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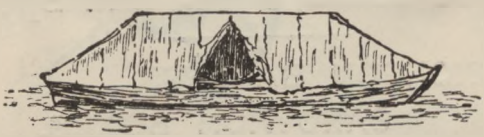

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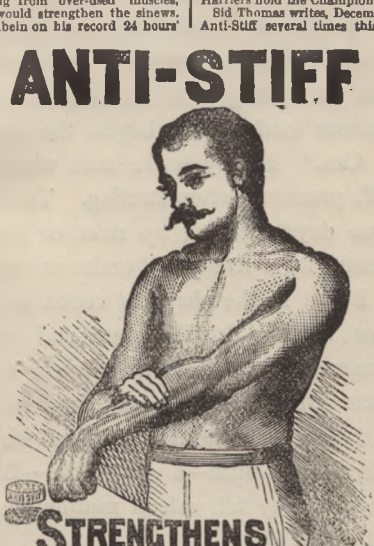

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AUTHOR OF "CAMPING VOYAGES ON GERMAN RIVERS."

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1892.

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CAMPING OUT.

CHAPTER I.

INTRODUCTORY.

It has probably struck many thoughtful persons as an interesting fact, not only that the pursuits on which the very existence of primitive man depended are counted among the chief recreations of the highly civilized modern, but that they are practised with most devotion by the people which has made the greatest progress in material comfort—I mean the Anglo-Saxon race. Skill with the bow, to which our savage ancestors often looked for their daily food, but which has been superseded as a weapon for several centuries, is still an art practised by many a delicate and high-born lady in England. The chase in its various forms seems, far from declining in popularity, to number more votaries as the years go on; while the followers of the piscatorial art multiply to such an extent, that they are fain to seek out the uttermost parts of the earth in order to find full scope for the sport they love so well. Of late years there has been introduced into England, and may now be seen gliding over the surface of so many of our rivers and lakes, the Canadian canoe, a kind of boat approaching very

closely in form to the very earliest craft, fashioned in prehistoric ages by our forefathers, under the compulsion of necessity, out of the hollowed trunk of a tree.

It may perhaps be said that such primitive propensities only show how much of the savage is still left in the nature of the modern Briton. There can, however, be but little doubt that these very tastes have called forth those physical and practical qualities which have made the people of these islands the dominant race of the world.

One of the most notable forms of recreation having their origin in the necessities of bygone ages, but increasing in popularity among Englishmen, is that of spending a holiday far from the ordinary haunts of man, and passing the night on the bank of a river or in some remote wooded glade or rural spot with only a tent to serve as a shelter from the elements.

Of all ways of employing a holiday profitably, camping out has probably more to recommend it than any other. In an age which has begun to recognize the supreme position occupied by pure air as a sanitary factor, it will probably be admitted on all hands that it is a matter of great importance with regard to health and, as a consequence, to happiness, for dwellers in large cities to pass the short vacation at the disposal of most of them, as much out of doors as possible. This end can obviously be attained by no means so effectively as by camping out; for the camper practically spends all his time—the night as well as the day—in the open air.

The popular delusion, I believe, still prevails that there is something dangerous to health in the air of night, though it has been scientifically demonstrated that there is no difference between it and that of day, except in temperature. But that difference should surely be regarded only as an

advantage during the hot months of summer. I am quite prepared to admit that night air often is very deleterious; but, then, it is the air of bedrooms when the windows are all shut down tight. Even in September the night air is not so cold as that which we habitually breathe out of doors during the day in winter-time. Some years ago a fellow-voyager and myself slept out on the banks of the Danube one night in the middle of September, with nothing over our heads but the sky. On waking up next morning we found ourselves wrapped in a thick mist. Yet neither of us suffered the slightest ill effects even from this quite unnecessary kind of exposure. The fact is, no risk is incurred by inhaling air, however cold, as long as it is breathed through nature's respirator, the nose. Every one should accustom himself to keep his mouth shut, both when awake and asleep. He will thus not only avoid the chance of catching cold, but will also rid himself of a habit which is doubly objectionable when several men lie at such close quarters as in a tent—the habit of snoring. The only danger to which the health of campers-out is exposed arises from sleeping on damp ground; but this danger is altogether obviated by the use of the waterproof ground sheet, with which they should invariably provide themselves.

The benefit to health accruing from an absolutely out-door life extending over several weeks, especially when combined with the large amount of physical exercise taken during a boating tour, is obvious enough. Few, indeed, who have experienced such an expedition would be unwilling to admit that they returned home full of freshness and elasticity, possessed of a vast appetite and a digestion capable of dealing successfully with cannon-balls, and enjoying a sleep that knows no break or dream. The rich, ruddy-brown complexion which they bring back, in

itself betokens the fact that they have renewed their youthful vigour. I myself have invariably returned from such trips in a state of health which may be described as absolutely perfect, and have always been complimented by friends on my peculiarly robust appearance on such occasions. In fact, if the sum total of the years which each such expedition had, according to their statements, apparently taken off my age were actually subtracted therefrom, I should not yet be born for some time to come.

Since no other kind of travelling can afford so complete a change both of scene and occupation from one's ordinary everyday life, the mental relaxation resulting from a camping tour must be proportionately great. That rare and continuous enjoyment attends such an expedition, if properly planned and carried out, whether it takes the form of boating—and this will probably be preferred by the great majority of young men—or of gipsy touring, will be attested by all who have once tasted its pleasures. Campers are not trammeled in their movements by time-tables, or by meals that must be taken at fixed hours, but are able to follow their own sweet will in starting or stopping whenever and wherever it may suit their fancy. They are free to land at any moment for a refreshing bathe in a calm reach of some beautiful stream, or to rest during the heat of noon and enjoy an *al fresco* meal under a shady tree on some delightful bank. As evening comes on, they moor their boat and pitch their tent in some lovely scene of their own choosing. Then, after supping, they sit out in the bright starlight enjoying the calm beauty of the night, as they smoke and indulge in the "agreeable rambling of the human mind," till, overcome with drowsiness, they turn in and are lulled by the murmur of the river into a sound and dreamless sleep.

Clouds of dust, stifling heat, rattle, shaking, and general

worry are the almost invariable concomitants of long railway journeys in summer. Few travellers would subject themselves to all this unpleasantness, were it not for the attractions held out by their destination. Not only is the camper free from all these drawbacks, but the very nature of his locomotion forms a main part of his enjoyment. While, moreover, the conditions of his journey remove him from places where pleasure-seekers congregate, thus making him forget, as far as possible, the mode of life he wishes to leave behind for a time, they yet introduce him to much of the finest scenery in the country he is traversing. This he can always enjoy to the full while he lingers on shore or gently floats down the bosom of the stream, instead of obtaining but a passing glimpse as he does when hurried along in steamer or train. If he be so inclined, he has many opportunities of visiting the haunts of men, when he grows weary of nature; for are not most important and interesting towns and cities, as well as some of the finest scenery, to be found on the banks of rivers?

Another advantage of camping expeditions is their great cheapness; for there can be no doubt that the most healthy way of spending a holiday is also the least expensive. It thus comes within the reach of many who could not afford a more costly form of travel. As I wish to reserve the detailed consideration of the question of expense for a subsequent chapter, I need here only make one or two general remarks on the subject. After the moderate preliminary outlay on the hire or purchase of boat or van and of the necessary equipment, campers-out will obviously have nothing or next to nothing to pay for either travelling or lodging. Even provisions, being bought at first hand and in out-of-the-way places, will cost much less than in ordinary travelling. I remember, for instance, once spending

in the course of a camping expedition in Germany, only five shillings on food and beer, sufficing five men for twenty-four hours.

Other points may also be urged in favour of our subject. In a competitive age, when education is mainly concerned with cramming boys and young men for examinations, practical accomplishments, which are so important in developing healthy human instincts and in dealing successfully with the complicated conditions of life, are too apt to be neglected. Camp life does something to counteract this tendency. It teaches a man to use his hands skilfully in all sorts of ways, to adapt himself to circumstances, and to be ready for many emergencies for which his ordinary life does not prepare him. For the priggishness which our system of education produces in some men, it is also an excellent antidote. When men are thrown together for a considerable time under unusually natural conditions, a quality such as this is more likely to be mercilessly sat upon and consequently diminished, if not eradicated.

Camping tends to foster a love for the beauties of nature, a love which certainly contributes much to increase human happiness. The numerous little discomforts, too, which are inseparable from a life in the wilds, however well organized, are calculated to make a man value the comforts of life which he probably did not fully appreciate before, and to render him all the more contented with the humdrum existence to which he returns from his holiday with a new lease of life.

Camping expeditions are an endless source of enjoyment in the way of anticipation as well as of reminiscence, for they require much more planning and involve more adventure than ordinary forms of travel.

I hope that the information contained in the following

pages may not only wean from less healthy and pleasurable methods of spending a holiday, many of those who have shrunk from camping out through lack of knowledge and stimulus, but may also increase the enjoyment of others who, having already tried it, are nevertheless willing to avail themselves of hints derived from the experience of others.

CHAPTER II.

WHERE TO GO.

THE intending camper-out, having decided the question as to whether his proposed expedition is to take the form of a rowing excursion or of a gipsy tour, should soon begin to look about him with a view to making up a suitable party. It is advisable to fix on one's crew a considerable time before the intended day of departure—in spring, if possible —not only in order to secure the best travelling companions available, but also to mature the plans of the projected trip sufficiently. As a consequence of too long delay, it not unfrequently turns out that no time can be arranged to suit the convenience of those who would have made the best-assorted fellow-voyagers. So it may happen that the party starts off one man short or with a member recruited only at the last moment, and perhaps a stranger to nearly all the rest. Many a proposed expedition has not come off at all through dilatoriness in this respect.

It is a matter of no trifling importance to bring together a party of thoroughly congenial spirits, who either all know each other well, or who feel sure that a member who is a comparative stranger to some of them will prove an agreeable comrade. Otherwise a jarring note may be introduced

into the harmony of their holiday. Travelling in general brings out the defects of a man's nature at least as well as his good qualities. This is especially the case when men are continually brought into such close contact as they are in tent life. Egoism comes out in far stronger relief in the camp than in everyday civilized life. Three weeks' companionship in a boat is probably a more thorough test of character than years of ordinary intercourse at home.

Having on various occasions formed one of a crew of two, three, four, and five, I am decidedly of opinion that a party of either four or five is the most conducive to enjoyment on a camping expedition. Either of those numbers is preferable, not only because it ensures a better division of labour, and a consequent saving of time in the various operations of camp life, but also because it affords greater social advantages.

Though the proverb would have us believe that "two is company, while three is none," most of those who have experienced it will admit that there is a touch of monotony and solitariness about an encampment of two. It is also certain that a pair, whose society is limited to themselves exclusively night and day for weeks together, must indeed be men of exceptional mental resources and humour if they are not to exhaust each other's conversational powers long before their expedition is at an end. They soon begin to fall into the same trains of thought, and to come out with identical remarks simultaneously.

The addition of a good third man contributes more, I think, than the unit which he represents, to the fund of amusement and companionship. There is thus more than proportionate suggestiveness in conversation as well as variety of intercourse. For there are three permutations of two (A B., A C., and B C.) on occasions when

the third man, being in a thoughtful or solitary mood, does not care to chime in, but prefers to be left to himself for the time being. A party of four has the great advantage of being able to pair off in couples, the possible permutations being six. A crew of five has rather more propelling power, as well as more hands for portages in proportion to the weight of their boat and equipment, while the number of combinations of two in the way of companionship are no fewer than ten. The addition of each new member to a party also somewhat diminishes the expenses of the expedition per head.

The party of intending campers-out having been made up, they must now decide the all-important question as to where they are to go for their holiday. The caravanist will probably not think of extending his tour to any place beyond the limits of the British Isles, as he would hardly care to face the trouble and expense of transporting his vehicle and horse over the sea to any foreign country. Some votaries of gipsy travelling may, however, be inclined to follow the less ambitious and expensive example of Mr. R. L. Stevenson, who, having crossed over to France without any equipment, purchased a few necessaries and a donkey there. Beside, or rather behind, that animal he trudged during the day, armed with a highly stimulating goad, till, tired out with the slowness of his pace and the exercise involved in urging on his companion, he lay down, as the shades of evening gathered, on a lonely hillside, to pass the night in a sleeping-bag. Probably the only genuine enjoyment produced by his wanderings, is that which his readers have derived from the perusal of his delightful "Travels with a Donkey in the Cevennes."

The field, or rather the waters, open to the enterprise of rowing men, are far more extensive. Not only do England,

Scotland, and Ireland afford ample and varied scope for camping voyages, but several easily accessible foreign countries also hold out great attractions in the way of adventure and fine scenery to all who delight in this form of travel.

THE THAMES.

I should certainly advise boating men who wish to combine their favourite form of exercise with a camping trip, but have as yet had no experience of tent life, to try their 'prentice hands on the banks of English streams. To those familiar with voyages of this kind, the Thames no doubt appears a trifle commonplace and overcrowded. But there are many considerations which should recommend it to the beginner. In the first place, every Englishman who has an opportunity to do so, should make himself acquainted with the course of a river having so much that is characteristic of the beauty of English scenery. Moreover, it is easily navigable for a greater distance both up and down stream than any other British river. It is free from all risks to navigation, and there are plenty of towns and villages on its banks within reach in case of any kind of emergency. It has excellent camping-grounds, about which information can always be obtained from the lock-keepers. Voyagers on the Thames ought certainly not to miss the opportunity of pitching their tent at the edge of Hart's Wood, about two miles below Streatley, on the left bank, as well as at a short distance above Bablock Hythe, on the right bank, and about eleven miles from Oxford. The former, especially, is quite an ideal spot for the purpose, being a strip of meadow with a background of wood in a lonely and very beautiful reach of the river. Permission to camp, which should always be asked on the Thames,

is often granted free of charge; but occasionally a fee of half a crown a night or five shillings a week has to be paid.

As there are nearly forty locks on the Thames between Lechlade and Teddington—a distance of about a hundred and twenty-five miles—the stream is nowhere swift except now and then for a short distance immediately below a lock. This river is therefore admirably adapted for a rowing expedition up stream as well as down. An excursion up the river from Putney to Lechlade—altogether one hundred and thirty-five miles—and then down again, would make a delightful fortnight's holiday, allowing nine days for the pull up stream and five for the return journey. It is quite worth while seeing the Thames both ways even on the same voyage. A longer time could easily be spent on the Thames, by remaining two or three nights in the same encampment, pitched in some peculiarly attractive spot. The day could, in such cases, be passed very pleasantly with bathing, rowing, and short walking expeditions into the surrounding country.

Some of the upper reaches near Lechlade, especially in the region of Radcot, about twenty-six miles above Oxford, become so much overgrown with flowering weeds as the summer goes on, that the surface of the river assumes the appearance of a rank meadow, and the difficulty of forcing a boat up stream through this mass of vegetation becomes increasingly great. A rowing trip, extending as far up as Lechlade, should therefore be undertaken tolerably early in the season. In other respects, the Thames above Oxford is well suited for camping out owing to its solitude. Those intending to row back from Lechlade may make an excellent *détour*, which avoids the city of spires altogether, by passing through the Oxford canal into the Cherwell, and

rowing down that tributary to its junction with the Isis about a quarter of a mile below Folly Bridge. The canal is best entered by a narrow backwater of the Thames, which branches off just above and opposite King's Weir, less than three miles below Eynsham Bridge, and leads to Duke's Lock under the Great Western Railway. The length of the canal from this point to where it joins the Cherwell is five miles and a half. In this distance there are five locks, which are without lock-keepers. In order to avoid delay, it is therefore advisable to procure a winch, which is easily obtainable from one of the bargemen at the Oxford wharf for a small payment. The scenery on this bit of canal is pretty, especially at the Cherwell end. It is possible to row up this tributary for a distance of a mile and a half to Kirtlington, where further progress is barred by a large weir. From that point down to the Thames—a distance of about fourteen miles—the scenery on the Cherwell is very pleasing. There are, however, three mills—at Hampton Gay, Kidlington, and Islip—which necessitate a portage, the first being rather a difficult one. Many excellent camping grounds, remote from the haunts of men, could be found on this charming river. When the water is low there are shallows in two or three places, notably at Water Eaton, about two miles below Islip, where a rowing-boat would in summer-time usually have to be lightened or lifted out and carried for twenty or thirty yards. In the last two miles of the course of the Cherwell the voyager passes the University park, and, after transporting his boat over the rollers just below, skirts the grounds of Magdalen College, the Botanical Garden, and Christ Church Meadow, till he finally emerges through the new cut into the Isis opposite the University boat-house.

THE WARWICKSHIRE AVON.

