that the most scrupulous cleanliness should be observed. It cannot be said that the accommodation afforded by the wooden benches and the small bunks is luxurious, but it is infinitely better than the hospitality of the streets, which is the alternative from which the charity and humanity of the "Army" rescue so many tired wanderers. The attendant in the foreground is in the well-known red and blue uniform adopted by General Booth's organisation. (Page 230)

THE GILT ROOM, HOLLAND HOUSE.

The past of Holland House is rich in historical associations. Built by John Thorpe in 1607 for Sir Walter Cope, it passed next into the hands of his son-in-law, the first Earl of Holland, who was executed for treason, and who, tradition says, has haunted this "Gilt Room" ever since, issuing forth "at midnight from behind a secret door," and walking "slowly through the scene of former triumphs, with his head in his hand" On his death the mansion was transferred to General Fairfax, and Cromwell and Ireton came hither for their deliberations. After the Restoration it reverted to Lady Holland. The Holland peerage became extinct on the death of the third Earl, whose widow Addison married in 1716; but in 1762 it was revived, Henry Fox, father of Charles James Fox, being created Baron Holland Under the third Baron, Holland House became famous as a rendezvous of Whig politicians and literary celebrities. It belongs now to Lord Ilchester. (Page 231.)

A STOCK FARM IN NATAL.

South Africa has been for some years in competition with Canada and Australia in the work of supplying the great town populations of the United Kingdom with food and clothing, in the shape of beef, mutton, and wool. If sheep farming has not yet attained the gigantic proportions which it has reached in Queensland, it is nevertheless conducted on a very large scale. Cattle are among the most prized possessions of every South African, whether he be white man or black, and naturally great attention has been paid to breeding. The prize bulls, which are the owner's pride, and which have cost him a very large sum, are properly placed in the foreground of the picture. Unfortunately rinderpest makes havoc among the herds, and as yet no effectual protection against its ravages has been discovered. (Page 232.)

A HOME ON A TEAK RAFT.

"A life on the ocean wave" has its joys for many. The more tranquil existence of those who live in the small houses shown in our picture, floating on the broad bosom of the great Burmese river, is possibly also not without its charm. It must be hard, however, to develop a very keen attachment to a home which is necessarily broken up from its foundations at the end of each voyage. Burmah, the great river-furrowed dependency of British India, is rich in many valuable products None is more valuable than the hard, heavy teak wood, which is hewn in the Burmese forests and floated down the river at Rangoon. Iron-hard, impervious to the attacks of the white ant, capable of taking the finest polish, the teak wood is one of the most precious kinds of timber obtainable in any part of the world. (Page 233)

A WAYSIDE INN, OURIMBAH, NEW SOUTH WALES.

To take one's ease at an inn has been the enjoyment of many a tired mortal, both before and since the sage Dr. Johnson pronounced the inn parlour to be the best place in which an intelligent man can enjoy himself. Although the inn in our illustration is not a pretentious one, it nevertheless has an air of comfort which commends it as a welcome resting place both for man and beast. Here long trains of cattle can find that rather precious commodity, water; and here, too, even the strict Colonial laws will allow their owners to gratify themselves with something more to their taste than water. (Page 234)

A TODA HUT, INDIA.

There is a family likeness between this strange dwelling and the small gipsy tents which are still occasionally to be seen dotted about on an English countryside. It is strange that two thousand years of civilisation in India, a land of craftsmen and a land of builders, should have left so primitive a form of architecture in existence. Its picturesqueness cannot be denied, and it must be admitted that some members of the family, who have apparently crawled out through the little aperture that serves as a door to pose to our

artist, are not unattractive. The Todas are an aboriginal race living in the neighbourhood of the Neilgherry Hills. They are becoming extinct, and do not at the present time number more than 1,000 all told. (Page 235.)

IN THE LIGHTHOUSE TOWER, HOLYHEAD.

This picture represents the interior of the living room in the lighthouse erected on Holyhead Breakwater, North Wales. It is a tranquil day, and the lightkeeper, who is off duty, can look out of the window over a calm sea; but in the great gales not only windows, but shutters, must be closed, as the breakers mount hissing upwards till they reach the bright-burning lantern which flashes out its warning above. The Trinity House in England, the Corporation of Northern Lights in Scotland, and the Board of Irish Lights in Ireland, maintain the "Lights" of the United Kingdom, while the Board of Trade, in conjunction with various local authorities, maintain those "Lights" on the distant waterways of the Empire. (Page 236.)

THE DRAWING ROOM, BUSHIR BAGH PALACE, HYDERABAD (DECCAN).

Of the many native Princes of India, the Nizam is undoubtedly one of the most important and influential. He is one of the native rulers who share the royal dignity of a salute of twenty-one guns. Not only is the Nizam a trusted friend of the British Government in India, but, as may be seen from this picture of his drawing room in the great Bushir Bagh Palace, he has not been slow to adopt European fashions in decoration. The introduction of Oriental furniture and ornaments into Western homes has long been the fashion. It is not to be wondered at that the process should sometimes be reversed, though artistic effect not seldom suffers thereby. (Page 237.)

DINNER TIME IN ST. PANCRAS WORKHOUSE, LONDON.

