

served out at six o'clock, oatmeal porridge or gruel being supplied two hours later, when required. Breakfast consists of coffee, milk, sugar, bread and butter, biscuit, oatmeal porridge and treacle, or Irish stew. This meal is served at eight o'clock. Dinner, at one o'clock, consists of soup and fresh beef or pork, with bread and potatoes, or fish and potatoes, according to the day of the week, and on Sunday pudding is added.

Taken as a whole, the steerage fare is substantial and wholesome, and on most ships there is very little to complain of either as regards quality or quantity; but there are always thin-skinned or fastidious persons even amongst steerage passengers, and these may be heard to grumble sometimes when there is really no cause for them to do so. If the emigrant cannot subsist on steerage fare, and has not the means to travel as a higher grade of passenger, he ought never to emigrate, as he is certainly not the kind of person required in new countries, who should be those only who are not easily stuck with trifles. Intermediate or second-class passengers fare somewhat better than those in the steerage. They have good, plain, substantial meals, with dinners from the joint, and are provided by the ship with all necessary bedding, etc., though they have no separate promenade on deck, which is in common with those of the steerage. Cabin passengers have a more liberal table. They live much the same, or even have greater variety, than do guests at first-class hotels. Their sleeping accommodation is well appointed, and baths are provided. The saloon where their meals are served up is tastefully and even luxuriantly furnished and decorated, while on most of the large steamers music saloons and smoke-rooms are provided. A separate promenade is reserved for the use of cabin passengers only, this being situated "aft," and on the hurricane deck.

For the first few hours on board, some of the passengers will try to be merry, while others will not disguise that they are sad at heart, and still brooding over what they have left behind. This state of things will exist until the ship is fairly out to sea.

In a short time she will have passed from the comparatively smooth waters of the Channel into the heaving bosom of the mighty ocean. Most of the passengers will now begin to exhibit symptoms of the well-known and much-treasured, though harmless, malady known as sea-sickness. Both those who have been merry and those who have been sad will be seen devoting a good deal of their time to looking over the ship's side and "feeding the fishes." They will be pulling wry faces, and looking the picture of misery. Some, however, will feel very sickly, but still be unable to vomit, and these, probably, will fare the worst, as they may have the unpleasant company of a sick headache the whole of the voyage, while those who have been able to clear their stomachs will generally be free from in a day or two, and feel all the better for the attack. Sea-sickness is, without doubt, produced by the heaving motion of the ship as it rises and falls upon the waves; and although it attacks most people when on their first ocean voyage, a few persons escape the malady altogether.

Perhaps there is no effective treatment for it, though many remedies have been tried; yet, by adopting certain precautionary measures, the symptoms may be checked or warded off to a considerable extent. The irregular way in which so many emigrants live during the day or two before embarking, and the excitement attending their departure, perhaps has much to do with the severity of the attacks; and if they indulged less, both in the matters of eating and drinking, their stomachs would be the better prepared to withstand the strain to which they are subjected during a severe attack of sea-sickness.

As precautionary measures, tie a handkerchief or towel tightly round the body over the stomach, and take some effervescing drink, such as ginger ale.