Those who have rowed up the Thames, and prefer to extend their tour in another direction rather than to come down the river again, might do so in a very pleasant way by making for the Warwickshire Avon, which may be reached by two canals connecting it with the Thames. These are the Oxford and the Napton and Warwick Canals. The length of the former from Oxford to Napton Junction is fifty miles. It may be entered either at King's Weir, as described above, or at Oxford a short way above Osney Bridge. A pass, clearing all the locks to Napton, and costing one pound, should be obtained at the canal office, New Road, Oxford. The scenery on this canal is pretty. The chief place passed is Banbury, which is about twenty miles from Oxford. The distance from Napton to Leamington is twelve, that to Warwick fourteen miles. The pass, which must be procured at the office at Napton before entering the canal, costs twelve and sixpence. Canoes, however, if lifted out at each lock, are charged only five shillings. The scenery on this canal is not so good as on the other, except in the neighbourhood of Leamington. A mile and a half from the latter town an aqueduct crosses the Avon. A boat may most conveniently be launched in the river at this point down the slope of the embankment, care being taken not to strain her in the process. She should be emptied of her contents before being lifted out of the water.

The length of the Avon from Warwick to Tewkesbury, where it falls into the Severn, is about fifty-six miles. Its banks have the charm of that tranquil rural beauty which is so characteristic of English scenery. Navigators of this river, however, must be prepared for a certain amount of hardship. They will have to unload their boat and pull her

over no less than three times within the first seven miles and a half—at the weir near Warwick Castle, at Barford Mill, and at the next mill near the village of Hampton Lucy. Besides these obstructions, there are shallows both under Barford Bridge and at intervals for some miles farther down the river. The crew will here be frequently compelled to lighten their boat by wading, not only in order to prevent her being damaged by grounding, but to enable her to float down at all. The most beautiful scenery on the Avon lies between Warwick and Stratford, where the course of the river passes through Warwick and Charlecote Parks. Leave to row down the parts of the river traversing these properties should previously be obtained from the steward of the Earl of Warwick, and from Mr. Spencer Lucy, of Charlecote House. In former days the Avon used to be navigable from Tewkesbury to Stratford for vessels of forty tons; but since the introduction of the railway the locks have fallen into such a sad state of disrepair, that in the distance of twelve miles below Stratford at least seven of them cannot be opened, and the boat has to be lifted out six times. Two locks can be avoided at Welford Mill, six miles below Stratford, by dragging the boat across nearly a quarter of a mile of meadow. From Evesham, which is thirty-one and a half miles from Warwick, the state of things improves somewhat, as the locks, of which there are about eight, can still be made to open by the expenditure of some patience and trouble; but even these, it is to be feared, will in course of time refuse to be coaxed.

CANALS.

A rowing excursion on the Thames may be extended in at least three other ways. It might either begin or end with the beautiful Hampshire canal at Basingstoke. The length

of this canal is thirty-eight miles, with twenty-nine locks at the lower end, but without a single one for the remaining distance of twenty-three miles to Basingstoke. Sixpence is charged at each lock for pleasure-boats. At Godalming the Hampshire canal joins the river Wey, which, after a course of nineteen miles and a half through the fine scenery of Surrey, falls into the Thames near Shepperton. There are sixteen locks on the Wey, the total charge for clearing these being six shillings. A crowbar and winch, with which it is necessary to provide oneself for opening the locks, may be hired for a small sum at the first lock. About four miles from Basingstoke the canal passes through a tunnel measuring three-quarters of a mile in length.

From Reading there is connection by water between the Thames and the Bristol Channel. At that town the Kennet flows into the main river. It is navigable for a distance of eighteen miles and a half to Newbury, where it is joined by the Kennet and Avon Canal. The latter throughout the whole of the fifty-seven miles of its course traverses pretty scenery, which for the last ten miles—between Bradford and Bath—rises to a degree of beauty rivalled in few parts of England. At Devizes the canal climbs the side of a hill by a series of twenty-nine locks within a distance of two miles. As about five hours are occupied in clearing these, it is worth while avoiding them by conveying the boat to the top of the hill by cart. Not far from Hungerford the canal passes below a part of Savernake Forest, through a tunnel about a quarter of a mile in length. At Bath the canal is connected with the Avon, which after a course of seventeen miles reaches Bristol. The total distance from Reading to Bristol is thus ninety-two miles and a half. There are altogether one hundred and five locks, the pass for clearing which costs thirty shillings.

The Thames is also connected with the Severn by means of the Thames and Severn Canal, which leaves the former river at Inglesham, about three-quarters of a mile above Lechlade. It passes Cricklade, Cirencester, and Thames Head. Just below the latter place it enters Sapperton Tunnel, which has a length of no less than two miles and a quarter. Owing to the absence of a towing-path the only means of progression here is by punting along the sides with boat-hooks. The scenery is of great beauty towards the end of the canal, which is altogether about twenty-nine miles long and has forty-four locks. The toll for the whole distance is thirty shillings. This canal ends at Wallbridge, whence it is connected with the Severn at Framilode by the Stroudwater Canal. The distance between the two places is seven miles, with fourteen locks, while the charge for the passage of boats is ten shillings. As the navigation of the Severn below Gloucester is dangerous for small boats, it is advisable to reach or start from Gloucester through the Berkeley Ship Canal, which runs parallel with the Severn, for a distance of sixteen miles, from Gloucester to Sharpness, and is bisected by the Stroudwater Canal one mile from Framilode. The charge for the eight miles to Gloucester is one shilling and eightpence.

THE SEVERN.

The Severn is navigable for a distance of about one hundred and thirty miles from Welshpool to Gloucester. This river is easy enough to row up for about forty-two miles, as it is regulated by large locks from Gloucester to a mile below Stourport. Above the latter town the difficulties of its navigation begin, owing to an almost continuous succession of rapids and shoals for about thirty miles. Rowing is impossible, except for very short dis-

tances, while towing becomes a necessity. This method of ascending a river is prosaic enough in itself, but on the Severn it is extremely irksome and difficult as well; for since the decline of navigation on this river the towing-path bank has become overgrown with trees and tall bushes, which render a towing mast of ordinary dimensions utterly useless. The last twenty-two miles below Shrewsbury are better, but there are some very bad shallows under the two bridges at Shrewsbury itself. The distance from Gloucester to Shrewsbury is ninety-four miles. The scenery is good all the way, being especially fine in the neighbourhood of Bewdley, Buildwas, and Shrewsbury. At Ironbridge the beauty of one of the best parts of the Severn has been blighted by heaps of slag and refuse shot on the banks, as well as by the black desolation generally inseparable from iron-works.

To make the ascent of the river higher than Shrewsbury would prove an impossible task; but there is little difficulty in rowing down the distance of between thirty and forty miles from Welshpool, as I did in a pair-oar with two friends several years ago. With the exception of a weir a mile or so below that town, where the boat has to be dragged over, no other obstructions but shallows present themselves. The only place we had much trouble with the latter was a few miles above Shrewsbury. There were, however, plenty of V-shaped rapids; but these only helped us on our way. The water seemed to be pretty low on that occasion, though it may sometimes possibly be still lower after a long stretch of very dry weather. This would of course materially affect the difficulty of the downward navigation. From Welshpool to Shrewsbury the course of the Severn, which in parts is very winding, traverses a rather monotonous grassy country. As the banks here are very

high, it is generally impossible to see from the boat anything which is not actually on the banks themselves. Being at the same time steep, they offer very few spots favourable for camping-grounds. It is evident from what has been said that the only pleasant way of navigating the Severn is to row down it from Shrewsbury or Welshpool. This would occupy at least four or six days respectively. From Gloucester the Thames at Lechlade can be reached, as has already been shown, by passing through the Berkeley, the Stroudwater, and the Thames and Severn Canals, a total distance of forty-two miles. The voyage from Welshpool to Putney is almost exactly three hundred miles in length, and could be comfortably accomplished in a fortnight.

THE WYE AND THE OUSE.

I have yet to speak of the Wye, the most beautiful of English rivers. It is navigable from Hay to Chepstow, a distance of nearly ninety miles. Those who row down ought to make the voyage in a leisurely manner, so as to linger as long as possible over the singular loveliness of the scenery. The banks of the Wye are admirably adapted for camping, besides having the additional charm of solitude as well as great beauty. There is a certain amount of adventure connected with a voyage on this stream, because of the skilful navigation required in passing without accident the reefs which occur in parts of its course, notably at Symond's Yat. Those who wish to avoid risk can always obtain a pilot from the boatbuilder at Hereford. From the latter city to Symond's Yat the distance is forty-one, and to Chepstow sixty-six miles. The boat should be conveyed by rail from Chepstow to Bristol or Gloucester, whence the Thames can be reached by the Kennet and Avon, or

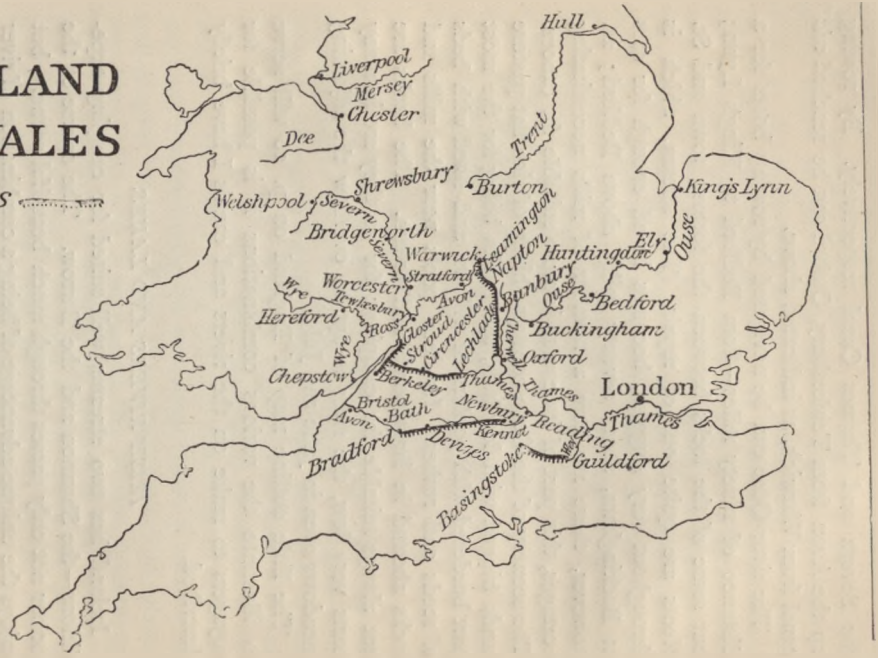
the Severn and Thames Canal respectively. By rowing up the Avon from Tewkesbury, Oxford can be reached *viâ* canal from Warwick, as indicated above.

The river Ouse can be navigated by rowing boats for a distance of ninety miles—from Bedford to King's Lynn; but some of the locks between the former town and St. Neots are quite out of repair. The stream, which is throughout very sluggish, becomes broad enough for oars at Buckingham, about seventy miles above Bedford; as, however, there are here a number of mills necessitating portages, this part of its course is more suitable for canoes. The scenery of the Ouse consists chiefly of rich flat pasture lands fringed with low hills, the banks being for the most part bordered with poplars or willows and lined with beds of reeds and rushes. Its deep pools near the mills and locks abound in large perch and bream. The banks are not always suitable for camping; for as they are in many parts very low, the river is apt to overflow the adjoining meadows even in June and July.

The little outline map of England on p. 20 will serve to illustrate the various combinations it is possible for voyagers to make on the rivers and canals I have briefly described.

IRISH RIVERS AND LAKES.

Ireland has two streams well suited for camping expeditions—the Shannon and the Barrow. The course of the former not only passes through much beautiful scenery, but enjoys the unique advantage of being a combination of river and lake. It is most advisable to begin the navigation of the Upper Shannon at the head of Lough Allen, and, after passing through Lough Ree and Lough Derg, to end it at Limerick. Dublin is connected by the Royal Canal, which

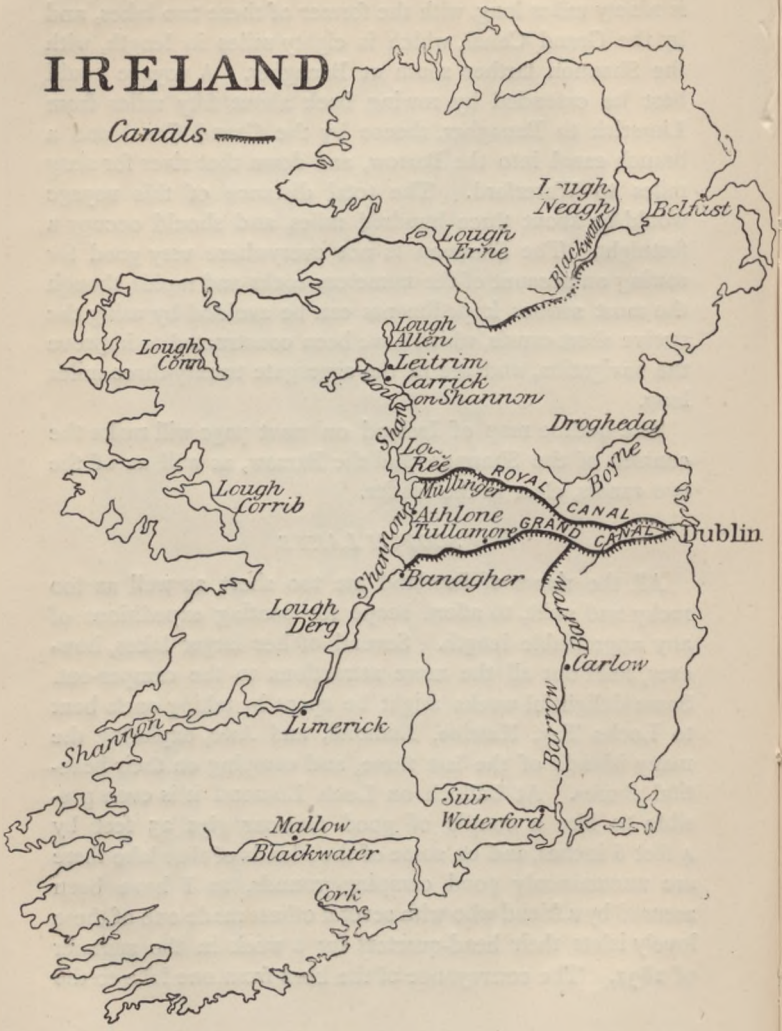

ENGLAND
& WALES
Canals
Hull
Liverpool
Mersey
Chester
Dee
Trent
Shrewsbury
Burton
Kings Lynn
Welshpool
Severn
Bridgenorth
Leamington
Warwick
Napton
Huntingdon
Ely
Ouse
Worcester
Stratford
Banbury
Ouse
Bedford
Wye
Tenbury
Avon
Hereford
Ross
Gloster
Stroud
Cirencester
Lechlade
Buckingham
Wye
Oxford
Chepstow
Berkeley
Thame
Thames
London
Bristol
Bath
Newbury
Reading
Thames
Avon
Kennet
Bradford
Devizes
Guildford
Basingstoke

is ninety miles long, with the former of these two lakes, and by the Grand Canal, which is eighty miles in length, with the Shannon farther south at Banagher. A voyage could best be extended by rowing back about fifty miles from Limerick to Banagher, thence by the Grand Canal and a branch canal into the Barrow, and down that river for sixty miles to Waterford. The total distance of this voyage would be about three hundred miles, and should occupy a fortnight. The Shannon is not everywhere very good for rowing on account of the numerous rocks and rapids, though the most serious impediments can be avoided by using the twelve short canals, which have been constructed to improve the navigation, and are in the aggregate twenty-three miles long.

The outline map of Ireland on next page will make the courses of the Shannon and the Barrow, as well as of the two canals, clear to the reader.

SCOTCH LAKES.

All the rivers of Scotland are too short, as well as too rocky and swift, to afford scope for boating expeditions of any appreciable length. Several of her larger lakes, however, hold out all the more attractions to the camper-out. Some delightful weeks might be spent by taking one's boat to Lochs Tay, Katrine, Lomond, and Awe, exploring the many islands of the last three, and camping on their beautiful shores. At Balloch on Loch Lomond it is even possible to hire a couple of good four-oar gigs 23 feet by 4 feet 6 inches, and on some of the islands of that lake there are uncommonly good camping-grounds, as I have been assured by a friend who with several others made one of these lovely islets their head-quarters for a week in the summer of 1891. The conveyance of the boat from one lake to the


IRELAND
Canals
Lough Neagh
Belfast
Lough Erne
Blackwater
Lough Allen
Lough Corrib
Leitrim
Carrick on Shannon
Shannon
Drogheda
Lough Ree
ROYAL
Boyne
Mullingar
CANAL
Lough Corrib
Athlone
Tullamore
GRAND CANAL
Dublin
Shannon
Banagher
Lough Derg
Barrow
Carlow
Limerick
Shannon
Sur
Waterford
Mallow
Blackwater
Cork

other ought not to entail much difficulty or expense. The distances between any two of them are not great. A railway connects the foot of Loch Tay with the head of Loch Awe; and from this line a coach-road leads to the northern end of Loch Lomond, while another traverses the short distance between the eastern shore of the latter lake and the head of Loch Katrine. A good deal of sport in the way of fishing might easily be combined with an expedition of this kind.