The law of England has long ordained that to no man or woman shall be denied the prime necessities of food and shelter; but still, though every English man and woman is entitled to relief at the public expense, such relief can only be obtained on terms. To enter the Workhouse is justly regarded by any man or woman still capable of work as a stigma; but for those who can no longer work public opinion has a gentler judgment. We see here the female inmates of one of the great London Workhouses at their mid-day meal. It cannot be said that the refuge which is offered them at the public expense is luxurious or attractive; but for many of the inmates it serves as their only home for long years, and in that home they pass away from the troubles of this world. (Page 238.)

WORK AND WORKERS IN THE KING'S EMPIRE.—II.

METAL WORKING IN INDIA.

From the earliest ages India has been famous for its wealth in natural products, and at a very early date it became known that it possessed among its inhabitants artificers whose work was coveted by all nations. The skill of the native workmen is the more marvellous when we take into consideration the small variety and the extreme simplicity, and even roughness, of the tools they use—tools which in most cases would be thrown on one side by any European artisan, though the natives will with them turn out work which is unsurpassed in beauty of form and in the patience with which the elaborate details of the surface ornamentation are worked out. (To face page 239.)

"THERE'S NOTHING LIKE LEATHER:" A ZULU INDUSTRY.

While alive the ox is the most valuable possession of the South African native, and he does not cease to be of use after his death. Apart from the function which he performs in furnishing material for a feast, his hide, in the form of leather, supplies a variety of wants. From it are made the shields with which the warrior protects himself from the assegai of his enemy. Ropes, ornaments, articles of wearing apparel, and a variety of other objects, are manufactured from the same material. In the illustration we see a party of Zulus engaged in the process of braying the hide of an ox, so as to give it that firmness and consistency which are such essential qualities in good leather. (Page 239)

COAL WINNING IN THE MIDLANDS OF ENGLAND.

By common consent the difficult and dangerous task of winning coal from the deep levels of our mines has been recognised as a special and peculiar industry, surrounded by dangers unknown in other industries, and to be conducted, therefore, under special regulations. What can be more arduous than the miner's life? We see in this picture at the head of the shaft the cage preparing to descend to the deep levels. We dive into the earth, and by the aid of artificial light we are able to portray, with more brilliancy than the dim miner's lamp can ever shed, the workmen toiling at the face of the coal, and the pit boys guiding the trucks pulled by the pit ponies through the timber-roofed galleries of the mine. (Page 240.)

LUMBERMEN CUTTING TIMBER.

No phase of life in Canada is more picturesque than that of the lumberman, identified as it is with all that is most peculiar to Canadian scenery, climate, and conditions of living. Lumbermen are made up into gangs, each one averages over twenty men, under the superintendence of a foreman. There are the "head chopper" and his three assistants, who fell the trees; the two sawyers, who cut them into logs; the "scorers," who remove "slabs" and branches from trees meant for square timber; and the "hewer," who with his broad axe squares the "stick," as the huge length of timber is called. Other functionaries who form the gang are the cook and his assistant, the carpenter who repairs the sleighs, the leading teamster who directs the hauling of the logs, and the "sled tender," who sees to the loading of the sleighs. (To face page 241.)

DRYING SILK COCOONS IN INDIA.

The silk industry in India is very important and, happily, a growing one, and in a "filature," or silk factory, such as that shown in our illustration, the latest and most approved methods of handling the delicate, beautiful material have been introduced. We here see the cocoons exposed to the sun in large flat trays; the object of the process is to dry the silk and thus facilitate the subsequent process of reeling. It is also necessary to kill the grub inside each cocoon—a process which is effected by heat. Before being reeled the cocoons are again damped in order to soften the natural gum which coats the silk. While the production of raw silk is giving occupation to a large number of workers in one part of the King's Empire, it is satisfactory to know that the manufacture of silk has, despite great difficulties, made headway in England. (Page 241.)

THE LOCOMOTIVE DEPARTMENT, MIDLAND RAILWAY, DERBY.

There is probably little to choose in the matter of efficiency and equipment between the engine works of the various great English railway companies. Crewe for the North-Western, Swindon for the Great Western, Doncaster for the Great Northern, Stratford for the Great Eastern, provide locomotives in no way inferior to those turned out for the Midland Railway in their immense shops at Derby. Locomotive engine building has now reached a high point of perfection, and no company can afford to be behindhand in the type of engine which it selects. The Derby works are of special interest owing to the fact that they were constructed at a comparatively late period in railway enterprise, and their designers were consequently able to lay them out on a definite plan, and to introduce into them at the outset the improvements which the experience of older establishments proved desirable. (Page 242.)

DRYING COCOA IN TRINIDAD.

Cocoa, or cacao, has been endowed by botanists with the generic name of "theobroma," or food for the gods. Whether the immortals have substituted an infusion of this nutritive bean for the classical ambrosia is uncertain, but that mortals consume cocoa in ever-increasing numbers is beyond dispute; nor, when we take into consideration the value of cocoa as food, and the palatable forms in which it is presented, can we wonder at its growing popularity. Cocoa, which is the seed or kernel of the fruit of the cocoa tree, is dried before use and roasted. It is the former process which is here shown. The workers in this case are not natives of Trinidad, but are East Indians, of whom large numbers are on the island. (Page 243.)

