

so we started with very few windsails and without any punkahs or double awnings. It was all very well in the Atlantic or Pacific, but between Hongkong and Singapore the state of things became simply unbearable. The carpenter has rigged up a punkah, and the men have improvised some double awnings. At Colombo they made some windsails, so we are now better off than on our last hot voyage.

*Sunday, April 8th.*—We had service in the saloon at eleven o'clock and at four, and though there was an unusually full attendance it was cool and pleasant even without the punkah. The two Chinese servants we shipped at Hongkong are a great success, as everyone on board agrees. Even the old sailing master is obliged to confess that the two "heathen Chinees" keep the mess rooms, ship's officers' and servants' berths much cleaner and more comfortable than his own sailors ever succeeded in doing. At Galle we shipped three black firemen. I do not suppose our own men could have stood the fearful heat below in the engine-room for many days together, so it was fortunate we met with these amiable salamanders.

*Monday, April 9th.*—At all the places we have recently visited we have found excellent ice-making machines, and have been able to get a sufficient supply to last us from port to port, which has been a great comfort. The machine at Colombo unfortunately broke down the day before we left, so that in the very hottest part of our voyage we have had to do without our accustomed luxury; and very much we miss it, not only for cooling our drinks, but for keeping provisions, etc. As it is, a sheep killed overnight is not good for dinner next day; butter is just like oil, and to-day in opening a drawer my fingers touched a sticky mess; I looked and discovered six sticks of sealing wax running slowly about in a state resembling treacle.

*Wednesday, April 11th.*—Hotter than ever. About sunset we passed through a shoal of flying-fish; the night was intensely hot, and everybody slept on deck.

*Friday, April 13th.*—All the afternoon a large steamer had been gradually gaining on us. We exchanged signals and made out that she was the *Calypso*, of Glasgow. About half-past five she altered her course and came alongside to speak us. The fore-deck was crowded with the crew. On the bridge were many of the officers. The stern was crowded with passengers, of every