To the more adventurous voyager a magnificent coasting excursion is open, such as was undertaken by some acquaintances of mine during the summer of 1890. Having secured a craft capable of standing rougher water than what ordinary river boats are built for, a party might start from Oban on the west coast, and rowing up Loch Linnhe, explore the beauties of Loch Leven first, and then of Lochiel. Good camping-grounds abound on the shores of these arms of the sea amid the most magnificent scenery. From Ballachulish voyagers have a good opportunity of making a short walking expedition to view the grand and awe-inspiring pass of Glencoe. They can then enter the Caledonian Canal, and, rowing through the chain of beautiful lakes which it connects, conclude their excursion at Inverness. This tour takes the voyager through some of the most splendid scenery on the west coast of Scotland.

CONTINENTAL RIVERS.

The boating capabilities of the English rivers suited for excursions are after all not great, as far as novelty is concerned; for their aggregate length does not amount to more than five hundred miles. To the many rowing men who have exhausted these capabilities, and are thirsting for fresh streams and waters new, the Continent offers much that should satisfy their cravings.

Germany has a total length of three thousand miles of navigable rivers, fully two thousand miles of which are well deserving of a boating trip. The Werra, Weser, Rhine, Neckar, Moselle, Main, Lahn, Danube, Elbe, with its tributaries the Bohemian Moldau and the Havel, are all adapted for camping voyages, though the Neckar, Moselle, and Main are perhaps most emphatically so.

The Werra can be navigated for a distance of about one hundred and fifty miles, from Meiningen to Münden, in a pair-oar. It is, however, in some ways more suitable for a Canadian canoe. There are numerous obstructions on this river in the shape of mills provided with sluices, which can be opened for the transit of rafts. Since these shoots admit of being utilized for the passage of boats also—as I can testify from personal experience — they save the voyager much labour in the way of portages. Camping is almost a necessity on this stream, as its course lies mostly through thinly populated regions, where the little village inns are so primitive as to be practically impossible. The scenery on this river is pretty all the way, and in some parts very beautiful.

The Weser has a course of about two hundred and thirty miles from Münden to Bremen. It has a pretty strong stream, as there are no locks on it with the exception of the one at Hameln. The scenery is good as far as Porta Westphalica. Issuing from this gorge the river leaves the hills behind and traverses a monotonous plain for the rest of its course.

THE RHINE AND ITS TRIBUTARIES.

Those wishing to row on the Rhine, if coming *viâ* canal from the Marne or the Doubs, would naturally begin their voyage at Strassburg or below Bâle, while a previous

excursion on the Neckar or the Main would bring them into it at Mannheim or Mainz respectively. Having no locks or weirs, the Rhine flows with a powerful stream, against which it is very hard to make any way. The navigation between Bâle and Strassburg is difficult, owing to the number of sandbanks and islands. Especial caution is necessary at Alt-Breysach, where the channel is narrow and the stream proportionately swift. So great is the velocity of the current in this region that the distance of about seventy miles from Mühlheim to Kehl can easily be rowed in six hours. The scenery is uninteresting till Mainz is approached; but after that point it is, as is well known, very fine for sixty miles. Voyagers on the Rhine should not miss the opportunity of camping on one of the three long islands below Bibrich. Being surprised by darkness, we were unfortunately prevented from doing this when rowing down the Rhine some years ago. Between these islands and Coblenz there is, I believe, absolutely no camping-ground on the banks of the Rhine, partly owing to their steepness, partly to the number of towns, villages, roads, and railways on both sides of the river. Those who continue their voyage down the Rhine below Cologne will no doubt be stimulated to hard work by the dreariness of the scenery, and probably accomplish their seventy miles a day without difficulty or compunction.

The length of the Neckar from Cannstatt, where it begins to be navigable, to its mouth at Mannheim is about one hundred and twenty miles. A four-oar can easily row down from Cannstatt. The scenery is good all the way, and for twenty miles above Heidelberg extremely beautiful. There are admirable camping-grounds on its banks all along its course. Several locks and weirs occur in the first fifty miles down to Heilbronn, after which there is no obstruc-

tion. Judging from experience, I should say that few rivers would afford as much pleasure to the camping voyager as the Neckar. Twelve days or a fortnight should be allowed for its navigation; for otherwise many opportunities of enjoyment will be missed.

The Moselle is navigable from Nancy to its mouth in the Rhine, a distance of about two hundred and thirty miles. For the first thirty miles it is canalized, the last lock being at Metz. There is perhaps no other river in Europe traversing so much fine scenery throughout its whole length. In the hundred and ten miles to Trèves it winds along a broad and very fertile valley bounded by high hills, which are in some parts crowned with rich woods, in others cultivated almost to the top. Below Trèves the valley contracts, the river now flowing through magnificent scenery, consisting of high, forest-clad hills, varied with vineyards and orchards. It is altogether a first-rate river for camping purposes, with the exception of the last twenty-five miles of its length. The Moselle has on its lower course six or seven beautiful little side-valleys opening upon it, which the voyager should on no account neglect to explore. Ten days, or even a fortnight, would therefore not by any means be too much time to devote to rowing down this charming river from Nancy or Metz.

The Lahn, another tributary, which falls into the Rhine almost opposite the mouth of the Moselle, passes through very beautiful scenery, and can be rowed down for upwards of ninety miles from Giessen. The distance from that town, where there is a weir, to Wetzlar is twelve miles. From here to where the river enters the Rhine at Nieder-Lahnstein there are about twenty-three locks, which are opened free of charge. A lock-keeper is in attendance at each. Rowing is beginning to flourish on the Lahn, for

there is a boat club at Wetzlar, under the presidency of Mr. A. Packard, an Englishman settled there. The first regatta ever held there took place early in August, 1890, and is said to have proved a great success. Mr. Packard's brother, who is the honorary secretary of the Wetzlar boat club, and owns an excellent in-rigged pair-oar built by Salter of Oxford, had the great kindness to lend his boat to myself and a friend last June. We were thus enabled to enjoy a charming trip of three weeks, sculling and steering time about, down the Lahn, and afterwards down the Moselle from Metz, without all the trouble and expense of sending a boat of our own from and to England. Mr. Packard told me he would be willing to lend his boat for a similar trip to any one provided with a sufficient introduction, and giving him three weeks' notice, on payment of a subscription to the boat club at Wetzlar.

I doubt whether the upper part of the Lahn, from Marburg to Giessen, could be navigated in a rowing-boat, though it could certainly be done by canoe.

THE MAIN AND THE DANUBE.

The Main is almost better adapted for a camping voyage than any other river in Germany. Though it passes through a hilly country for a considerable part of its course, it yet has banks low enough to be very convenient for landing almost everywhere. They are generally bordered with strips of meadow-land, with a background of wood or copse. Owing to many obstructions of a very irksome nature, the navigation of the first fifty miles below Bayreuth is an arduous undertaking even for a canoeist. A four-oar could, however, row down to the mouth of the river from Lichtenfels, a distance of about two hundred and fifty miles. Between Würzburg and Miltenberg the Main flows for a hundred miles through

some of the finest river scenery in Germany. Voyagers should linger in this lovely region as long as possible, in order to visit the beauties of the Spessart forest and explore the charming valleys of the Sinn and Saale from Gemünden, and that of the Tauber at Wertheim. Some splendid camping-grounds are to be found on the left bank, below each of those two delightful little towns.

For an expedition on the Danube the best starting-place is Ulm. As far as the stream itself is concerned a four-oar might row down from Sigmaringen, a beautiful little town, sixty miles farther up. But the scenery for most of the way is uninteresting, while there are numerous obstructions in the form of mills and weirs, some of which necessitate very laborious portages. Still higher up, the navigation between Donaueschingen and Sigmaringen, a distance of some sixty miles, is impeded to such an extent not only by weirs, but by many rapids and shallows in addition, that this portion of the river admits of being explored by canoe only. This is unfortunate, for some of the loveliest river scenery I have ever beheld occurs in this very region. Plenty of good camping-grounds are to be met with on the Danube, except between Passau and Linz, where the banks are mostly too steep. This is also unfortunate, as much of the most magnificent scenery on the Danube is here traversed. The distance from Ulm to Vienna is four hundred and fifteen, and to Buda-Pesth five hundred and ninety-five miles.

At Bamberg the Main is connected by the Ludwigs-Canal, which is one hundred and fifty miles in length, and the locks of which, one hundred in number, are cleared by a payment of five shillings, with the Altmühl, a tributary running into the Danube at Kelheim. The canal passes the interesting old city of Nuremberg, as well as the university town of Erlangen. Though the Main has only two

locks, one at Schweinfurt and the other at Würzburg, its stream is yet not too strong to admit of being rowed against. It would make an excellent expedition to work up the Main from its mouth as far as Bamberg, and thence, traversing the Ludwigs-Canal to Kelheim, to row down the Danube to Vienna. The total distance of this voyage would be 650 miles—200 on the Main, 150 on the canal, and 300 on the Danube. This excursion would occupy about five weeks, as the row up the Main would take some twenty days. Otherwise a party might start from Lichtenfels or Bamberg, and, coming down the Main to its mouth, continue to Coblenz on the Rhine. The latter voyage could be done comfortably and without hurry in ten days. It might be extended to eighteen days or three weeks by sending the boat from Coblenz by rail to Trèves or Wetzlar, and rowing down the Moselle or the Lahn respectively.

A good way of combining the Main with the Danube in the reverse direction to that indicated above, would be to send the boat to Passau, and start from that town up the Danube, having previously come up the river by steamer from Vienna, in order to see the magnificent scenery between Linz and Passau. The passenger steamboat traffic ceases above the latter place. To row up the Danube from Vienna would prove impracticable, owing to the swiftness of the current, while for the greater part of the one hundred and twenty-five miles from Passau to Kelheim the stream is comparatively slow and sometimes even sluggish. The voyage from Passau to the mouth of the Main would occupy three weeks.

Those who row down the Rhine as far as Cologne should make a point of stopping at Königswinter, and spending a day or two in visiting the Drachenfels and the surrounding region of the Seven Mountains.

Cologne is a good place to conclude a voyage on the Rhine, being convenient both for the starting-place of the crew on their return journey and for the despatch of their boat to England. This recommendation, however, applies in a still higher degree to Rotterdam, where the voyagers could row up to the very side of the steamer which is to convey themselves and their boat back to London. A considerable amount of expense would thus be saved to those who have time and inclination to become acquainted with the dreary lower course of the Rhine.

THE MOLDAU AND ELBE.

The Moldau has been navigated in a rowing-boat from Budweis downwards. For the greater part of the distance to Prague, there are a number of weirs; but portages can be avoided by taking the boat down the timber shoots, as on the Werra. The river in this region flows through beautiful and often grand sylvan and rock scenery. The chief difficulty in the navigation of this part of the Moldau is that of language, as it here traverses that portion of Bohemia in which Czech only is spoken. It is a fine, large river from Prague to its junction with the Elbe, a distance of about thirty-five miles. Probably the best camping-ground in this stretch lies a mile or so above Melnik, on the right bank, which at this point is fringed with beautiful woods.

Many charming spots suitable for encamping are to be found on the banks of the Elbe, notably in the lovely forest region extending for nearly fifteen miles from Bodenbach to the neighbourhood of Schandau. The distance from the mouth of the Moldau to Dresden is about a hundred miles. For the first thirty miles to Leitmeritz the voyager, though passing through a flat country, has a fine view of the distant peaks of the Saxon Switzerland bound-

ing the horizon to the north. The scenery from Leitmeritz nearly all the way to Dresden is very beautiful. Those who row down the Elbe should linger as long as possible in the best part of all—the tract between Bodenbach and Schandau. The river here flows through defiles in which solitude reigns, the hills on both sides being clothed with thick pine forest coming down almost to the water's edge.

The most delightful and convenient way of exploring the beauties of the Saxon Switzerland is to visit them from the river, on or near which they lie. All of them—the Prebischthor, the Pabststein, the Königstein, the Lilienstein, and the Bastei—are situated in a district about twelve miles in length extending from Herrnskretschen to Wehlen. Between Schandau and Dresden—a distance of about thirty miles—the banks of the Elbe are too crowded with villages and small towns to be very suitable for camping. Below Dresden the river passes through a flat and uninteresting country; it would, however, be worth while rowing down to about fifteen miles below Magdeburg, in order to reach by canal and to explore the pretty chain of lakes surrounding Potsdam. The expedition might then be concluded by returning to the Elbe down the Havel, and then on to Hamburg. This would make an excellent three weeks' tour, affording plenty of variety.

LAKES BETWEEN THE ELBE AND ODER.

A glance at any map on a large scale will show that the tract of country lying between the lower courses of the Elbe, the Oder, and the Baltic Sea is a perfect network of lakes. This region holds out to the enterprising camping voyager prospects of exploration which admit of almost infinite variation and combination. It is with a feeling akin to compunction that I reveal the attractions of these

parts, known hitherto only to some Germans who have acquired a love for boating expeditions. The lakes of this country, some of which are large and others small, are connected either by canals or by channels containing sufficient water to allow of a boat passing through. Intending explorers of this district might advantageously begin or end their expedition at Kiel or Potsdam. Let us suppose they start from the latter place. The maps of the German Ordnance Survey suggest routes capable of almost innumerable permutations by threading together different lakes. I give the following only as a sample, because it was actually done by a German acquaintance and three friends of his two years ago. Having explored the lakes round Potsdam, you row up either the Havel or else the Rhin, which passes Rheinsberg, till you reach the lake of Müritz, the largest sheet of water in the German empire.

It may here be mentioned, by the way, that this part of the Havel is connected by a canal about thirty-five miles in length with the Oder. The latter river is also joined at a point a short distance to the south of Frankfort, by means of a short canal, with the Spree and the lakes to the south-east of Berlin.

The scenery of Müritz and the neighbouring lakes, besides being pretty, exercises a special charm owing to their extraordinary solitude in the midst of dense forests. From these lakes the voyager can by the Elde reach the town of Schwerin, which is situated on the shore of a large lake, and is a most charming place to stay at with a boat. Leaving the Schweriner See you can pass through the Wallensteinsgraben to Wismar on the Baltic coast. The passage is rather difficult, as the progress of one's boat is interrupted by eight mills, besides several other obstacles. Coasting along from Wismar to Haffkrug, voyagers can

convey their boat inland by cart to Eutin, a town situated in the region of the Holstein lakes, which are celebrated for their beauty. After exploring these they can row down the Schwentine, concluding what ought to be a most delightful expedition at Kiel. The tour just described is peculiarly well adapted for a camping voyage, as the greater part of its course lies through an almost uninhabited forest region, where the camper need fear no intrusion from inquisitive visitors, but is nearly always left alone with nature.

Some of the German rivers mentioned above may, it is almost superfluous to add, be combined for a single boating excursion in other ways than those I have pointed out, as the outline map of Germany on p. 34 will indicate. This map is extended so as to take in the canals of Belgium and Holland also, with a view to suggesting expeditions limited to those two countries or in connection with the rivers of France.

FRENCH RIVERS.

Great though the attractions of Germany are for camping voyages, France is perhaps, after all, the paradise of the boating man. Owing to its symmetrical shape and the absence of high mountain ranges cutting it up into separate sections, France is traversed in all directions by rivers of considerable size, all more or less rising in the middle of the country. They are well adapted for rowing expeditions, owing both to their length and to the fact that many of them are provided with locks. These advantages are increased by the excellent canalization of France. All the main rivers being connected together by canals, a large number of possible combinations present themselves for extended tours. The French rivers are, moreover, not only


BELGIUM, HOLLAND, & GERMANY.
Canals
Danzig
Vistula
Bromberg
Hamburg
Elbe
Bremen
Weser
Aller
Oder
Netze
Warthe
Posen
Berlin
Frankfort
Rhein
Amsterdam
Rotterdam
Arnheim
Waal
Rhine
Ems
Münster
Magdeburg
Elbe
Spree
Obra Canal
Oder
War
Breslau
Dresden
Elbe
Bruges
Ghent
Antwerp
Düsseldorf
Kassel
Münden
Werra
Fulda
Meiningen
Brussels
Namur
Liege
Meuse
Köln
Rhine
Coblenz
Lahn
Giessen
Wetzlar
Frankfort
Main
Mainz
Bamberg
Baireuth
Prayen
Elbe
Sedan
Mezieres
Moselle
Treves
Nürnberg
Verdun
Metz
Rhine
Mannheim
Neckar
Ludwigs Canal
Nancy
Strassburg
Stuttgart
Rhine
Ulm
Danube
Budweis
Passau
Linz
Danube
Vienna
Donaueschingen
Danube

thus joined among themselves, but also with those of Belgium and Germany. The Ardennes Canal unites the Meuse with the Aisne and thereby with the Seine; the Marne Canal connects the Rhine at Strassburg with the Seine; and a third canal connects the Rhine with the Doubs, by which tributary either the Rhone, the Seine, or the Loire may be indirectly reached. Thus a voyage beginning in France may be brought to an end in Germany, and *vice versâ*, without the necessity of a single portage.

THE SEINE.