LAMB MARKING IN AUSTRALIA.

In a land where flocks are numbered by tens of thousands, and in which the limits of pastures have to be reckoned in scores and sometimes in hundreds of miles, special measures must necessarily be taken for the identification of the four-footed property of individual owners. To attempt to enclose an Australian sheep run after the fashion of an English pasture would be like attempting to embank the Atlantic Ocean. As the individual members of different flocks cannot, therefore, be kept apart with any certainty, it becomes of the highest importance that every animal should be easily capable of identification. The process of marking the lambs, which we see represented in our illustration, has to be gone through each spring. (Page 244.)

CARPET WEAVING IN INDIA.

Happily, there are a few industries left in the world in which the deftness of the human hand, the colour sense inherent in the human eye, and that patient application to detail which is the outcome of the intelligence of the human brain, have triumphantly held the field against the invasion of machinery. Such an industry is that of carpet weaving. It is indisputable that, despite the admirable work of Paisley, Kidderminster and Huddersfield, the true Oriental hand-made carpets and rugs are still prized by the connoisseur far more highly than the most costly products of the power loom. The process of weaving an Oriental carpet is slow—it may even occupy years. The machinery is rude, as our illustration shows; but the results are sometimes of incomparable beauty. (Page 245.)

A SUGAR-CANE PLANTATION IN BRITISH GUIANA.

A sugar-cane plantation is full of life and animation. Here the negro—laughing and chattering—is to be seen at his best, for is he not in his element? The

beautiful plant, with its long green leaves and bunch of rose-coloured flowers growing at the top of the stem, waves in the soft tropical breeze, and over all shines the splendid silent sun, as Walt Whitman finely describes it. In our picture we see one of the great sugar plantations in British Guiana. The negroes are cutting the tall canes, to be loaded on the small punt which reaches all parts of the plantation, and which serves as a cheap and convenient method of transport to the neighbouring factory, where the sugar is manufactured, packed up and prepared for transportation to every part of the world. (Page 246.)

CUTTING BANANAS IN JAMAICA.

It may be taken for granted that the members of the little group here portrayed are quite unaware of the picturesque appearance which they present, and have not the smallest appreciation of the beauty of the surroundings in which they are working. It would be hardly possible, however, to conceive a more beautiful workshop than that which Nature has supplied, or, indeed, to find a more simple and agreeable form of manual labour than that which is involved in robbing the great palms of their load of cool, clean, golden fruit. Year by year the import of bananas to the great towns of the Empire is increasing as the qualities of the fruit become more appreciated, and the facilities for supplying it in perfect condition increase. (Page 247.)

WATER CARRIERS IN BALUCHISTAN.

Throughout the whole of the East the trade of the water carrier, the "bhistie," as he is called in India, is an ancient and honourable one. Whatever else may be dispensed with, a supply of the treasured water must always be available in a land of scorching suns, if life is to be preserved. British rule is gradually covering India with a vast system of irrigation works, but for the most part water is still supplied by means of the primitive appliances here shown. The patient bullocks are laden with skins made watertight with resin or some such material, and no other device has yet been discovered by which the liquid can be so easily and safely transported under existing conditions. Easy to carry when empty, and easily adjusted when full, the "mussock," or water skin, has held its own from the days of Abraham. (Page 248.)

DIAMONDS AND DIRT.

As everyone knows, South Africa has of late years become the greatest diamond-producing country in the world. The famous De Beers mines alone have produced the precious stones in quantities which may be measured in sacks and bushels rather than in the minute standards peculiar to the jeweller's craft. But, despite the large output, the skill of those who control the market, or the insatiable appetite of the feminine half of civilised humanity for the brilliant gems, has kept up the value of the diamonds, and they remain what they have always been—the most precious objects, weight for weight, in the world. Hence, infinite care has to be taken to prevent their abstraction, and it is to a few men only, who are selected for their character as well as their skill, that the task of separating the diamonds from the "dirt" is entrusted. (Page 249.)

NATIVE REAPERS IN CYPRUS.

The ancient and honourable work of reaping the harvest occupied the sons of men long before Ruth gleaned the ears in the field of Boaz. Of late years the steam reaper and the steam binder have done much to destroy the picturesque side of the operation, but there are lands where the sickle is still wielded from morn to eve by the reaper, and where the gleaner still finds a harvest after the fallen corn has been gathered and put into shocks. British rule has given peace to Cyprus, and the workers who are shown in our illustration labour with the satisfaction that where they have sown there they shall reap, and that the fruit of their toil shall be their own. The principal enemy of the cultivator in Cyprus is the locust, against which the British Government has striven, and not without success. (Page 250.)

CURING FISH IN CANADA.

Canada is specially favoured in possessing two harvests—the harvest of the land and the harvest of the sea. No part of the world is more prolific in fish of all kinds than the coasts and rivers of Canada and Newfoundland. The demand for fish as an article of diet is great, and is daily increasing; and the fact that fish is a prescribed article of food on certain days and at certain seasons of the year in all Roman Catholic countries, gives a peculiar stability to the fish-curing industry. Cod, salmon, herring, and many other fish, are exported, preserved fresh in ice, canned, or cured. The trade in the last named is, perhaps, the most important of the three branches. (Page 251.)

