

what was all the more astonishing, was quite eatable and fit for consumption.

Nowadays the Navy gets—at least in its big ships—fresh bread and fresh meat every day.

The installation of great bakeries, and the erection of huge cold-storage and refrigerating-rooms, as well as the organisation of a system of constantly-arriving supply-ships carrying food, have made the lot of the modern sailorman much better than it was even a decade ago. Smaller ships, too—the destroyers, submarines, and patrol craft—while not carrying either bakeries or cold-storage rooms, can always rely upon supplies of fresh provisions from their better-equipped big sisters; thus the Navy benefits all round, and is better fed in every way.

Large quantities of vegetables are also carried, though only as regards potatoes are they actually fresh. Preserved carrots, turnips, celery-seed, and even potatoes are put up in tins and served out when required by the paymaster, who is the housewife of the ship.

But there are times when fresh meat is not available, and to meet sudden emergencies of this kind salt pork is supplied in casks, as also are tinned beef and mutton, affectionately termed "Fanny Adams" by the sailorman.

A feature of the Navy's dietary is the fact that when salt pork is on the menu, thick, substantial pea-soup invariably accompanies it; rice in generous quantities is the concomitant of corned beef; while "flour, fat, and figs" help the tinned mutton to give the sailorman that pleasant sensation of belt-tightness which always follows an appreciated meal. The reason for these extras lies in the fact that on these days only half-rations of potatoes are issued, the other things making up the sufficiency of the ration, and at the same time providing that variety which is the salt of life.

Sugar and Tea and Flour by the Ton.

Huge quantities of flour, also, are carried, not only for bread-making, but for the concoction of that dish dear to the heart of the bluejacket—"figgy duff." The great dreadnought will carry in her holds as much as 500 tons; the small light cruiser may have only 50, according to the amount she is allowed for consumption every half-year. Nothing but flour is stowed in one hold; the 240-pound sacks lying tier upon tier, with the red label, showing the date of manufacture, date of issue, and several other things, hanging at its mouth.

Sugar and tea are also in great demand. The tea is in the ordinary familiar square chests, lined with lead-foil, which require careful handling to prevent damage, and must be