For those wishing to make their first boating excursion in France, there can be no doubt that, owing to its geographical position, some place on the lower course of the Seine is the most suitable starting-point. It is, however, hardly advisable to launch one's boat anywhere below Rouen. The river from Hâvre to that city—a distance of seventy-five miles—being tidal, is, to say the least of it, unpleasant for rowing-boats, as the meeting of tide and wind on its broad expanse is apt to produce a regular sea. Up to Caudebec, thirty miles above Hâvre, it is positively dangerous because of the *Barre*. This corresponds to the Bore on the Severn, being a wall of water caused by the flood tide rushing up the long and narrow estuary, and sometimes rising to a height of six feet right across the river. The worst place is about ten miles below Rouen at Quilleboeuf, where the channel is contracted and abounds with shifting sands and sunken rocks. The distance by the Seine from Rouen to Paris is one hundred and fifty miles. As the stream is considerably swifter than that of the Thames between Oxford and London, ten days should be allowed for the row up to Paris, if it is to be done without undue haste. There are only eight locks between Rouen and Asnières

(fifteen miles below Paris), the first being at Martot, fifteen miles above Rouen. This part of the lower Seine is called the "Basse-Seine Fluviale," its course above Asnières being the "Haute Seine." Having thus reached Paris from the north, the voyager is at liberty to continue his trip from the heart of France in three directions, by the Oise or the Marne to the east, by the Yonne and the Rhone to the south, or by canals and the Loire to the west.

By the Oise, which flows into the Seine about forty miles below Paris, a boat might row up to its junction with the Aisne, up that tributary to Soissons, and thence by the Ardennes canal to Mezières on the Meuse, and finally down the latter river to Namur or Liège. The total distance from Paris is roughly two hundred and fifty miles, the scenery traversed being throughout pleasing. About three weeks would be occupied by this extremely charming circular tour.

THE MARNE.

The Marne, a fine river about two hundred and fifty miles in length, enters the Seine at Charenton two miles and a quarter above Paris. The principal towns it passes are Chaumont, Vitry le Français, Châlons, Epernay, and Dormans. In its course of one hundred and five miles through the department of Marne it falls almost exactly two feet to the mile. Between Châlons and Epernay it is connected with the Aisne near Soissons by a canal thirty-six miles long, and passing Rheims. By rowing up the Marne from its mouth to Vitry, a distance of about one hundred and eighty miles, it is possible, through the Marne-Rhine Canal, which is altogether one hundred and thirty-four miles in length, to strike either the Meuse at Void, the Moselle at Nancy, or the Rhine at Strassburg. The voyage on the Seine, in addition to that on the Marne to

Vitry, would occupy three weeks in itself. To finish it at Liège, Coblenz, or Cologne would require another eight or ten days.

THE MEUSE.

The Meuse has a course of over five hundred miles, three hundred being in France. The chief towns it passes are Commercy, Verdun, Sédan, Mezières, and Givet. Naturally navigable below Verdun, it has been made so from Troussey, where it meets the canal which unites the Marne with the Rhine. From this point it admits vessels of from six to seven feet draught. After traversing a wide valley of green meadows, the Meuse below Mezières flows through narrow gorges, between rocky walls from two hundred to three hundred feet high which are formed by the plateau of the Ardennes.

This fine river could be very well combined with the still more beautiful Moselle for a single tour. The current of the former being much less rapid than that of the latter, it would be preferable, commencing the voyage at Liège or Namur, to row up the Meuse as far as its junction with the Rhine canal, a distance of about one hundred and eighty miles, thence by the canal to Nancy, and down the Moselle to Coblenz. The total length of this voyage would be about four hundred miles. The scenery all the way is good, and in some parts very beautiful. About eighteen days would suffice for this excursion.

BURGUNDY CANAL.

Those who wish to traverse the whole length of France from north to south by water, should continue rowing up the Seine above Paris as far as Montereau, where it receives the waters of the Yonne. Following the course of this

tributary to Joigny, they enter the Burgundy canal, which connects the Yonne with the Saône at St. Jean de l'Osne twenty-five miles beyond Dijon. The length of this canal is one hundred and fifty miles. It passes through a fertile country growing chiefly maize and hemp. In the neighbourhood of Dijon the hills of the Côte d'Or are on the right of the canal. On these hills are cultivated Chambertin, Beaune, and all the best wines of Burgundy.

It may be noted here that before entering any of the French canals a pass, which costs only a few pence, must be purchased. This entitles the owner to clear all the locks free of charge.

THE SAÔNE.

The current of the upper part of the Saône is so sluggish that it is often difficult to tell which way it is flowing. Between St. Jean de l'Osne and Verdun, where it is joined by the Doubs, its course has many windings, but only four locks. From that point onwards to Lyons it is nearly straight, with magnificent reaches for rowing. At Châlons the Loire canal joins the Saône. Below Macon the stream increases in rapidity, and at Trevoux, about twenty miles above Lyons, it is very strong. The total distance from the end of the Burgundy canal down to Lyons is about one hundred and fifty miles. The scenery of the Saône is uninteresting, with the exception of the last thirty miles or so, where it is very pretty. In fact, with the increasing swiftness of the stream, the improvement of scenery, as is usually the case, goes hand-in-hand. Here the Jura range is visible on the east, and the mountains of Jurare on the west. The finest scenery on this river occurs six or seven miles above Lyons, where there is a rocky island, on which Charlemagne frequently resided. A peculiarity

of the Saône is that it is crossed by a vast number of bridges. They are so numerous that they afford the passing voyager continuous shade during the heat of the day, as an American observer would say.

THE RHONE AND THE DOUBS.

Lyons is situated on a tongue of land formed by the junction of the Saône and the Rhone. The current of the latter river is extremely swift—considerably more so, indeed, than that of the Rhine or the Danube. It is, in fact, so strong as to be quite impossible to row against. It is swiftest between Valence and Pont St. Esprit, where it flows at the rate of not less than six miles an hour. Such being the case, the row down from Lyons to Arles, a distance of one hundred and eighty miles, need occupy no more than four days. The length of the whole voyage from Rouen to Arles being about seven hundred miles, it would be necessary to devote to it at least four weeks of actual rowing.

The Rhone deserves to be visited not only for the fine scenery to be found all along its course, but for the many ancient and interesting towns and cities situated on its banks. Its chief drawback is, of course, the great heat in summer.

Instead of coming down the Saône and the Rhone, it is possible to cross the former river by the continuation of the Burgundy canal into the Doubs, and thereby to reach Strassburg through the Rhone-to-Rhine canal, which is one hundred and eighteen miles in length. The scenery of the Doubs is very fine, with limestone cliffs somewhat resembling the banks of the Elbe in the Saxon Switzerland. It is most beautiful after Besançon, where it is like the Neckar above Heidelberg, but on a larger scale. Rocky

precipices here often rise straight from the water, or separated from it by strips of meadow. There are plenty of fish in this river, especially in the neighbourhood of Baume.

At Tarascon the Canal du Midi joins the Rhone, connecting that river with the Mediterranean at Cette, and with the Garonne at Toulouse. As intending navigators of the Garonne would find the passage of this canal occupy them ten days, they might probably prefer to send their boat on to Toulouse by barge or by rail, utilizing the time spent in its transit for a visit to the Pyrenees. Probably only those who have rowed down the Rhone would think of navigating the Garonne. Its course lies through a flat country. Its current is so swift that it can only be rowed down, except in its estuary, where the tide is very strong.

The Dordogne flows into the Garonne at Bec Hainbess, some way below Bordeaux. It is tidal to Castillon. Though it is navigable for a considerable distance upstream, few will probably entertain the project of rowing up it, as it is not connected with any other river but the Garonne. A boat can certainly be transported from the Dordogne by cart to the Allier. The navigation of the latter tributary of the Loire is, however, so arduous a task as to hold out no attractions to the voyager bent on pleasure.

THE LOIRE.

Those who purpose voyaging west from Paris, should row up the Seine to St. Mamès, a distance of fifty-four miles with ten locks. Here the river is entered by the Canal du Loing, through which and the Canal d'Orléans (both together being ninety miles in length) the Seine is brought into connection with the Loire. This river, not allowing for the windings of its channel among the sand islands, is two hundred and fifteen miles long from

Orléans to Nantes. To accomplish without hurry the trip from Rouen to the latter city—the total distance being rather over five hundred miles—would require between three and four weeks. From Orléans the voyager should not omit to make a short digression up the lovely little Loiret, which is only seven miles and a half in length from its mouth to its source. The Loire is a very large river, having a great breadth even at Orléans. Being without locks, it has a very swift current. There is no mountain scenery on it from Briare, where it is joined a considerable distance above Orléans by a branch canal from the Seine, as from that place its course traverses nothing but plains. Its banks are consequently flat, while its channel is full of low islands and shifting sands. It has to be navigated with caution, because in so swift a current a boat is very apt to be carried on to sandbanks and remain embedded there. It is also in some parts dangerous to bathers owing to its quicksands. The scenery is in itself not nearly so fine as that of the Seine, yet it exercises an indescribable fascination on the voyager. This is partly, no doubt, due to its unusual solitude, which is impressed all the more on the mind by the great width of the stream. The Loire flows past many an ancient and interesting town well deserving a visit, such as Beaugency, Blois, Amboise, and Tours. The main charm, in fact, of this river lies in its cities, which seem to form an inseparable whole with its broad stream. It is only by boat for the first seventy-five miles from Orléans that the full beauty of these cities can be enjoyed, as the steamers ply only below Tours.

At Mars, fifteen miles below Tours, the Cher falls into the Loire. This tributary is navigable up to Viezon, whence it is connected by canal with the upper Loire a short way below Nevers.

Voyagers who have time to spare can yet further lengthen their expedition on arriving at Nantes. Rowing up the pretty river Erdre from here for fifteen miles, they enter at Quilheix the Canal de Brest, which brings them to Redon, about sixty miles from Nantes. From Redon it is possible, by means of the Vilaine, to traverse by water the intervening distance of one hundred and fifteen miles to Dinan, and thence by descending the beautiful Rance to reach St. Malo. The distance from Nantes to the latter town being about one hundred and ninety miles, the total length of this splendid circular trip from Rouen to St. Malo amounts to about seven hundred miles, requiring five weeks for its successful accomplishment.

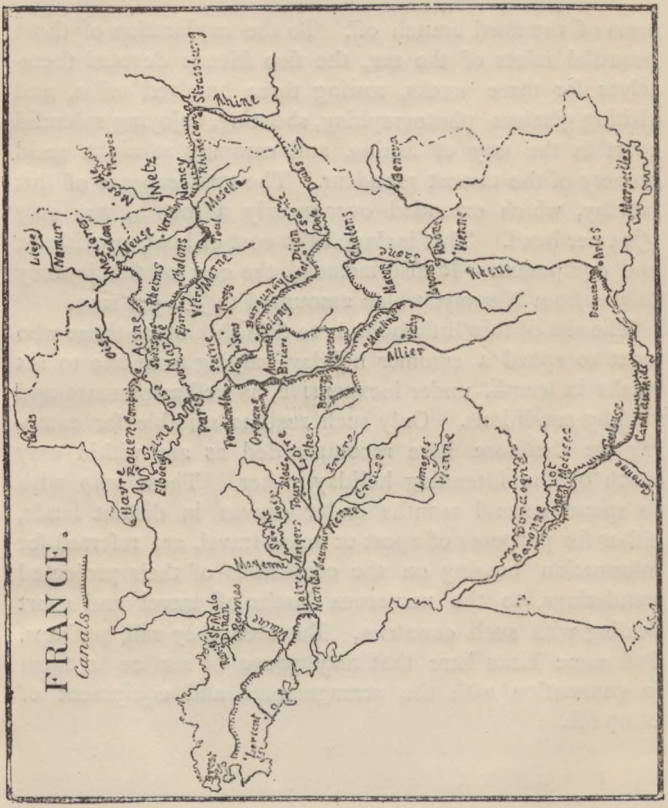
If I had to choose between them, I should, for various reasons, prefer one of the eastern tours to the western, and both to the southern. The scenery on the eastern expeditions is finer than on that to the west. In both these cases the excursion ends at a place about as near home as its starting-point, thus saving a good deal of time and expense on the return journey · whereas the southern tour always takes one farther from home. In the latter case, the heat, too, is so great during the summer months as to be, to say the least of it, unpleasant.

The outline map of France here added will make the combinations described above clearer to the reader, as well as possibly suggest others which have not been indicated.

THE FIORDS OF NORWAY.

Another region of a totally different character, but admirably adapted for camping voyages of a more adventurous kind, is the fiords of Norway. The two best suited for this purpose are no doubt the Hardanger and the Sogne Fiords. Not long ago some acquaintances of mine made an extremely

enjoyable and successful trip in a four-oar whaling gig on the latter, which is the largest fiord of Norway. Taking their



boat, luggage, and provisions over with them from Aberdeen, they crossed over to Balholmen, some fifty or sixty miles up the fiord. Their boat having here been slung over the

side of the steamer, and themselves and their belongings lowered into it, they rowed ashore, and, having found a suitable place, forthwith encamped. At Balholmen four arms of the fiord branch off. To the exploration of these beautiful inlets of the sea, the five friends devoted themselves for three weeks, rowing three hundred miles, and visiting glaciers, photographing, shooting, enjoying splendid sport in the way of fishing, and camping at night amid scenery of the utmost grandeur. The total expense of this holiday, which extended over nearly a month, was only £14 per head. This included the cost of boat, provisions, and equipment. It also included the cost of the journey to and from Norway, which amounted to £6 per man.

The aim of this little book is to furnish hints to those who want to spend a summer holiday, varying from one to six weeks in length, under inexpensive, as well as pleasant and healthy conditions. Only such regions suitable for camping are therefore here recommended as are within easy reach of the intending holiday-maker. Those who wish to spend several months under canvas in distant lands, either for purposes of sport or mere travel, are referred for information bearing on the conditions of their projected wanderings, to the numerous books of travel and sport dealing with such countries. But even they will, perhaps, find some hints here that may prove of service to them in connection with the arrangements and equipment of camp-life.

CHAPTER III.

WHAT TO TAKE.

THE BOAT.

BEFORE providing himself with the necessary equipment, the intending camping voyager must first fix upon the kind of boat best suited for his projected expedition; for on that choice to a great extent must depend the weight and bulk of his outfit. I must premise my remarks on this subject by saying that no one should think of undertaking a camping tour in an outrigger. A boat of this kind, being very narrow in the beam, contains hardly any space for baggage, while on the other hand its crankness renders it not only far less comfortable than an inrigged skiff, but also much more liable to be swamped in rough water. The rowlocks are far more apt to get broken, as well as to catch in obstructions, thereby exposing the crew to the chance of an upset.

For a party of five the best vessel is an inrigged four, made of light wood, but strongly built. Care should be taken to ascertain that she is thoroughly sound and free from flabbiness. The latter defect may result in much trouble from leakage, which it is sometimes impossible to remedy. It being often difficult in England, and abroad quite impossible, to replace a broken oar, a spare pair should be taken on the voyage. Most boating-parties no doubt return with their oars intact, but it is always more reassuring to feel that you have provided against accidents. Supposing only one spare oar is taken, it is awkward if one of the others belonging to the wrong side of the boat gets smashed. Two boat-

hooks should also be taken—an ordinary one as well as a paddle boathook. A towing-mast and a good long towing-rope are a necessity if the expedition is going up any river containing rapid reaches. There should also be a long painter and stern-rope; for it is very frequently necessary to tie up the stern as well as the bows of one's boat. If only the bows are made fast, the stern is apt to get swung out into the stream, and keep rocking about during the night. This may result not only in banishing sleep from the crew, but also in damage to the boat through violent collisions with the bank. As a sail is generally in the way, and can seldom be used on a river with much advantage in a rowing-boat, it is better left behind. I remember a sail once proving a great boon during a voyage on the Weser, but such occasions are rare and not likely to recur.

For a crew of three, a light but strong inrigged pair is the best boat. In this case it is a good plan to take two pairs of sculls besides a pair of oars, as double sculling is not only an agreeable change from rowing, but also makes the boat travel faster.

This kind of ship is equally good for a crew of four, though some may prefer a light randan, in which two can row while one sculls. In the latter boat it is advisable to take a spare oar or else three pairs of sculls.

A Canadian canoe is without doubt the best craft for a crew of two, the middle compartment affording ample room for the personal luggage as well as the camping equipment. Both can see where they are going, and both can work instead of one always having to steer, or being subjected to the great inconvenience of continually looking round, as in a cox-swainless sculling-boat. Another great advantage of the Canadian canoe is the fact that it can traverse with ease the upper courses of rivers navigable by no other form of boat.

Paddling, however, being a much slower method of progression than rowing, a Canadian canoe is far better suited for going down than up stream. The utmost average speed two men could expect to attain against the stream of the Thames would be three miles an hour. It would be considerably less with a head wind. To attempt going up a river with a strong current and not regulated by locks, in a boat of this kind, would be so tedious a task as not to be worth undertaking. It is advisable to take an extra paddle. A couple of boathooks are even more essential than in a rowing-boat; without them it is often extremely difficult for the occupants of a Canadian canoe either to stop her or to land.