IN A LANCASHIRE COTTON MILL.

It has been said that what Lancashire thinks to-day, England will think to-morrow. Lancashire and cotton spinning are, as all the world knows, indissolubly connected; and if England depends to any extent on the opinion of Lancashire, undoubtedly Lancashire in a still larger measure bases its views upon what the cotton workers think. In one of these illustrations we see the deft-fingered girls standing at their looms and superintending the broad webs as they grow with each movement of the flying shuttle. In the other we see an early part of the process of spinning the cotton yarns,

of which so many million pounds' weight are produced for the use of Lancashire manufacturers themselves, and for transmission to all parts of the world. (Page 252)

AN OSTRICH FARM.

In Great Britain the farmer is often urged to devote his attention to poultry farming. In South Africa the industry has already been adopted, but the selected bird is the stately ostrich, whose egg would set up a small family in omelettes and puddings for a week, and whose feathers are likely to remain a marketable commodity as long as woman lives and fashion reigns. (Page 253.)

A DAIRY FARM.

The milkmaid has gained an established place in our literature as a charming creature of unblemished character and dainty toilette; her companion is usually described as a "swain," and she herself figures as a "merry maid." It is clear that the conception of the milkmaid must be modified before we describe the swarthy Zulu milkman who is pursuing his industry as shown in our illustration. (Page 253.)

A NATIVE CANE MILL, JAMAICA.

There was a time when Jamaica sugar, and the products of Jamaica sugar—Jamaica rum and Jamaica molasses—held their own against the competition of the world. That happy time, alas! has long gone by, and the Jamaica sugar industry is struggling—and, as many would have us believe, struggling in vain—to prolong its feeble existence. There are those who tell us that the West Indian planters owe many of their misfortunes to themselves, and that obsolete methods of manufacture are responsible for the depression which exists. The planters deny the charge, and declare that their methods are now all that can be desired. But that the antique machinery still exists, and is utilised by the negroes, our illustration clearly shows. (Page 254.)

THE MANUFACTURE OF OPIUM IN INDIA.

As to whether the raising of revenue out of opium be legitimate or not seems destined to remain a matter for discussion as long as our Indian Empire lasts. Meanwhile, there can be no two opinions as to the importance of a manufacture which yields such a great revenue to the Government. Our illustration represents an intermediate stage in the process of preparation. The sap collected from the half-ripe poppy heads is first freed from the watery fluid which is contained in it. It is then packed in jars, the contents of which, after being weighed, tested, and valued, are turned out into large vats. The contents of the vats are taken out and kneaded into balls or cakes for the market. It is this process which is depicted in our illustration. The balls of opium are packed in chests and are exported, chiefly to China. (Page 255.)

TIN MINING NEAR KWALA LUMPUR, SELANGOR.

That fine estate, the British Empire, is wonderfully self-contained: there is scarcely any need existing in one of its parts which some other part cannot supply. Canada and Australia export millions of tins of meat and vegetables. The Malay Peninsula, which contains the richest known tin deposits in the world, furnishes the necessary material for canning the Canadian and Australian goods. The tin, extracted from tin oxide, is either "stream tin," separated from alluvial deposit by the force of water, or is worked in "lodes" which yield from five to six per cent. of metal to the ton. The ordinary tin plate is formed by depositing tin upon sheet iron. Owing to the oxidising of the iron and the dissipation of the tin coating, an enormous part of the total tin output disappears annually. (Page 256.)

PROVIDING THE REVENUE OF INDIA: A GOVERNMENT SALT FACTORY.

Salt is in every part of the world a prime necessary of life. Without salt in some form health cannot be preserved. It is the fact that a tax upon salt secures a contribution from every class of the community that has made the imposition a favourite one with Governments in all ages. The "gabelle," or salt-tax, was abolished in France in 1789, but in India the immemorial practice of ages has been continued by the Government, and the production of salt is a carefully preserved monopoly. The article is for the most part produced by the evaporation of sea water at factories situated on the coast. It is one of these factories which is here shown. The net revenue derived from salt is about £5,000,000 per annum. (Page 257.)

A PRIMITIVE THRESHING MACHINE.

There is a Scriptural prohibition against joining the ox and the ass under the yoke of the plough, but no similar authority forbids the use of this rather strange association for the purpose here depicted. Our scene is laid in the island of Malta, and the two oxen and the ass are engaged in threshing, or treading out the wheat. The persistence of ancient methods of agriculture is remarkable. In parts of England oxen are still yoked to the plough, but it is a surprise to find that this primitive, though picturesque, process should obtain in Malta, an island crammed with the latest appliances which British ingenuity supplies for the purposes of war, and garrisoned by several thousand British troops. (Page 258.)

LOADING UP FOR COVENT GARDEN.

Despite the competition of the great wheatfields of the world, and the growing import to the United Kingdom of fruit and vegetables raised in distant countries and under favouring suns, the cultivation of the land is, happily, not yet extinct in England. In a moment of enthusiasm, Mr. Gladstone once recommended the British farmer to fall back on the manufacture of jam as an escape from the ruin which threatened him. Jam has not quite realised expectations, but market gardening—the cultivation of vegetables in the neighbourhood of great towns—still remains a profitable industry. Covent Garden, the great market of London, receives in the grey twilight of every morning hundreds of tons of green stuffs, brought up in country carts such as that shown in our illustrations. (Page 259)

THE TRIBUTE OF THE FOREST.

