

engage with from one to three weeks beyond the time appointed, until their small stock of money becomes exhausted, and at least one-third of their provisions are consumed, while the packet-ships almost invariably sail to the day, or never exceed the day afterwards. In short, the whole management and arrangement of the London and Liverpool line-vessels leave but little for their passengers to desire; and that little stands a fair chance of being, before long, fully supplied.

"In preparing necessities for the voyage, it will be prudent, in the way of provisioning, to lay in a sufficient supply for seven or eight weeks—certainly not less than for seven. Even the fleetest of the packet-ships frequently approach to near this time; but if the passage be taken in a transient or trading vessel, then it becomes necessary to provide for nine or ten. The outward is always more tardy than the homeward voyage, owing to a prevalence, at most seasons, of the year, of south-west winds, but particularly during the summer months. The quickest passages are made, both ways, in the spring and fall of the year; and the average of the outward-bound voyage, for the months of March and April, is somewhere about thirty-four days; for September, October, and November, thirty-one. This is by the packets from the port of Liverpool; if from London, some few days more must be added thereto. The remaining months, with the exception of May and December, when the longest passages take place, will be from seven to ten days more. We occasionally hear of the voyage being made in a much shorter time than is here stated, and too frequently we are disposed to confide in the flattering prospect ourselves; but the voyager may place full reliance upon the above statement, as being the correct average for some years.

"It will be useless to particularise every article of provision with which the passenger should be furnished, or give any statement respecting the quantity of the same, as, in the latter case, much will depend upon the strength of appetite, of which the individual himself must be the best judge, and of course the best qualified to calculate how much will be requisite for the time given; and with regard to the variety, it may be as well, perhaps, for him to consult his own peculiar taste in some few things, and afterwards leave the bulk to some 'ship-store' supplier at the place of his embarkation, who will likewise put them up in a proper manner—premising, however, these gentry take good care never to undertake the quantity which will be necessary, and that nothing should be packed without the passenger's personal supervision.

"But there are some things which are requisites, and essential ones also, and not always paid sufficient attention to, on the part either of the voyager or the supplier, and others which would materially conduce to his comfort, and even, perhaps, his health, which are omitted altogether. This, it must be acknowledged, arises, in most cases, from an unconsciousness either of their existence or their utility, and here it is that the writer offers the benefit of his own experience. They consist of the following articles, most of which can be obtained at a very trifling additional expense, while some can very properly be substituted for those of more common use, and therefore occasion no extra expense whatever:

"Acids of all descriptions—that is, those used at table—are not only highly serviceable at sea, but particularly grateful also to the palate. Of vinegar, therefore, as the most common, there should be an ample store; pickles likewise of various descriptions; but above all, lemons or the juice of them. For this kind of acid there can be no proper substitute: it counteracts the effects of salt diet, allays sea-sickness, and forms occasionally a very refreshing and invigorating beverage. About two or three dozen of these will be found sufficient, which, if obtained fresh and wrapped separately in paper, will keep good throughout the voyage. Two or three pounds of figs, also, should be taken, to be used medicinally, and a box or two of soda-water powders. A small hamper of porter likewise, and a bottle or two of spirits, not omitting a little brandy. Oatmeal or groats form a very nourishing article of diet: about three quarts may be provided of the former, or as many pounds of the latter; either will

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