For a crew of two intending to take it easy, a light inrigged pair-oar, provided with two pairs of sculls, is well adapted to row down a river in. She is best trimmed when one sculls on the stroke thwart and the other steers, while the luggage is placed between the bow and the stroke thwart.

Whatever kind of boat is employed, it is important to be provided with one or more pieces of waterproof, with a view to thoroughly protecting the baggage from rain. The ground sheet of the tent can be partly utilized for this purpose. Those who are setting out on a rowing excursion should also supply themselves with an extra pair of tholes, at the same time ascertaining how to fix them. Some copper nails, a small hammer, a bradawl, besides a lump of soap for stopping leaks, a bottle of varnish, and a pot of grease for the oars, are useful, if not indispensable adjuncts on a boating tour. It is also a good thing to procure from one's boat-builder a few strips of prepared wood suitable for nailing over a bad leak on the inside, and to find out from him the right way of fixing them on. Without this expedient it is often difficult to stop a serious leak.

TENTS.

Having disposed of the vehicle of the intending camper-out, we have now to consider the question, what kind of tent is likely to afford the maximum amount of comfort during the night when the weather is fine, as well as the best shelter when the elements happen to be unpropitious?

It is, perhaps, best to preface my answer with advice as to what should be avoided. In the first place, I strongly recommend to those few who may think of embarking on a camping expedition without a tent of any kind, not to do so. I myself and one or more companions have on several occasions camped out in the open air with nothing over our heads but the stars of heaven, or sometimes heavy rain-clouds instead; and, speaking on the strength of these experiences, we should decidedly dissuade others from following our example. We have, it is true, never suffered the slightest harm as far as health is concerned, though we once woke up on a September morning to find ourselves wrapped in a dense mist, and on another occasion were suddenly deluged by a thunderstorm bursting over our prostrate forms at four o'clock one morning in a meadow beside the Warwickshire Avon. Even if the weather is perfect, this method of camping has several other drawbacks besides the additional discomforts it may possibly entail. The heavy dew saturates one's blankets and clothes, which take a good deal of time and trouble to dry. If the day happens to be cloudy, they may still be wet in the evening. It is, moreover, almost impossible to sleep after the sun has risen in the early mornings of the long summer days, and its bright rays beat down on your face and bathe it in sunshine.

BOAT-TENT.

Most of those who have once tried the boat-tent will probably never use it again. It is generally hired along with the boat. Two short masts which are fixed in the bow and the after-thwarts are joined together at the top by a ridge-pole. Over this framework the canvas is stretched, the edges being fastened to the ends and the gunwale of the boat by means of strings. In boats used for this purpose one of the thwarts is removable by a good deal of troublesome unscrewing. The sleeping space which thus becomes available in a pair-oared skiff eighteen feet by four and a half is about eight feet and a half by three. That three, or even two, men should not be able to sleep with comfort in accommodation so limited, is obvious enough.

Even a randan, twenty-five feet by four feet six, has only room for four to lie down, there being two sleeping spaces, after the removal of the second thwart, of about six feet six by three feet six in each. The stuffiness of the boat-tent is, moreover, so great, that a friend and myself having, some years ago, after a short trial, found it insupportable, preferred to sleep on the rough shingle of the upper Severn wrapped in a single rug between us.

The only quality which the bell-tent has to recommend it is its comparative cheapness. It is certainly not comfortable, as probably all who have had volunteering experiences will testify. Its inmates are always compelled to stoop except when standing close to the pole in the centre, where, by way of superfluous compensation, it rises to a height exceeding that of the tallest man by about four feet. Not only is all this upper space absolutely wasted, but the

weight of the tent is greatly increased by the additional amount of canvas. It is, accordingly, the heaviest of tents in proportion to the accommodation which it affords.

GIPSY TENT.

A whole book has been written to urge the claims of a tent constructed on the model of those which are regularly used by genuine members of the Romany race. These gipsy tents somewhat resemble the curved top of a covered waggon, being stretched on a framework of several semi-circular ribs joined together by two ridge-poles at the top. It may be true that these tents afford the maximum of head-room for their height; but considering that the height recommended is only three feet nine inches, this advantage is perhaps not very great. For the dwellers in a tent of this kind can do nothing except in a sitting posture or by crawling about on all fours. It may be that men can get accustomed to this sort of thing in course of time; but nearly all who have had any experience of camp-life will be inclined to think that in the process of learning a good deal of unnecessary discomfort must be entailed on all such as have not, like Orientals, been in the habit of squatting on the ground all their lives.

Another disadvantage under which the gipsy tent labours, is the fact that the ribs have a permanent curve, some of their sections, even when the tent is no more than three feet nine inches high, being six feet six long. This necessarily renders them far more unwieldy to stow away, at least in a boat, than straight socketed tent-poles.

The covering of gipsy tents, it appears, should consist either of scarlet Witney blankets, thick red baize, or red Melton cloth. It requires no great stretch of imagination to suppose that the occupant of an abode so warmly

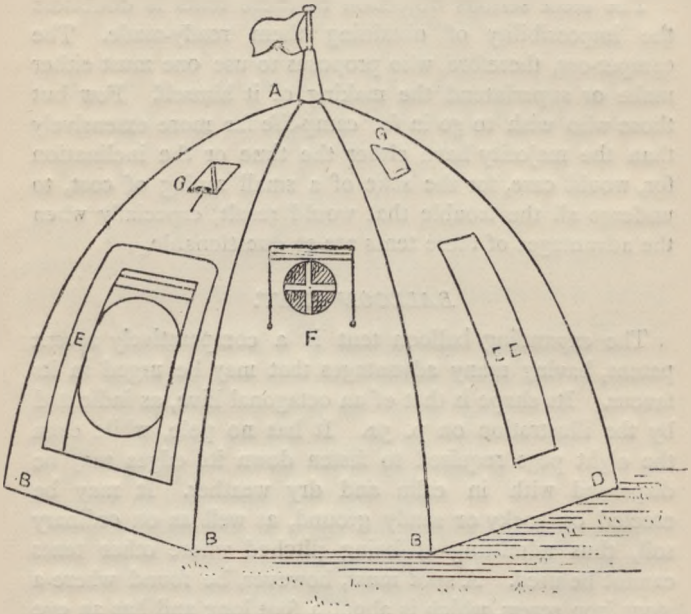
coloured may, while slumbering peacefully in his sleeping-bag, one fine morning find his dwelling collapse over him to the accompaniment of a terrifying roar, and shortly after be seen engaging in a kind of sack race, in which the motive to speed is not a goal in front, but a bull behind.

The most serious objection to these tents is doubtless the impossibility of obtaining them ready-made. The camper-out, therefore, who proposes to use one must either make or superintend the making of it himself. Few but those who wish to go in for camp-life far more extensively than the majority have either the time or the inclination for, would care, for the sake of a small saving of cost, to undergo all the trouble that would result, especially when the advantages of these tents are so questionable.

BALLOON TENT.

The expanding balloon tent is a comparatively recent patent, having many advantages that may be urged in its favour. Its shape is that of an octagonal hive, as indicated by the illustration on p. 52. It has no pole, while even the eight pegs required to fasten down its edges may be dispensed with in calm and dry weather. It may be erected on rocky or sandy ground, as well as on ordinary soil, thus admitting of being pitched where other tents cannot be used. A spot must, however, be found where a stout iron screw, which is about a foot long and has an eye at the upper end, will hold under a considerable strain. This screw having been fixed in the ground where the centre of the tent is to be, and, the ribs being inserted, the only thing left to do in order to expand the tent is to connect the rope tackle suspended from the top with the loop in the screw and to tighten it to the requisite tautness. Owing to its convex shape, the balloon tent has great stability in

wind. The lower edges of the canvas can be rolled up in hot weather for the purpose of keeping the inside cool. Having four doors and four windows, this tent admits of much better ventilation than others which are made with only one door and no windows. The doors are the large

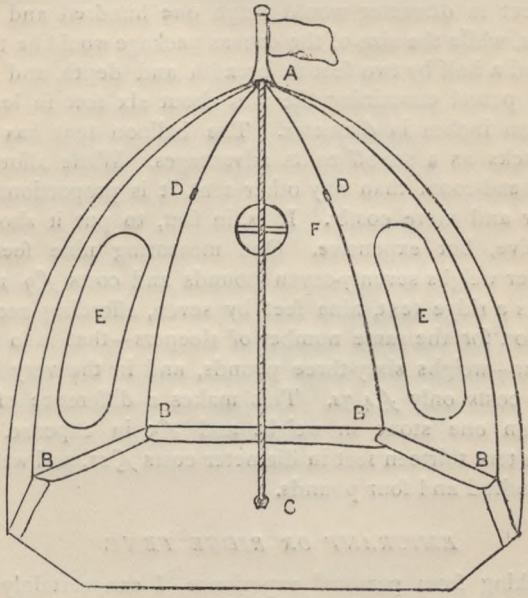


Balloon Tent—Outside.

oval openings (E), and the windows the small round ones (F) higher up, alternating on the eight sides of the tent, as represented in the illustration. Both are closed by canvas flaps, which draw down outside flat and water-tight. In addition there are four ventilators (G) at the top on the

sides above the doors. These are of importance, as all the doors and windows may have to be shut down tight owing to rain.

Whatever kind of tent the camper-out selects, he should under no consideration take one which is not supplied



Balloon Tent—Inside. AB, ribs; D, loops through which ribs pass; AC, rope tackle; C, iron screw; E, door; F, window.

with ventilators. The stuffiness of a canvas tent without ventilators is almost intolerable even in cool weather.

The eight ribs of the balloon tent, being socketed, pack conveniently into a parcel five feet long by seven inches in diameter, and weighing twenty-five pounds. The canvas,

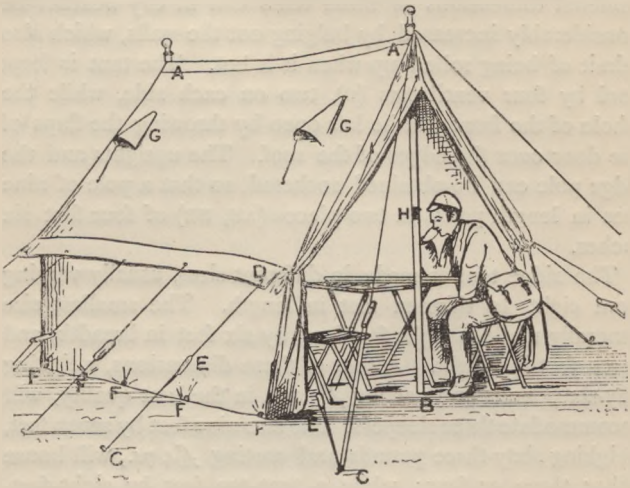
along with the tackle and pegs, forms a second package three feet long by fifteen inches in diameter, and weighing fifty-two pounds. The total weight of the two packages is thus seventy-seven pounds. The dimensions of a balloon tent of this weight are nine feet in diameter by about the same number of feet in height. One measuring thirteen feet in diameter would weigh one hundred and four pounds, while the size of the canvas package would be three feet and a half by two feet in breadth and depth, and that of the parcel containing the ribs about six feet in length by seven inches in diameter. The balloon tent has two drawbacks as a set-off to its advantages. While affording more head-room than any other tent, it is proportionately heavier and more costly. It is, in fact, to put it shortly, expansive, but expensive. One measuring nine feet in diameter weighs seventy-seven pounds and costs £9 10*s.*; whereas a ridge tent, nine feet by seven, affording accommodation for the same number of sleepers—that is to say, for four—weighs sixty-three pounds, and in the very best quality costs only £4 7*s.* This makes a difference of no less than one stone in weight and £5 in expense. A balloon tent thirteen feet in diameter costs £11, and weighs one hundred and four pounds.

EMIGRANT OR RIDGE TENT.

Speaking from personal experience, I can certainly recommend the emigrant or ridge tent (often inappropriately termed the "gipsy") as a thoroughly serviceable and comfortable tent. It packs in a very portable form, is easily pitched, and is commodious for moving about in as well as for sleeping. It also keeps out the rain well. We remember camping out in one of these tents one night on the Werra, when a thunderstorm burst over us, and the rain came down

heavily till morning, without a drop, however, penetrating the canvas.

As the illustration shows, this tent has gable-shaped ends. The height is usually seven feet, whatever the other dimensions may be, while the side walls rise three feet perpendicularly from the ground. The canvas is stretched on a frame-



Emigrant or Ridge Tent

work consisting of two, or in large sizes of three, uprights (AB), joined together at the top by a ridge pole (AA), formed of either two or three pieces according to its length. This framework is held in position by four guy ropes (AC), which are fastened to a like number of large pegs (C), driven into the ground at a considerable distance apart, two being in front and two behind. The roof (AA DD), which reaches a few inches on both sides beyond the side walls, to admit of the rain

running off better, is stretched by five ropes (DC) on each side, and four additional ones which draw out the corners, two forward and two backwards. The ropes are fastened to fourteen large pegs and stretched by wooden tighteners (E), while the side and gable walls are kept down by small pegs passing through loops (F) in the lower edges of the tent. The nominal dimensions of these tents can in dry weather be considerably increased by bulging out the walls, which also admit of being rolled up when it is hot. The tent is kept cool by four ventilators (G), two on each side, while the whole of the front can be left open by throwing the flaps of the door over the edges of the roof. The uprights and the ridge pole can be obtained socketed, so that a pole of nine feet in length packs in two pieces (AH, HB) of four feet six inches.

The ridge tent is made in different sizes, usually varying from eight to thirteen feet in length. The smallest size generally made is eight feet long by six feet in breadth, and seven feet in height. A tent of these dimensions, weighing fifty-six pounds and costing £3 10*s.* in the best quality, will accommodate three sleepers. The size nine feet by seven feet, weighing sixty-three pounds and costing £4 7*s.*, will house either three or four; while a tent ten feet by eight feet, weighing seventy pounds and costing £4 16*s.*, has floor room sufficient for five. The size thirteen feet by ten feet costs £7, and will accommodate six men very comfortably. The prices just quoted are for the very best quality; but these tents can be obtained at a much cheaper rate. Thus the fourth quality of the smallest size mentioned costs only £2 10*s.*, and that of the largest, £4 10*s.*

As ridge tents are manufactured in large numbers, any size best suited to the number of a party can be made to order at short notice.

This kind of tent is usually packed in three parcels. In the smallest size mentioned above (eight feet by six feet), the weight of the bag containing the canvas and lines is thirty-one pounds, and of that holding the wooden pegs and the mallet, ten pounds; while the socketed poles, which are tied together, measure about four feet six inches in length, and scale fifteen pounds.

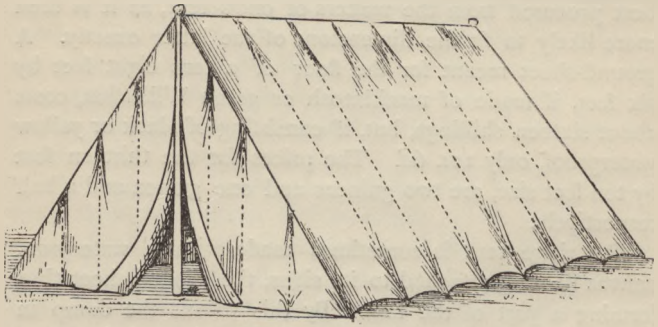
No camper-out should think of starting without a waterproof ground-sheet for covering the floor of his tent. It is best procured from the makers of one's tent, as it is then more likely to fit the dimensions of the latter exactly. A ground-sheet meant for the floor of a tent eight feet by six feet, if made of mackintosh or green Willesden, costs about sixteen shillings, but, if consisting of black or yellow waterproof, only 12*s.* 6*d.* The prices for the thirteen feet by ten feet size, are two guineas and one guinea and a half respectively.

The ridge tent is sometimes made with a waterproof canvas flooring attached to its sides, the ground-sheet thus forming a part of the tent. By this means the damp in case of heavy rain can be more thoroughly excluded than by laying down a loose sheet on the ground. The cost of a tent thus made, if nine feet by seven feet, is £5 10*s.* in the best quality, and £8 10*s.* if the dimensions are thirteen feet by ten feet. This kind is sometimes called the "Clyde" tent. Most campers-out will, I expect, prefer the simpler form of ridge tent, as its sides can be rolled up for better ventilation in hot weather.

CANOE TENT.

A tent constructed on the same principle, but without side-walls, is made to suit the requirements of canoeists. Messrs. Piggott, of Bishopsgate Street, manufacture a tent

of this kind, which is very suitable for Canadian canoeists, being extremely light and portable. It weighs, in fact, altogether only six pounds. The dimensions are seven feet long by five feet wide, and three feet six inches high. The two uprights, which are without a ridge pole, are held in position by two small ropes, one being attached to a peg straight in front of the door, and the other to one straight behind the back of the tent. Ten pegs altogether are used in pitching



Canoe Tent.