The insatiable needs of civilisation are daily devastating the surviving great forests of the world. Trees which for centuries have been maturing undisturbed are daily felled to furnish us with material for our street pavements, our buildings, and our railway sleepers. Our first illustration shows us one of the giant Kauri trees of New Zealand already tottering to its fall under the axe and saw of the woodsman. Our second illustration presents a graphic picture of the operations of the Canadian lumbermen, who, taking advantage of the hardness of the frost-bound soil, are dragging the felled trunks of the pine trees to the riverside, whence, when the thaw comes, they will be borne down on the swift waters of the torrent to the great saw mills. (Page 260.)

THE MANUFACTURE OF POTTERY IN MADRAS.

Probably the earliest of all the arts practised by man, was the art of working in clay. In India, a country of old civilisation, pottery is made in every degree of perfection, from the rudest possible vessels suitable for domestic purposes to the most elaborate triumphs of the ceramic art. Our illustration shows a workshop in Madras, where the workers are engaged in the production of fine reliefs and other decorative objects. Indian decorative art has undoubtedly been greatly influenced by the art of Europe, and some of the finest monuments in India, notably the Taj at Agra, have been inspired by European artists. No one can complain of the result in the case of the Taj; but there is a real danger lest the truly national character of Indian art in design should be obscured and deformed by injudicious European interference. (Page 261.)

A GOVERNMENT EIGHT HOURS DAY.

It would be out of the question to omit from a series representing the work and workers of the Empire all reference to the great manufacturing establishments carried on directly under the control of the Imperial Government. Of these, by far the most important are the immense national dockyards at Portsmouth, Chatham, Devonport, Keyham, Pembroke, and Sheerness. Happily, they may be included among the model industrial establishments of the Empire. We here see the flood of workers pouring out of the gate at Portsmouth Dockyard at the close of their Eight Hours Day. Some idea of the scale of business at the dockyard may be gathered from the fact that from eight to ten thousand men are employed, and the wages paid vary from £10,000 to £12,000 per week. (Page 262.)

ENGLISH NAVVIES AT WORK.

For good, honest, downright hard work the British navvy may fairly claim to hold the pride of place among the hand workers of the world. A class apart, he spends his life in excavating the deep cuttings, and piling up the huge embankments which the rapid extension of railway communication renders necessary. Terribly exhausting in its nature, the labour can only be effectively performed by men inured to its rigours; but practice, goodwill, and a splendidly developed physique enable the British navvy to perform miracles in the way of expeditious work. Although deriving his name from the fact that his predecessors at the beginning of the nineteenth century were principally employed in cutting the so-called "navigation" canals, his occupation is now almost exclusively on the railways. (Page 263.)

THE PASTIMES OF THE EMPIRE.

ON THE THAMES: BOULTER'S LOCK, MAIDENHEAD.

There are many greater rivers in the world than the "Silver Thames." Indeed, if the truth be told, there are many parts in the King's Empire in which that much sung, much described, stream would scarcely be accorded the style and title of a river at all. But "little and good" is sometimes a fact as well as a phrase; and as inches do not in the best sense make a man, so undoubtedly miles do not in the best sense make a river. And so, even though many a score of greater rivers roll their waters to the ocean, the Thames may still claim to be the Queen of Rivers, surpassed by few streams in its beauty, and approached by none in the recreation and happiness it affords to the millions who dwell on its banks. We here see a crowd of pleasure boats issuing from Boulter's Lock, near Maidenhead. (Page 264.)

MOUNTAINEERING IN BRITISH COLUMBIA.

To those persons who are fortunately endowed with a robust frame and strong nerves there is a fascination in the exercise and adventure of scaling mountains. Our picture represents a party enjoying this pastime in British Columbia, a province which has been aptly described as a "Sea of Mountains." The danger of the enterprise is shown by the safety rope fastened to the climbers, and their task is arduous enough to satisfy even the greatest lover of this form of amusement. Mountaineering as a pastime has the merit of being inexpensive so far as the necessary output is concerned. One of the drawbacks is mountain sickness, due, in all probability, to deficiency of oxygen in the rarefied air of high altitudes, the best remedy for which is said to be a preliminary training on short commons and a partial starvation on the way. (To face page 265.)

PLAYING AT BOWLS IN RAVENSCOURT PARK, HAMMERSMITH, LONDON.

Innumerable references to bowling greens and bowl playing, and incidents connected therewith, occur in our public and private records of the last three or four centuries. It was in playing this game on Plymouth Hoe that Drake and his companions were engaged when the news was delivered to them that the Spanish Armada had been sighted off the Cornish coast. In recent years there has been a revival of bowling in town and country, and greens, resembling the pretty one in our picture, are laid out in several of our London parks, where players delight to congregate on a summer's evening. The game has often been referred to as "an old man's game"; but it is by no means exclusively so, for it affords abundant scope for the strength, vigour, and mental qualities of youth. (Page 265).

A NAUTCH DANCE.

