

lunatic had it been published before the age of steam, while in the first days of that great power which has now revolutionised the world it would have been regarded as absurd. The wooden Cunarder which, forty years ago, conveyed Charles Dickens on his first trip to America took double the ordinary time occupied now in making the voyage; and as a journalist has said, between such a vessel "and such ships as the *Arizona* (Guion line), the *Germanic* (White Star line), the *City of Berlin* (Inman line), and the *Gallia* (Allan line), there is undoubtedly not less difference than between the Edinburgh or Glasgow mail-coaches and a modern express train." The *Arizona* has made the round trip—that is, the voyage from Queenstown, Ireland, to Sandy Hook, New York, and back again—in fifteen days. The Inman line has been specially celebrated for quick passages, whilst their "crack" steamer, the *City of Berlin*, has made the single trip outwards in seven days, fourteen hours, and twelve minutes, and inwards in seven days, fifteen hours, and forty-eight minutes. The *City of Brussels* and the *City of Richmond* have done nearly as well, while other steamships of the same line have made the trip in a very few hours and minutes more time. Think of considering minutes in a voyage of 3,000 miles! The magnificent steamship named after the Orient Company has made the voyage from England to Australia in thirty-seven and a half days, or not very far from half the time occupied by other steamships a few years ago. This grand vessel is said to be only exceeded in size by the *Great Eastern*; she has a displacement of 9,500 tons and indicated horse-power of 5,400, and carries coal enough for her entire voyage—some 3,000 to 4,000 tons. But she is not to remain unchallenged, for, at the time these pages are being written, the Barrow Shipbuilding Company is constructing for the Inman line Atlantic service a still larger iron vessel, with engines of 8,500 horse-power, capable of propelling her at the rate of sixteen or seventeen knots; she will have four masts and three funnels. And yet another vessel of equal or greater power has been put on the stocks for the Cunard Company. Again, the largest steel steamship, or ship of any kind, has been launched at Dumbarton. She is intended largely for the cattle trade between the River Plate, Canada, and England. She is over 4,000 gross tonnage, and has been christened the *Buenos Ayrean*. The sums of money invested in the construction of these superb vessels are enormous. The *Orient* is said to have cost, without her fittings, little less than £150,000, her engines alone involving the expenditure of one-third of that amount. And yet a third-class or steerage ticket to the Antipodes by her costs only fifteen guineas, while the emigrant can go out to the United States or Canada by almost any one of the finest steamships of the various Atlantic services for six guineas.

Many routes might, of course, be taken round the world, England being the eventual goal in all cases. As quaint Sir John Mandeville says, in the first chapter of his "Travels":—"In the Name of God Glorious and Allemgyhty, he that wil passe over the See to go to the City of Jernsalem, he may go by many Weyes, bothe on See and Lande, afre the Contree that hee cometh fro: mar,ye of hem comen to an ende. But troweth not that I wil telle you alle the Townes and Cytees and Castelles that Men schasle go by: for then scholde I make to longe a Tale; but alle only summe Contrees and most princypalle Stedes that Men schulle gone thorgh, to gon the righte Way."

"Although," says Mr. Simpson, the popular artist, in his work entitled "Meeting