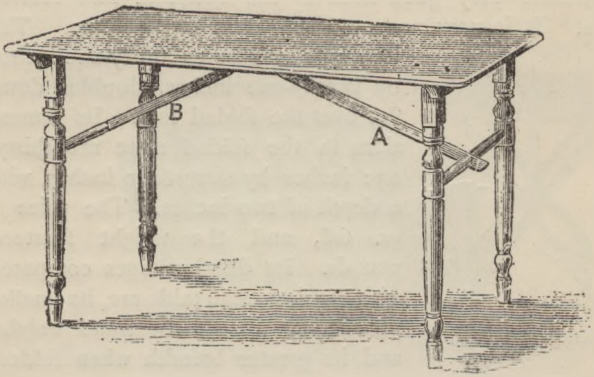
this tent. The material of which it is made is brown Holland. When the height is four feet three inches, this tent weighs ten pounds, and costs £2 5*s.* in the best, and £1 6*s.* in the cheapest quality. It packs in a waterproof canvas bag twenty-two inches in length by six inches in diameter. If the height is increased to six feet six inches, the weight rises to twenty-eight pounds, and the price to £2 15*s.* in the first, and £1 12*s.* in the cheapest quality. In this size socketed poles are supplied with the best quality. A ground-sheet of india-rubber or green Willesden, seven feet by six feet, costs

12*s.* 6*d.* A tent of this kind, along with its poles, will easily pack in the middle compartment of a Canadian canoe, while the ground-sheet can be used to cover both the tent and the remainder of the luggage as a protection from possible rain.

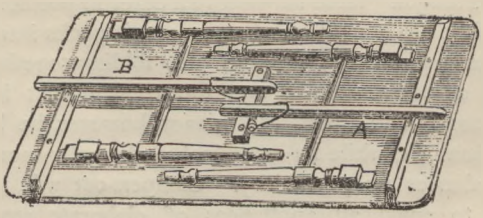
FURNITURE.

It is rather troublesome taking all one's meals while squatting on the ground. Campers-out will, therefore, find

AMERICAN FOLDING TABLE.



Open.



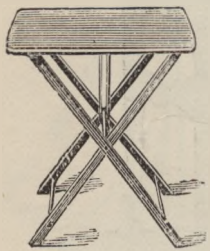
Folded.

A B, wooden supports holding the legs in position.

their comfort very materially increased by taking a table and chairs with them on their expedition. These can be obtained in so light and portable a form that they can be packed in a boat without inconvenience.

The kind of table most suitable for the purpose is, I think, the American folding table. Its legs double up so flat that it is only two inches deep in this condition. It is forty-three inches long by twenty-three inches wide, weighing fifteen pounds, and costing 10*s.*, if made of plain ash.

Another very good kind is the Venetian lath folding table. It is very neat and simple in construction. The top, which measures thirty-one inches by twenty-one inches, doubles down flat over the folded legs. Its dimensions in the folded state are thirty-one inches by thirty-four inches, with a depth of two inches. The price is 9*s.* 6*d.*, and the weight fourteen pounds. Its disadvantages compared with the American table are, its smaller surface for almost the same weight, and its greater breadth when folded, which exceeds that of the other by eight inches.

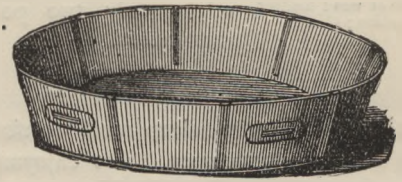


Venetian Lath Table.

The "Paragon" table surpasses all other in portableness; for though it has a top three feet square, it packs into a roll six inches in diameter; the legs also folding together like those of a camera-stand; and the total weight is only eleven pounds and a half. It cannot, however, be bought for less than £1, while its complicated character more than counterbalances its portability. Campers-out will, in fact, do well to avoid all appliances of elaborate structure. Simplicity should be the guiding principle of all their arrangements.

The kind of seat most to be recommended is the folding lath camp-stool. When the top is doubled down flat over the folded legs, the dimensions are twenty inches by twelve and a half inches. The weight is three pounds and a quarter, and the price 3*s*.

Nothing has yet been said about the various appliances for washing with which the camper-out should provide himself. It will, in the first place, be a great convenience to have as common property in camp-life, a folding india-rubber bath; thirty-four inches in diameter is the most handy size. This folds up into a space of thirteen inches by ten inches, and packs into a sponge-bag, the whole weighing two pounds and a half, and costing 14*s*. at the Army and

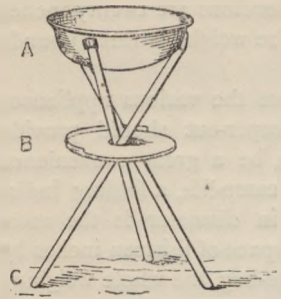


Portable Indiarubber Bath.

Navy Stores. The walls stand up by themselves, but may be made additionally stiff by passing wooden battens vertically through loops which are attached on the outside at intervals, or by encircling it with a cord running through these loops. It will often prove a boon in foreign hotels. Its main use, however, is to do service in camp, not only for a morning tub on occasions when the river does not happen to be suitable for bathing, but also for washing one's face and hands in. It is at the same time very convenient for cleaning plates and spoons in after a meal.

As it is rather irksome to bend down low while performing one's ablutions, the camper's comfort is very

materially added to by taking a portable washstand. The most handy kind consists of an indiarubber basin supported by three legs. These fold into a stick, and when open are steadied in the middle by a small square or round slab of wood through which they pass, and which also serves the purpose of resting soap on. The tops of the legs fit into three small indiarubber pockets attached to the outer sides of the basin. The whole thing weighs only two pounds, and costs 7*s.* 6*d.*



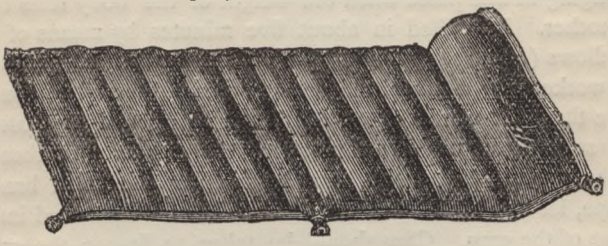
Indiarubber Camp Basin.
A, basin; B, slab of wood holding the legs in position; C, legs.

SLEEPING ARRANGEMENTS.

The question as to how to sleep most comfortably in a tent is one of great importance. The enjoyment of the following day depends to a considerable extent on a good night's rest, though experience shows that less sleep is required when camping out than in ordinary indoor life, because it is so much sounder in the former case. The novice who begins to lie on the hard ground with nothing between it and himself but a waterproof sheet, is likely to pass one or two sleepless nights at the outset of his expedition. He may consequently come to the conclusion that the joys of camp-life do not, after all, compensate him for its hardships. Yet it is possible, even though no kind of bedding be taken on the expedition, to make up in a tent a very comfortable bed on which a sound sleep is sure to be enjoyed. How this is done will be shown in the next chapter.

Those, however, who wish to make certain of sleeping not only comfortably, but even luxuriously, during their camp-life, ought to purchase an inflatable air-bed, made with a pillow all in one piece, such as is supplied by the Army and Navy Stores for the sum of £2. Its dimensions at this price are seven feet by two feet and a half, and about eight inches in depth when inflated. It is made of indiarubber, and is extremely portable, weighing only five pounds and a half, and packing easily into one side of a small Gladstone bag, without even filling that, as its dimensions when folded are sixteen inches by twelve inches, with a depth of four inches. It inflates in ridges, which are meant to prevent undue bulging in one place when the weight of the body rests on another. It is filled in about five minutes by means of a bellows (costing five shillings), which resembles in shape, and is worked like, a concertina. At one side of the air-bed there are three short brass pipes, which can be opened or closed by screwing up or down respectively the caps fixed on them. The process of inflation can begin after the small brass pipe, let into the side of the bellows, has been screwed into one of the caps. Care should be taken to loosen the cap before attaching the bellows, or no result, except perhaps the bursting of the latter, will ensue. There are three distinct pipes, because the bed is made in compartments, which must therefore be inflated separately. The caps must be screwed down tight before detaching the bellows in order to prevent the air escaping again. The air-bed is too hard when inflated to its full extent. It is most comfortable when filled in such a way that the body resting on it does not quite touch the ground. It is then deliciously soft, equalling in comfort any spring mattress yet invented. It is, in fact, so pleasant to lie on that I have used it on the floor of a continental hotel in preference to the regular bed.

The air-bed is a useful possession even after one's camping expedition is over; for it can be utilized as an excellent shakedown when a house is full of visitors. I myself have employed in this way one which was saved from the river by my companion after we had suffered shipwreck on the Main three years ago. This same bed was also used by a friend last Easter for sleeping on the deck of a Mediterranean steamer, as well as during his travels in the Peloponnese. He was one morning aroused from his slumbers by the laughter of a number of Greeks, whom curiosity had collected round his sleeping form, and one of whom had just volunteered by way of explanation the remark in modern Greek, "He is sleeping in air and on air."



Inflatable Indiarubber Air-bed.

Care should of course be taken to prevent an air-bed from receiving a cut or puncture, which would cause all its virtue to go out of it past remedy. There is, however, little chance of such a mishap if ordinary caution be observed.

Supposing blankets are taken for sleeping in, each camper should provide himself with a pair. The most suitable for the purpose are brown army blankets, which can be purchased at the Army and Navy Stores in two qualities, the one costing 9*s.* 4*d.*, and the other 15*s.* 6*d.* the pair.

There are certainly some drawbacks to the use of loose blankets when camping out. However tightly you may

have rolled yourself up, you are apt to be awakened in the early morning by the cold, resulting from your feet or some other part of the body having become exposed to the air.

These disadvantages are obviated by having a pair of blankets sewed together at the end and at one side; and if the other side is made so as to button up, you have what is practically a sleeping bag of very simple construction. A bag of this description can be obtained at the Army and Navy Stores in two qualities. The best kind, made of a couple of thick "Fearnought" blankets, neatly bound with red, costs £1 9*s.*, and weighs about eleven pounds; the inferior quality, made of sack blankets, also bound with red, costs only 10*s.* 9*d.*, and weighs no more than four pounds. This kind of thing is preferable to a regular sleeping sack, the latter being less simple in its make, as well as unbearably hot in summer weather.

The main principle to be followed with regard to sleeping garments is of course that they should one and all be made of wool. The most suitable costume for the night will be found to be a flannel shirt, pyjamas, and woollen socks. The possession of a pair of jute slippers is a great comfort in camp-life. They are warm and comfortable, can easily be obtained, and cost only 1*s.* 10*d.* After one has undressed, it is often necessary to leave the tent for a minute or two with a view to bringing in something that has been forgotten outside, or to go to the river in the morning for the purpose of fetching water, bathing, or doing something to the boat. On such occasions it is troublesome always to find and pull on one's ordinary shoes, which moreover often get very wet from the dew. On the other hand, to walk about barefoot among the damp grass or stubble, sometimes not unmixed with nettles or thistles, is an unpleasant and not infrequently a painful process.

PERSONAL EQUIPMENT.

The camper's personal equipment should be both as simple and as limited in bulk as possible. In the way of clothes two flannel shirts and two pairs of flannel trousers, besides a flannel jacket, are of course all that is required for ordinary wear in the boat. Besides these it is necessary to have a suit consisting, say, of grey flannel trousers and a waistcoat and coat made of some dark material. The latter is particularly useful, as it enables one to go almost anywhere without attracting attention whilst visiting foreign towns. The most practical kind of hat which, in addition to a rowing cap, it is advisable to take, is a white straw with a broad black band. It looks nautical, being at the same time unobtrusive when worn with ordinary clothes. The attempt to carry a black pot hat unscathed through the vicissitudes of a camping expedition may be regarded as an utterly hopeless task. There is no compensation for the mental strain involved in the endeavour to guard its respectability from the various assaults to which it is exposed. Before the voyage is half over its appearance will compare unfavourably with that of a costermonger's head-gear. If abroad, the owner is compelled to buy for the return journey a foreign hat, which on his arrival in England he must also discard, owing to its outlandish shape. Such was the actual experience of a friend who accompanied me on a German boating expedition several years ago.

It is useful to wear a gymnastic belt, to which can be securely attached one's matchbox, knife, watch, leather pouch containing money, and possibly other articles which one requires to have at hand continually, and which it is unpleasant to mislay or lose. If, in addition to a bath towel, four pairs of socks, half a dozen handkerchiefs, and a pair

of boating shoes, the intending camper supplies himself with six white collars, two pairs of cuffs, an extra tie, and a pair of Oxford shoes, he will be able to attain at short notice an appearance of respectability more than sufficient to conciliate innkeepers unfamiliar with the boating man, and consequently apt very greatly to underrate his social standing. It is rather a wretched thing after having been mistaken for a bargee and turned away from the only decent inn in a foreign town, to wander about the streets hungry and weary in quest of even the humblest night's lodging. A brush and comb, a tooth-brush, a strop, a shaving-brush, a razor, and a pot of shaving cream, a tin of soap and one of tooth-powder, a sponge-bag, a small looking-glass, and a pair of portable scissors should complete the list of luxuries as well as necessaries among the toilet articles of the camper-out. A small linen case, made to pack flat and fitted with pockets to contain most of these various articles, will be found a great convenience. It could easily be made by one of a man's female relatives in such a way as to meet the requirements of his kit. This device is to be recommended in any case, but especially so if the camper's personal belongings are to be stowed away in a yachting bag. It will prevent his things from always getting mixed up, and enable him to lay his hand on what he wants without having first to empty out the whole contents of his bag. A very neat waterproof hold-all of this kind can be obtained ready-made at the Army and Navy Stores for five shillings.

Many considerations can be urged in favour of the yachting bag for a camping voyage, while its one really serious drawback may to a great extent be remedied. Resembling in shape, when full, a short brown bolster or an extremely large sherry bottle with hardly any neck, it can

scarcely be called a thing of beauty. Its dimensions are thirty-four inches in height and thirty-six inches in circumference when full. Its weight in this size as supplied by the Army and Navy Stores is three pounds and six ounces, the price being fifteen shillings. It is fastened at the neck by a strap, which is secured with a padlock. The outside of the bag consists of brown waterproof canvas, the inside being lined with macintosh. It keeps its owner's kit absolutely dry both in rain and in shipwreck. It will serve equally well as his pillow by night or as his life-buoy by day, should he be so unfortunate as to upset in the river he is navigating; for in addition to being waterproof, it floats lightly on the surface of the stream, being to a considerable extent filled with air, as the neck is tightly secured. The one great disadvantage of the yachting bag, already hinted at, is the great difficulty, owing to the narrowness of its neck combined with its length, of finding any loose article inside without a vast amount of rummaging. This drawback can, however, be partly remedied by placing the small things in a hold-all, as described above, and partly by tying up the various changes of clothes into separate parcels with tape. Thus what at first seemed a very serious defect may become a positive merit, helping as it does to inculcate method and tidiness in arranging and packing one's belongings. A minor defect of the yachting bag is of course its appearance. Though looking well enough when neatly stowed in a boat, it is not in itself fair to outward view, and if slung over the shoulder of an oarsman clad in somewhat weather-stained boating-garb, would probably prove the last straw to break the back of respectability. A camping party is sure to contain one member who attaches more importance to appearances than the rest, and is willing to sacrifice utility

to outward show. Such an one will prefer to bring with him a Gladstone bag of distinguished exterior, which can always be employed as a decoy by the delegate who may have to negociate with an inexperienced innkeeper. Luggage goes a long way towards fixing social status in the estimation of strangers.

Having used the yachting bag on previous voyages, and being rather dissatisfied with it, I had, some years ago, a waterproof bag, somewhat resembling in shape those used by cricketers though a good deal shorter, constructed after my own design. This proved to be an excellent device for keeping out the wet in the shape of rain and of bilge-water. But when it came to be immersed for some time in consequence of an upset on the Main, it was found when fished up to be full of water. The contents when extracted presented a pitiful sight, and were, as far as articles made of leather were concerned, hopelessly ruined. The lesson to be derived from such experiences, is that if you have a waterproof bag, you had better take care that no water gets inside; for if it does it will be retained there most effectually.

Waterproof Yachting Bag.

The yachting bag is probably the only one which will exclude water during submersion. Excellent bags, which are in other respects waterproof, can be obtained at the Army and Navy Stores. Such are the "Simplex," costing, if eighteen inches long, 19*s.* in canvas, or 21*s.* in tweed; or the "Gladstone," which if twenty-four inches long costs £1 8*s.* 3*d.* in canvas, or £1 12*s.* 3*d.* in tweed. The former has the advantage of opening only at the top, and therefore being less liable to admit the wet, if happening to lie for any time in an inch or two of water.

THE STOVE.