The Nautch Dance, performed by a professional dancer, is an exceedingly popular spectacle in India; and in the houses of the wealthy, such as that shown in our picture, large sums are paid to skilled performers for the exhibition of their art. The dancing—or, rather, posturing—does not always, nor, indeed, often, conform to European ideals of grace and agility. But in such matters each nation has its own taste, and it is conceivable that there may be countries in which the gyrations of a "*première danseuse*" pirouetting on one leg may not be considered either graceful or attractive. In one point, however, the West has an undoubted advantage over the East; for with the best will in the world it is impossible to pay compliments to the native orchestra, to whose monotonous dronings and drumming the lady on the stage performs her evolutions. (Page 266.)

DANCING ON THE PIER AT BLACKPOOL, LANCASHIRE.

A passion for dancing is believed to have been deeply implanted in primeval man, and it has apparently come down through the ages undiminished in force. Wherever "he and she" meet on amusement bent, with a plank floor under foot and anything that can be called a band within earshot, "he and she" will inevitably develop a tendency towards the suave quadrille, the animated Lancers, or the more agitating joys of the polka and the valse. It is not too often that the English climate lends itself to an *al fresco* dance, but our illustration shows us that such happy occasions do arise, and that when they come the young men and maidens of Lancashire know very well how to take advantage of them. (Page 267.)

BOAT SAILING AT ADDAH, ON THE GOLD COAST OF AFRICA.

"There is," as Shakespeare tells us through the mouth of Fluellen, "a river in Macedon, and a river in Monmouth—and there are salmons in poth." So, also, it is plain on the unimpeachable evidence of the camera that while there is "a Round Pond in England," there is also "a Round Pond in Africa," and that by the same token there are little boys sailing little boats in both. We are not accustomed to think of the negro or of his kindred as belonging to a seafaring race, but it is evident that the younger members of the race are endowed with a maritime instinct which it is most desirable to encourage in those who have now become sharers in the fate and fortunes of the Empire of the Seas. It is true that the construction of the small ships of Addah is rude, and that the uncompromising square sail which forms the favourite rig does not represent the last word in the science of boat sailing. But, indeed, much the same sort of criticism may be justly applied to the shipping owned by other young citizens of the Empire whose faces are white. (Page 268.)

YOUNG BRITAIN LEARNING TO RULE THE WAVES.

One of the prettiest sights on a summer's day in London is that presented by the Round Pond in Kensington Gardens. On its tranquil waters may be seen a whole fleet of model yachts of every size and description, some of them shaped and finished with most extraordinary delicacy, and often sailed with consummate skill by their owners. Model boat sailing is congenial to youngsters throughout the whole of the British world. On the Round Pond, at any rate, the sport has warm adherents among the seniors, whose passion for the pastime of their youth has endured and become stronger as the years have passed on. It is safe to predict

that the pretty little vessel in the foreground is carrying too much sail even for the Kensington "trades"; but the real racing clippers are rigged and trimmed with almost as much care as an 80-foot racing cutter. (Page 269.)

A METLAKATLA ORCHESTRA.

It is a far cry to Metlakatla, British Columbia; but the domain of art is as extensive as the distribution of man upon the globe. We see here a band sufficient in numbers, and, by all accounts, not deficient in skill, drawn up in front of the wooden church of Metlakatla, which, as all the world ought to know, is situated on the coast of British Columbia, in 54° N. latitude and 130° W. longitude. The musicians are, without exception, Indians—members of a race which is exceedingly susceptible to the charm of music, and producing many individuals who, like the subjects of our illustration, are capable of attaining considerable skill as instrumentalists. The congregation, of which these musicians form a part, is, it appears, greatly bent upon obtaining an organ for use in their church. It is to be hoped that so reasonable and commendable an ambition may ere long be gratified. (Page 270.)

SATURDAY NIGHT IN THE PRINCESS'S THEATRE, MELBOURNE.

It has been said, and probably with some truth, that the Anglo-Saxon in Australia has a better notion of amusing himself than his kinsmen in the Old Country. That the citizens of Melbourne are a pleasure-loving people is indeed beyond dispute, and musical and theatrical entertainments are exceedingly popular. The demand has created a supply, and the great auditorium of the Princess's Theatre in Melbourne is worthy of the immense and enthusiastic audiences which the promise of good music or good acting always assembles within it. (Page 271.)

A CHINESE THEATRE AT SINGAPORE.

It is characteristic of the Chinese drama that it may require days and even weeks for its proper development. It is not wonderful, therefore, that the spectators in the primitive theatre, of which a representation is here given, should have found time to divert their attention from the performance on the stage, and to resign themselves, as they evidently have done, to the requirements of the artist whose camera has depicted them for the benefit of our readers. The Chinese play is not easily comprehended by the European, who has, moreover, to accept the conventional stage treatment which endows the principal actors with masks of the most extraordinary description, and which thus makes the play of feature quite superfluous. The Chinese form a large element in the population of Singapore, and the theatre is one of their favourite recreations. (Page 272.)

"PUNCH AND JUDY"; OR, THE LEGITIMATE DRAMA.

That famous tragi-comedy which deals with the life and fortunes of Mr. Punch, his family, and dependants, has undoubtedly come down to us from the twelfth century at least, and in its original Italian form is believed by the learned to have been a "Mystery Play" of deep import. It is, however, not probable that a modern London audience sees any significance in the quarrels of the hero and his spouse; and the amusement is independent of historical research. That "Punch and Judy" is still capable of amusing an audience of both old and young is plain from our picture, which represents a special "*matinée*" given for the benefit of our artist by Mr. Hamley, of New Oxford Street, the lessee of the theatre, and the impresario of the troupe. (Page 273.)

HOUSEBOATS AT HENLEY.

Every year the great regatta at Henley-on-Thames is becoming more and more of an international festival; and each year crews from all parts of the King's Empire, as well as from the United States and other foreign countries, compete for, and not infrequently carry off, the prizes of the meeting. Each year the assembly becomes greater, the river more crowded, and, alas! the prices higher. Along the banks are ranged rows of houseboats—floating villas—crowded with gaily dressed spectators. The proprietor of each houseboat vies with his neighbours in decorating his home, and in the lavish expenditure which is necessary to provide the perfect appointments and luxurious appliances with which it is adorned. (Page 274.)

A TUB RACE ON REGATTA DAY IN THE BAHAMAS.

The poet who has recorded for us the maritime exploits of "the wise men of Gotha," cautiously, but justly, remarks that "if their boat had been stronger their cruise had been longer," and the same general statement would probably apply to the enterprising sportsmen whom we here see taking part in an exciting race upon the smooth waters of the Bahama lagoons. It is safe to prophesy that some, at any rate, of the diminutive craft will not pass the post; but the perils of shipwreck have doubtless been accepted as an inevitable risk by the competitors, and in the absence of sharks, which are not to be feared in these inland waters, a dip in the warm sea involves no serious danger. (Page 275.)

PLAYTIME AT A LONDON COUNCIL SCHOOL.

"*Maxima reverentia debetur pueris*"—so runs the Latin phrase, which for our purpose may be freely translated to mean, "It is of the highest importance to

give proper precedence to the children." Happily, a great many grown-up people in the King's Empire "play" in one way or another; it would be a very dull Empire if they did not! But while play is a rare privilege of the elders, it is—or, at any rate, it ought to be—the indisputable right of the children. Luckily, the right is very generally exercised; and while our great elementary schools have conferred an immense benefit upon city-bred children by giving them the opportunity to work, they have been no less beneficial in giving them a really good opportunity to play. The members of the small tribe here represented have evidently made good use of their opportunity. (Page 276.)

A BALL IN THE ANDAMAN ISLANDS.

Dancing is evidently common to all the races of mankind. The same inspiration which sets lads and lassies tripping on Blackpool Pier sets these strange islanders of the Indian Ocean swaying and gyrating under the shadow of their branching palm trees. It must be admitted that the costumes are not those of the best Lancashire society; but doubtless they represent the high water mark of fashion in the Andaman Islands. And if the toilette leaves something to be desired, it is evident that the *coiffure* of the principal dancers has received skilled attention. The music, as is the case with many semi-savage races, is not of a character calculated to inspire a white man; but undoubtedly the droning of the native instruments and the banging of the "tom-toms" do "supply a felt want," and produce an effect comparable, it may be supposed, to that of the strains of Strauss's band in a European ball room. (Page 277.)

THE "CHOWRASTA," DARJEELING.

This scene is a Children's Floral Fête at Darjeeling. Children are assembling on the Chowrasta—or "Four Roads"—before proceeding to the "Shrubbery." The junction of the "Calcutta and Auckland Roads" with the two "Malls" gives its name to the Chowrasta, which is the fashionable place of assembly for residents and visitors in the charming mountain station of Darjeeling. Darjeeling, which is now connected with the plains by a narrow gauge railway, is not only a health resort for those who have become exhausted or enfeebled by work in the burning offices of Calcutta, but is the centre of the flourishing district in which the famous Darjeeling teas are grown. Among the throng seen in the picture are British soldiers in their sun helmets, and a couple of Ghurka soldiers (Page 278.)

A REGATTA AT MALTA.

The Mediterranean sun gives brilliancy and warmth; the light-hearted Maltese, with their southern gaiety, contribute life and grace; the British element supplies force, organisation, and the sporting spirit; and with all these valuable aids a regatta at Malta must needs be a *fête* of remarkable brilliancy. A water carnival is indeed a characteristic festival of the inland sea, and the jousts, or water tournaments, which take place in the coast towns of France and Italy are long established institutions. Here we see that the ordeal of the "greased pole" has been introduced into the programme of the sports, and is doubtless found to be as mirth-provoking and as exciting as it invariably proves to be in northern harbours. The boats, with their picturesque forms, produce a most charming and attractive picture. (Page 279.)

THE BOAT CLUB, RANGOON.

Wherever the Briton may go he will in a very brief space of time start a "club" of some sort. If an attractive sheet of water be available, whether it be on an Equatorial Lagoon, or on some half-frozen fiord within ten degrees of the Pole, the club will pretty surely take the form of a rowing or sailing club. Burmah is *par excellence* the land of the waterman: the vast territory, through which the Irawadi flows, contains hundreds of miles of open waterways running far into the land. It is in the nature of things that the British residents at Rangoon should take advantage of the facilities which the country offers for a peculiarly British recreation. We here see the charming club house of the Rangoon Club. (Page 280.)