Campers-out must necessarily do a certain amount of cooking. It is, therefore, of importance to fix upon the kind of cooking apparatus best adapted for camping expeditions. In the first place, it may be laid down as a decided mistake to invest in utensils for cooking over a wood fire. They are both heavier and less easily packed than those used with a stove, while the trouble of kindling a fire is infinitely greater and the time required for cooking longer than when oil or spirit is employed. On many occasions it is next to impossible to get fuel at all, or, when it is procurable, the chances are that it turns out to be damp or green. A far more satisfactory plan is to take a cooking-stove heated with either oil or spirit. Some may object that the latter is too artificial a means of attaining one's end, a wood fire being the natural expedient of the camper who desires to follow in the footsteps of primitive man. Arguing on the same lines, one might as well discard such products of civilization as the lucifer match, and advocate the employment of the fire-sticks of the savage. The main object of camping out being the greatest possible combination of health and enjoyment, it is only reasonable to utilize all such contrivances of civilization as conduce to increase the physical and moral benefits of that natural mode of life.

Having decided in favour of a cooking-stove of some sort, we must now dispose of the rival claims of those which burn oil and methylated spirits respectively. On the score of expense there can be no question between the two—in England at least. In this country a gallon of oil costs 1*s.*, while the price of the same quantity of spirit is 3*s.* 9*d.* These prices do not even represent the actual difference of expenditure involved in their use; for the amount of oil

obtainable for 1*s.* 6*d.* goes as far as half a guinea's worth of spirit. However, as spirit of good quality is procurable in France and Germany at a far more moderate rate than in England, the difference in price becomes far less marked in those countries.

There are one or two strong objections to the employment of oil on a camping expedition. It has a fatal tendency to ooze. Adorning nothing that it touches, it not only produces ugly and permanent stains in articles of clothing with which it may come into contact, but imparts a nauseous flavour to provisions near which it happens to be packed. To prevent its fumes from communicating an unpleasant taste to the food which is being cooked by it, is also a difficult matter. Thus a considerable amount of additional trouble has to be incurred in packing as well as cooking when oil is taken as fuel. Spirit, on the other hand, is clean, has no offensive odour, and imparts no disagreeable flavour to food. A quart bottle of spirit once got broken in my bag, saturating all my clothes. They were, however, none the worse for it in any way. Another point in favour of spirit is that its flame having much greater heating power, boils and cooks more rapidly than oil can do.

Those who prefer oil to spirit will probably find the picnic stove manufactured by Messrs. Wright and Butler of Birmingham suit their purpose best. This stove is capable of roasting or baking, as well as boiling, stewing, and frying. All the pots and pans fit into an iron case sixteen inches long by ten inches wide, and fourteen inches high, weighing seventeen pounds, and costing thirty shillings complete. This size is adapted for a party of from four to six persons. It is provided with iron chimneys to carry off the fumes, while the two burners are fitted with an arrangement which prevents the oil from overflowing and making a mess.

Supposing these appliances to be effective, this kind of oil stove is free from two of the radical defects of most others. Unlike the latter, it is said to be neither slow in its action, nor useless in a high wind. Inside the outer case are packed a half-gallon kettle, a half-gallon pot with a steamer fitting the top, a baking-pan, a frying-pan, and a meat rack.

In my opinion the spirit-stoves supplied by the Domestic Inventions Depôt, 93, Oxford Street, are better adapted for the requirements of campers than any others with which I am acquainted. Having used them in three different sizes for the last eight years, I have always found them answer admirably. They are made in about eight different dimensions, to meet the wants of parties consisting of from one to eight persons.

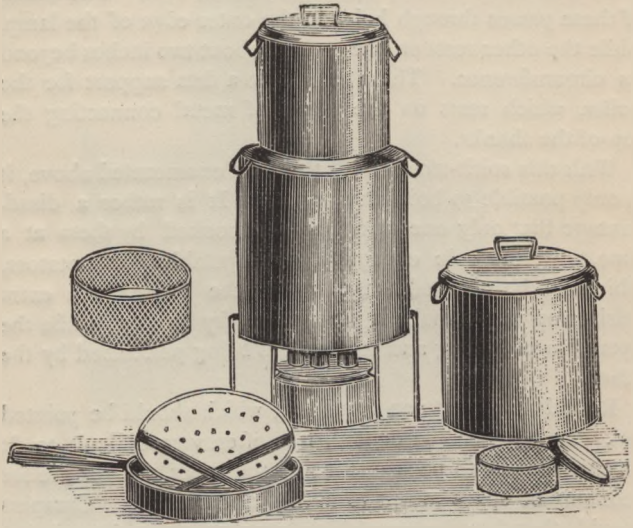
The smallest or pint size, meant for one person, consists of a round boiler for cooking meat and vegetables as well as boiling water, a percolator for making tea or coffee, a frying-pan, and a spirit-lamp with two burners. The price of the whole is 5*s.*, or if taken without the frying-pan, only 3*s.* 9*d.* The percolator consists of a flat circular strainer of perforated tin with a lid. After receiving the requisite amount of tea and coffee, it is suspended from a hook fixed in the centre of the inside of the cover. By putting on the latter, the percolator becomes immersed in the water contained in the boiler. This contrivance produces very excellent tea and coffee, the strength of which can be exactly regulated by the time allowed to elapse before the strainer is withdrawn.

Spirit Stove Packed—Pint size.

The three-pint size, which costs 12*s.* 6*d.*, is suitable for three persons. It comprises the same accessories, but on a

larger scale, the spirit-lamp having four burners, while a fish or vegetable drainer is added. With the exception of the frying-pan, which fits on to the bottom, everything packs inside the large boiler, which has a lid.

A party of four would require to use the half-gallon size, which, besides the accessories of the stove just described,



Spirit Stove Unpacked—Half-gallon size.

contains a potato-steamer and an extra boiler for soup, while the spirit-lamp has five burners. The steamer fits on to the top of the large boiler, a contrivance by which the steam rising from the water below is utilized to cook potatoes or vegetables. The price of this stove is 17*s.* 6*d.*, the weight six pounds, and the dimensions of the outside boiler holding the various pots and pans, nine inches in height by eight

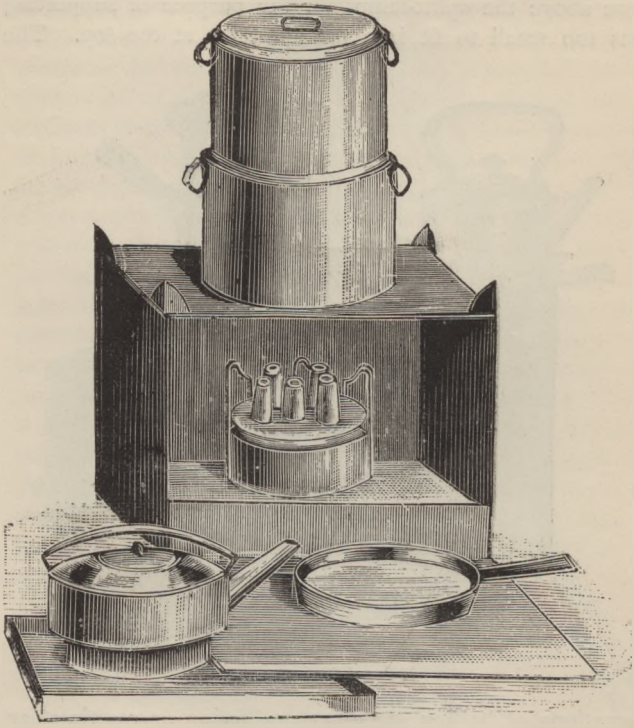
inches in diameter. The kettle is provided with a hinged handle which folds down, and a spout which unscrews. The frying-pan is furnished with a removable handle. There is also a ring-guard consisting of a circular perforated band of tin, which can be placed round the burners to protect the flame from the wind. The spirit-lamp is supplied with three double removable metal legs. One shank of these passes through holes in the outer edge of the lamp, while the other rests on the ground about two inches beyond its circumference. These legs form a firm support for the boiler, which rests on the pieces of metal connecting the top of the shanks.

With this spirit-stove in all the sizes enumerated above, it is only possible to boil, stew, or fry. It is rather a disadvantage that only one thing can be cooked by them at a time, with the sole exception of vegetables or potatoes, which can be steamed at the top of the boiler. An extra spirit-lamp would make it possible to fry or stew, while the operation of boiling and steaming is being performed by the other.

Round tins have one drawback, which should be pointed out. If they become dented, it is often very difficult to fit on their lids or to pack one inside the other, as they are for economy of space meant to in this kind of stove. Campers should therefore be careful to prevent them from being knocked about to any great extent.

For a party of five or six, the yachting stove, also obtainable at the Domestic Inventions Depôt, is strongly to be recommended. All the cooking appliances pack into a galvanized iron case, sixteen inches by ten inches, weighing fourteen pounds, and costing £11 5*s.* 6*d.* The case itself acts as a stove, which shelters the flame from the wind. It is heated by two spirit-lamps of five burners, which may be raised or

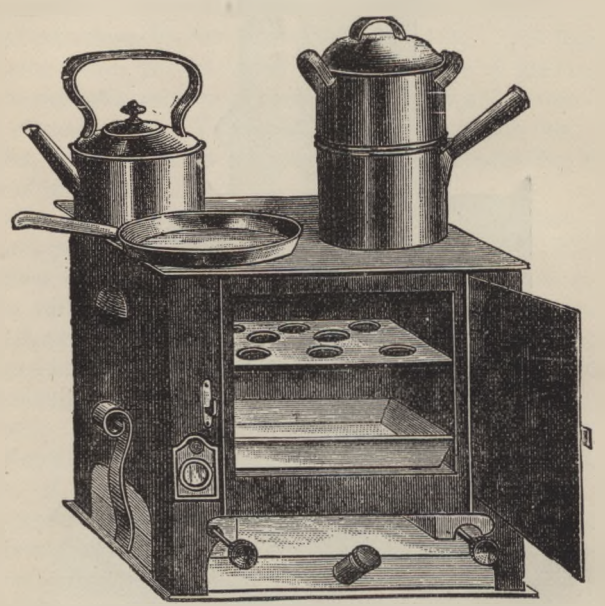
lowered so as to adjust the flame to the boiler above. The case has two oval openings at the top, into which fit the tin boilers, a kettle with a percolator, or a frying-pan. There is



Yachting Stove, with one Spirit Lamp.

also a large square frying-pan. Besides all these appliances packing inside, there is a large square tin with a lid for roasting meat. This fits on to the top, but must be secured there with a strap or cord. Canisters for pepper and salt,

besides some enamelled tin plates and six enamelled goblets, are also supplied with this stove. A removable iron shelf consisting of two parallel bars may be adjusted inside the case above the spirit-lamps for the purpose of supporting tins too small to fit into the apertures at the top. The

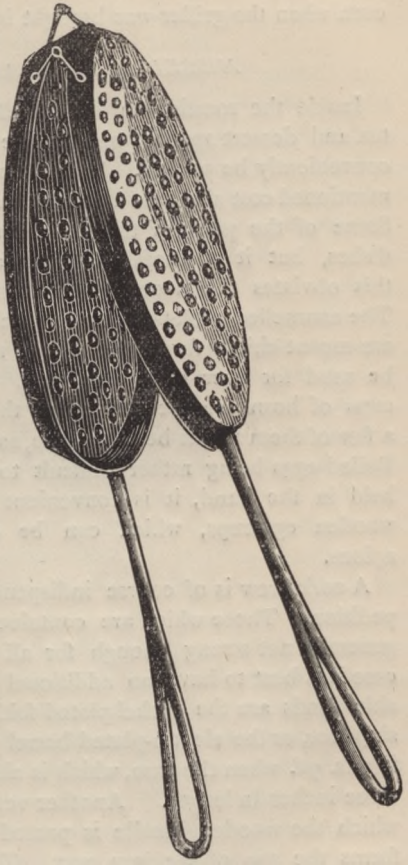


Mineral Oil Stove.

operations of boiling, steaming, and frying or roasting can be carried on simultaneously on this stove.

The illustration given above represents an excellent stove, burning either mineral oil, or spirit, as supplied by the Domestic Inventions Depôt. The size, fifteen inches by seventeen inches, suitable for a party of six, cost 27*s.* 6*d.*

A most excellent contrivance for cooking in camp is a hand-griller, also procurable at the Domestic Inventions Depôt, and costing only half a crown. It consists of two circular perforated iron plates about ten inches in diameter, joined together with a hinge, and provided with two long handles. Between these plates a good-sized steak or two or three chops can be inserted and deliciously grilled over a spirit-lamp by holding them over the flame, first for four minutes on one side and then for four on the other. The perforations bring the flame into direct contact with the meat, while the depressions between them retain the juice. This griller can conveniently be strapped outside the stove. It might be worth while taking an extra spirit-lamp to use with it, though I always found the two supplied



Iron Hand-griller.

with the yachting-stove sufficient for practical purposes, even when the griller was brought into requisition.

MISCELLANEOUS ARTICLES.

Inside the roasting-tin the half-dozen knives and forks, tea and dessert spoons, which have to be taken, can very conveniently be packed. The enamelled tin plates already mentioned cost sixpence apiece or half-crown the half-dozen. Some of the pans of the stove can always be utilized as dishes, but it is useful to have a few extra plates, as this obviates the necessity of washing up during a meal. The enamelled goblets, or cups, which cost a shilling apiece, are meant chiefly for tea, coffee, or milk, but can of course be used for beer or wine as well. However, as drinking cups of horn are pleasanter for the latter two beverages, a few of them might be taken also, as they are easily packed. Boiled eggs being rather difficult to eat comfortably while held in the hand, it is convenient to have half a dozen wooden egg-cups, which can be obtained for a penny apiece.

A corkscrew is of course indispensable on a camping expedition. Those which are contained in pocket-knives are generally not strong enough for all emergencies. In any case it is best to have an additional one. The most portable kinds are the nickel-plated folding corkscrew, costing sixpence, or the electro-plated barrel pocket corkscrew, costing 1*s.* 9*d.* when the case, which is also the handle, measures three inches in length. Another very simple sort is one in which the wooden handle is passed through a ring which forms the top of the iron part. The handle at the same time serves as a case for holding the screw when not in use. The price is about sixpence.

If any preserved meats are taken, it is impossible to do

without a tin-opener. The "Yankee" is probably the best, being capable of severing the stoutest metal. Its price, according to size, varies from 9*d.* to 1*s.* 6*d.*

Though by no means a necessity, the "Yankee" egg-beater, which costs from 1*s.* 6*d.* to 2*s.* 6*d.*, will prove a great convenience to the camper-out. By means of it eggs, chocolate, or milk can be whipped far more thoroughly, rapidly, and easily than with a knife or a fork. Buttered eggs being a very good and favourite dish for breakfast or supper, the beater will frequently be brought into requisition.

River water has almost invariably to be used for cooking and making tea in camp-life, at least on rowing expeditions. Though rendered innocuous by boiling, it is better not used even thus. It will often prove on examination to be charged with tiny fish or fragments of vegetable matter. Water can be freed from most impurities visible to the naked eye, by passing it through a fine muslin strainer, but it is most effectually cleansed by the employment of a filter of some kind. The best sort to take on a camping expedition is the silicated carbon pocket filter. It consists of a circular cake of carbon, about three inches in diameter, to which is attached an indiarubber tube some eighteen inches in length. It can be used either for drinking direct out of a stream by immersing the filter and drawing the water through the tube by suction, or it may be employed as a syphon by putting it in a vessel containing water, which being drawn up by the mouth for a few seconds, will flow continuously into another vessel through the flexible tube hanging over the side. As this process can go on all day in the boat, quite a large quantity of pure water may be ready by the time the camp is pitched. The filter packs into a neat metal case, to which cords are attached enabling it to be suspended from the shoulder. It can be cleaned from sedimentary

matter by blowing through the tube and brushing the surface of the charcoal. But though very serviceable for the short time a camping expedition lasts, this, as well as every other filter, after being employed for several months, becomes worse than useless for purposes of ridding water of organic matter deleterious to health; for such matter in course of time penetrating into the very core of the charcoal, can no longer be removed, and, putrifying there, so contaminates water passing through the filter as to make it more dangerous than it could have been before.

Filter Cup.

Silicated Pocket Carbon Filter.

In addition to the tools mentioned above as requisite for the contingency of repairing the boat, it is advisable to take a small screw-driver, besides some screws, two or three feet of thick copper wire, a ball of twine, and several yards of stout cord for use in the tent. Copper wire is useful for the purpose of furnishing the uprights or the ridge-pole with hooks for suspending clothes, lamps, or other articles. Loops of cord with hooks attached to them will, however, serve the same purpose. It is a bad thing to weaken the tent poles by fixing screws in them. Twine is indispensable, as bits of string are continually required for all kinds of purposes. Cord is wanted not only for supplying the tent with a clothes-line on which to hang garments out of

the way, but also for tying up various packages, as well as for securing some of the luggage in the boat.

A useful, though by no means essential article on a camping voyage is a measuring tape. The most convenient kind I know of is Chesterman's patent spring tape, which, if six feet long and in a nickel case about an inch and a half in diameter, costs *2s. 6d.* When the tape has been pulled out, a touch on a flat metal button on one side of the case makes it wind up automatically in an instant.

If a mop has not been sent with the boat, it is advisable to take a good-sized old sponge both for cleaning the boat and for drying up any bilge-water there may happen to be in the bottom. If more extensive baling operations have to be undertaken, some of the tins from the cooking-stove can be utilized for the purpose.