A TENNIS PARTY ON THE KARROO, SOUTH AFRICA.

When the British Training Squadron paid a visit to the far off island of Spitzbergen, the officers, with the true sporting instinct of their race, made the best they could out of an unpromising situation. Wickets were pitched upon the ice, and an orthodox cricket match was played by the light of the midnight sun upon the surface of the ocean. The same spirit of enterprise is sure to find a manifestation wherever a party of Britons get together. The Karroo is not attractive in appearance; its vegetation is scanty, and its water supply is often sadly inadequate. But, as we see, the Karroo at its worst has its uses. With a little energy and good-will it can be made to serve as a lawn-tennis ground, and evidently the party who are here very good-naturedly interrupting their game for the benefit of our artist, have achieved an undeniable success. (Page 281.)

SNAKE CHARMERS IN INDIA.

Few persons who have been in India have failed to witness the astonishing performances of the Snake Charmers, who, as our illustration shows, handle with impunity the terrible cobra, the deadliest of Indian snakes. It has often been suggested that the snakes are

rendered innocuous by the "Charmers," but there seems no sufficient evidence to prove that this is the case. Musical instruments are always an accompaniment of the performance, and it is clear that the snake is influenced by the sound—a circumstance which gives point to the Biblical description of the deaf adder which "will not hearken to the voice of charmers, charming never so wisely." The Snake Charmers form a special caste, and their mystery is transmitted from father to son. (Page 282.)

"HOCKEY ON THE HOUSETOP."

"*Dulce est desipere in loco*" is one of the many Latin phrases which it is the privilege of the schoolboy to learn while he is at school, and his practice to forget within a month after learning it. It may be roughly translated: "It is a good thing to have a good time in the best available place." London, alas! like most other great cities, is not as well provided with playgrounds as it ought to be; and the scholars of the St. Paul's Cathedral Choir School, whom we here see represented, lack the airy playing fields which are the pride of many a country school. But "where there's a will there's a way," and the leads of the school building in Carter Lane have been made to do duty in default of better accommodation. Doubtless many a good game has been played, and will yet be played, under the shadow of the great Cathedral. (Page 283.)

ESSEX VILLAGERS PLAYING QUOITS.

A cynical Frenchman has observed with some truth that the recreation to which Englishmen are most passionately devoted is "looking on at other people playing cricket." The gentle game of quoits is, however, free from the implied reproach, for it is probable that few of the spectators are not themselves perfectly ready to take their turn when those who are actually pitching the quoits have completed their match. A pleasant, tranquil pastime, the game of quoits has much to recommend it. The appliances are simple, the amount of space required is not great, and the roughest novice can get some amusement out of the game. It is not wonderful that quoits have held their own since the days of Homer. (Page 284.)

AN AUSTRALIAN CORROBOREE.

Australian aboriginal natives are nowadays but a feeble folk in the land of their birth. At no period can their numbers have been very great, and they are now undoubtedly diminishing. Here, however, we see a group of this strange people assembled for the performance of the elaborate ceremony known as the "corroboree." It would be an error to call the performance a dance; it may be more correctly described as a dramatic performance in which gesture and carefully drilled movements are combined. The corroboree is a solemn function not to be undertaken by the inexperienced; and native children from their earliest years are taught the necessary movements and elaborate rules of the game. On the right of the picture is to be seen a native holding two of those remarkable missiles known as the "boomerang." (Page 285.)

THE UPS-AND-DOWNS OF TOBOGGANING: A CANADIAN SCENE.

Canada is a fortunate country in many respects; in none, perhaps, more so than in the fact that winter, so far from meaning an end to outdoor life, brings with it a new season of activity and healthy exercise. We here see a representation of that most exciting of all winter pastimes—Tobogganing. Only those who have tried it can fully realise the excitement and exhilaration produced by the fierce downward plunge of the little sledge as it leaps and rushes on its course at an almost incredible speed. Skill in a very high degree is needed to make a perfect performer, though its absence seldom results in a catastrophe more serious than that shown in our picture, where the soft snow has made a safe bed for the little "coaster" who has come to grief. (Page 286).

NATIVE JUGGLERS AT DARJEELING, INDIA.

To a generation which is familiar with all wonders, the performances of the juggler, marvellous as they often are, have ceased to be a novelty, and are often no longer an attraction. But it is impossible even for the most *blasé* spectator to witness without astonishment the extraordinary feats of balancing which are exhibited in such perfection in Japan and India. We here see a group of Indian natives displaying their skill, which has become almost an inherited quality in the caste to which they belong. (Page 287.)

A CHESS MATCH.

Golfers have arrogated to their pastime the title of "ancient and honourable." There are probably not a few other pastimes which might successfully contest with golf the right to such a description; and first among the claimants would assuredly stand the game of chess—a game whose origin is lost in the mists of antiquity, and whose very nomenclature stamps it as the game of kings. We here see a match in progress in the rooms of the City of London Chess Club. The club, which is one of the oldest and strongest in the Empire, if not in the world, has a history of over forty years, and counts among its members, past and present, some of the most eminent exponents of the game. (Page 288.)

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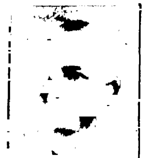

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