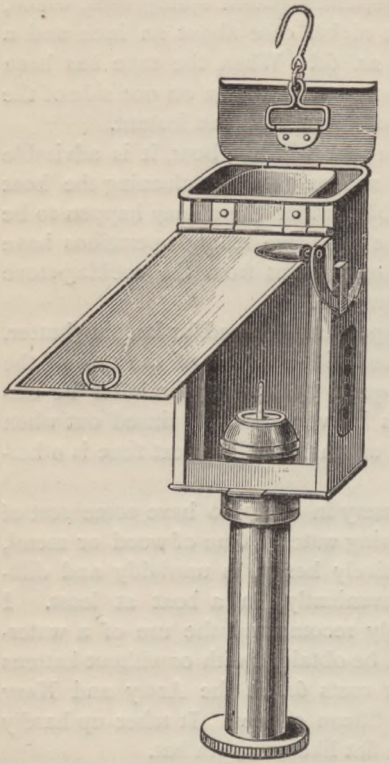
One of the empty jam-pots can be used for keeping butter, while milk can be fetched either in one of the tins of the cooking-stove or in a quart bottle. If the latter be employed, it should always be very carefully rinsed out when empty, as the milk with which it is filled next time is otherwise sure to turn sour.

It is absolutely necessary in camp to have some sort of bucket or pail for drawing water. One of wood or metal, besides being comparatively heavy, is unwieldy and difficult to stow away conveniently, in a boat at least. I should therefore strongly recommend the use of a waterproof bucket, which can be obtained with or without battens to stiffen its sides. It costs *6s.* at the Army and Navy Stores, and weighs only fifteen ounces. It takes up hardly any room, folding down flat like an opera hat.

For drying plates, cups, and the various other utensils used at meals and in cooking, three pantry towels, which cost about 7½*d.* each, should be taken.

LAMPS.

Last, but by no means least in the list of appliances required by the camper-out, is a lamp. Judging from experience, I think it is not possible to get on comfortably in tent-life without two lamps. A large one is required for general illumination, while a small one is often needed for moving about with; for instance, when looking for something left on the ground outside or in the boat. An ordinary railway reading lamp serves the latter purpose very well. When not otherwise employed, it may be suspended from



Nickel-plated Railway Reading Lamp.

Square Candle Lantern.

one of the poles to increase the light in the tent, or may be utilized for reading or writing by. A nickel-plated lamp of this sort can be purchased at the Army and Navy Stores for 3*s.* 1*d.* if round, or for 4*s.* 4*d.* if square. Otherwise, an ordinary square candle lantern, which in the six-inch size costs 1*s.* 10*d.*, will serve the purpose very well. As to the larger lamp, either of two kinds may be recommended. Probably nothing better adapted for the purpose is made than the unbreakable globular lamp supplied by the Domestic Inventions Depôt. The body is made of a sphere of reflective glass, so strong that it will stand any amount of knocking about. At the top and bottom it fits into perforated brass-work. The lower part contains a candle-socket or oil-receiver, which can be removed or replaced very easily. It is carried by a swing handle, which also serves for hanging it up. It varies in size from four inches to seven inches in diameter, the corresponding prices ranging from 4*s.* 6*d.* to 12*s.* 6*d.* The 5*s.* 6*d.* size is large enough for practical purposes. A good deal of trouble and mess will be obviated by always using carriage candles in one's lanterns instead of oil. It is therefore advisable to take a sufficient supply, care being taken that they fit the sockets.

Unbreakable Globular Lamp.

Similar to these are Plimsoll's lamps, which differ from them mainly in having a brass guard round the glass. As this materially increases their diameter, they take up much more space in packing. They can be obtained at the Army and Navy Stores in two sizes, costing 7*s.* 9*d.* and 8*s.* 9*d.* respectively.

The second kind of lamp suitable for camp-life is the square camp lantern, purchasable at the Army and Navy

Stores. It is fitted to burn mineral oil or candles, as well as vegetable oil if an extra socket is used. The lantern, besides a tin box containing twelve candles, packs into a very portable tin case, weighing altogether about three pounds. The lantern itself, if fitted with glass, costs 4*s.* 3*d.*, or if fitted with talc, 6*s.* 6*d.* The price of the tin box of twelve candles is 1*s.* 1*d.*, and that of the oil burner 1*s.* 4*d.*

Square Camp Lantern.

Electric hand-lamps, containing stored illuminating power for two months, are being a good deal advertised. They would certainly have the advantage of giving a strong light as well as causing little or no trouble. I cannot say whether they would turn out to be practical; and it would be fatal if they went out of order.

Supposing the camping party counts one or more fishers among its number, it is certainly worth while taking a fishing-rod on a foreign expedition, as there are plenty of fish in many of the rivers of France and Germany. Some of the tributaries of the Moselle for instance, notably the Thron, abound in excellent trout; and there is no difficulty in obtaining permission to fish. A welcome addition to the breakfast or supper table could thus often be obtained.

If there is a photographer in the crew, he would do well not to leave his camera behind. The voyager traverses much beautiful scenery, of which he has generally no other means of obtaining a faithful remembrance. For good artists are not common among boating men, and photographs can as a rule only be bought of views in the neighbourhood of the large towns one passes.

PROVISIONS.

Those who are bound on a foreign camping tour should start supplied with provisions which can either not be procured good, or are not purchasable at all abroad. I should therefore advise such adventurers to take with them four pounds of tea, three and a half pounds of rice, a bottle of pickles, a tin of White's curry powder, a tin or bottle of Bovril, a few pots of jam, and some tins of various kinds of preserved meat. The latter come in very useful on occasions when supplies happen not to be easily procurable. To these may be added a pound or two of coffee and of sugar, besides a small quantity of salt, pepper, and mustard. Some extra wicks for the burners should be obtained along with the cooking-stove. A few boxes of matches ought also to be taken. The purchase of methylated spirits, as well as of oil (if it be used), had better be left till the arrival of the crew at the starting-point of the expedition.

Having thus enumerated and described the outfit of the camper-out, both with regard to what is absolutely necessary and to what conduces to his comfort as far as is compatible with the nature of his mode of travelling, I will conclude this chapter by summarizing the weights of the camping appliances of a crew of five. This is of course a very important consideration, as the carrying power of one's boat is limited.

	lbs.
Tent	63
Five yachting bags with contents	75
Five blanket bags	55
Cooking-stove	15
Hamper with provisions, etc.	28
Folding table	15
Five camp-stools	16
Lamp	3
Bucket and washstand	3
Total	273

The addition of a couple of air-beds would bring this total up to 284 lbs. The camp and personal luggage would thus in the aggregate amount to 300 lbs. at the outside, this being the equivalent in weight of two extra men of rather under eleven stone. The personal luggage of five oarsmen who intend, instead of camping out, to put up at inns, would scale about 100 lbs. The superadded weight having to be carried on a camping voyage would therefore amount to 200 lbs.

CHAPTER IV.

HOW TO DO IT.

WHEN discussing the subject of camping out one frequently hears disparaging remarks implying that the possible advantages of this method of spending a holiday are more than counterbalanced by the discomforts and hardships which it must entail. "I can't understand how you ever get a wink of sleep, lying on the cold hard ground," says one. "I had rather not saddle myself with rheumatism for the rest of my life, merely for the sake of saving a few pounds," cynically observes a second. "How you must appreciate a square meal when you put up at an inn!" is the sarcastic remark of a third. "What a cheerful thing it must be to row on all day in the rain, pitch your tent in a downpour, and make a pretence of sleeping while the water drips on you from above and soaks you from below!" adds a fourth pessimistically. "I don't see where the healthiness of camping out comes in, when you have four men huddled together in a space of nine feet by seven," is the crushing suggestion of another sceptic. "All this sort of thing must

be very trying even to the best regulated temper," chimes in a sixth dissentient. "Bathing in the river as often as you like is all very well, but I *should* like to wash my hands and face properly once in a way," objects a habitual user of Pears' soap. "I don't so much mind roughing it in the matter of food," says the advocate of privacy, "but I really could not stand being surrounded by a crowd of rustics watching every morsel I put into my mouth."

The answer to such criticisms is that they apply only to novices who camp out without profiting by the accumulated experience of older hands. It will be shown later on in this chapter how a comfortable bed can be made on the ground, even without special appliances; while it has already been pointed out that the portable air-mattress described on p. 64, is more luxurious to sleep on than most ordinary beds. The waterproof ground-sheet, as has been indicated, obviates all risk to health from damp. Though it is of course impossible to prepare elaborate meals in camp life, there is no reason why abundance of good wholesome food should not be enjoyed, provided only that a suitable stove be used and one of the party has acquired an elementary knowledge of the art of cooking. As regards rain, I can only say that in the course of many boating tours, lasting from a fortnight to three weeks, I have never experienced more than a day and a half of wet altogether, and during one voyage at least we had only three hours of rain while afloat. Nothing short of a steady tropical downpour lasting a couple of days should be able to penetrate the canvas of a good tent, while the water can be very effectually prevented from coming in even where its edges touch the ground. Even if they should have the bad luck to fall in with much rain, campers-out are hardly worse off than, say, pedestrian tourists in Switzerland. It is true that the occupants of a tent sleep at

close quarters; but as there are ventilators at the top, and the door is generally left half or altogether open, they are practically sleeping in the open air. Voyagers putting up at inns are often obliged to sleep two or three in a very small and stuffy room, the ventilation of which, even with an open window, is inadequate. With reference to the question of temper, I have always found campers-out, even when roughing it considerably, better-humoured companions than ordinary travellers, mainly no doubt because they are healthier and freer from worry. Those who are provided with a portable washstand, like that described in the previous chapter, can perform their ablutions with almost as much comfort as in their own homes. It is only when the ground is badly chosen that the visits of intrusive rustics need be feared. The privacy of a well-selected camp is generally absolutely undisturbed.

The few remarks I have just made, combined with the account previously given of the various appliances with which the camper can easily equip himself, will, I hope, serve to dispel the belief, probably entertained by many of my readers, that a great deal of hardship is necessarily connected with tent-life.

One of the first questions which will naturally occur to those who are preparing for a camping tour is, where the various articles of their outfit can best be procured. It is hardly necessary, before answering this query, to say that the only object I have in view is to give my readers, to the best of my ability, the benefit of advice based on my own experience. The articles I recommend may possibly be obtained as good and as cheap from sources other than those I mention, but unknown to me.

THE BOAT.

With regard to boats, the well-known firm of Salter Brothers, at Oxford, have a large selection of craft of every size. They are accustomed to despatching boats not only to various parts of England, but also to towns on Continental rivers. I myself have hired or bought from them four different kinds of boat, which have always proved to be well and strongly built. Some of the large London boatbuilders no doubt supply vessels equally good and well adapted for the purpose. If the voyage is to be confined to England, the best and cheapest plan is to hire one's boat. Salter's charge for an inrigged four-oar is £4 for one month, and £1 per week afterwards; for a randan, £3 10*s.*, and 17*s.* 6*d.*; and for a pair-oar, £3, and 15*s.*, respectively. For a foreign trip, on the other hand, the purchase of a boat is preferable. As several weeks are required for its transit to and from the Continent, hire has to be paid for a period about three times as long as that actually occupied by the voyage. Thus, for an excursion of three weeks in Germany, the hire of a four would amount to at least £8, and that of a pair-oar to £6. It is often possible to purchase second-hand boats which are almost as good as new. A sound second-hand four might be bought from Salter for £20, or a pair for about £12, and could afterwards be re-sold at a comparatively small loss. Several years ago I procured for £15 a very strong oak pair-oar, which was perfectly sound and practically as good as new, for use on a foreign expedition. After undergoing an extraordinary amount of knocking about on that voyage, besides being used continuously for two years subsequently, she was sold for £9. The hire for the first

voyage alone would have been £4 10*s.*, whereas the actual cost of two years' use amounted to £6 only.

The next item of expense to be considered is the charge made for the conveyance of boats to their destination. The rate on the Great Western and the London and North Western railways is 1*d.* a mile for small boats or canoes that can be taken in the guard's van, with a minimum of 2*s.* 6*d.* Boats requiring a truck or trucks are charged 3*d.* a mile for the first, and 2*d.* per mile for each additional truck, with a minimum charge of 7*s.* 6*d.* for the first, and 5*s.* for each additional truck. The charges made by other English companies are probably much about the same. As the rates of transport to foreign towns vary a good deal, and agents are apparently rather capricious in their demands, a bargain had better be made with the latter beforehand. For about £2 10*s.* altogether boats under twenty-five feet in length can be sent by the Great Eastern Railway or the General Steam Navigation Company to Antwerp, and by the London, Brighton, and South Coast Railway to Rouen. A boat requiring a single truck can be conveyed to either Rouen or Paris for £4 by passenger train from London. A good deal of time and trouble may be saved by the crew taking their boat with them as luggage to any of these cities. There is also a slight economy of money, a reduction of fares being made to those travelling thus on some of the routes. It is impossible to make any very definite statements regarding the expense of transporting boats to Germany, owing to the arbitrary charges of the agents. For instance, I remember paying £5 for sending a four-oar from Oxford to Cannstatt on the Neckar, while the charge for a pair to Meiningen, a much shorter distance, was £6. Despatching a Canadian canoe to Donaueschingen in Baden cost £6 10*s.*, and to Prague, which is much

farther, only £3 18*s.* The same boat came back from Aschaffenburg on the Main for over £5, but from Vienna, a journey of several hundred miles more, for £2 11*s.* The moral to be drawn from such experiences is, to avoid agents, and, if sending your boat from London, to book it direct at the goods office of one of the railway or steam-boat companies there. The legitimate freight charge for a four-oar from London to Frankfort on the Main should be about £4 10*s.*; to Ulm, £6; and to Prague, £7 10*s.* These figures will give an approximate idea of what the charge to other places in Germany ought to be.

THE TENT, ETC.

The intending camper-out could, I believe, not do better than get his tent from Messrs. Piggott Brothers, of 57, Bishopsgate Street, E.C. Having used their tents on various camping voyages abroad, I have always found them to be of very good quality, as well as inexpensive. On no occasion did the rain ever penetrate the canvas. Excellent camp-furniture, such as folding tables and stools, can also be obtained from them. Blankets, air-beds, yachting-bags, and all waterproof articles made of indiarubber or macintosh, can, I think, nowhere be purchased better or cheaper than at the Army and Navy Stores. That is also the best place for buying tools, pocket-knives, corkscrews, tin-openers, preserved meats, jams, and other provisions, which, as has been shown in the preceding chapter, it is advisable to supply oneself with for a foreign camping tour.

THE COST.

Taking the requirements of a crew of five as the basis of my calculations, I think it will prove useful to summarize here the expense of a camping outfit.

	£	s.	d.
Tent (best quality)	4	16	0
Ground-sheet (best quality)	1	7	0
Yachting bags, at 15*s.* each	3	15	0
Five blanket-sacks (second quality), at 10*s.* 9*d.* each	2	13	9
Tools, etc.	0	5	0
Provisions	1	10	0
Cooking-stove	1	15	6
Folding table	0	10	0
Five camp-stools, at 3*s.* each	0	15	0
Large lamp	0	5	6
Small ditto	0	1	10
Mackintosh bath	0	14	0
Waterproof basin	0	7	6
Waterproof bucket	0	6	0
Enamelled plates, etc.	0	5	0
Total ...	£19	7	1

Thus the total cost of a complete equipment of the best quality would amount to less than £4 a head. This sum could easily be reduced to £3 by the omission of what is not absolutely necessary, or by buying everything in a cheaper quality. An air-bed would be an additional expense to each member of £2.

The cost of living would come, while camping, to 2*s.* per day a head at the outside, including beer, or wine on the Continent in wine-growing districts. This sum would be made up as follows :—1 lb. of meat, 10*d.*; milk, 3*d.*; five eggs, 3*d.*; vegetables and potatoes, 2*d.*; half a loaf of bread, 2½*d.*; beer, 4*d.* This allowance is ample, the prices given being those paid in England. Most of the necessaries of life being considerably cheaper on the Continent, 1*s.* 6*d.* would there cover each man's average daily expenditure. Thus the cost of living in camp for a month need not exceed £3 a head in England, or £2 5*s.* abroad.

The hire of a four-oar for two months with a view to a foreign tour would be £8—that is, £1 12*s.* per man—or, if the boat were bought for £20 and sold on the conclusion

of the voyage at half-price, £2 a head. As she would, however, probably fetch £15, the expense to each individual would be brought down to £1. Calculating the cost of transporting a boat to and from the Continent at the high estimate of £10, we thus arrive at an additional expenditure of £2 for each member of the crew.

The railway journey from England to the starting-point of the voyage on the Continent and the return fare, including hotel bills on the way, would amount to about £7 10*s.*

The total expense of one month's camping voyage abroad would thus reach £15 a head at the lowest estimate; while £20 would not only do it most luxuriously, but would leave the crew owners of their boat, their tent, and all their camping appliances. If, therefore, the same crew were to undertake a similar trip in the following year, they could do so most comfortably for £12 a head.

It may be useful to compare with the expense of a camping voyage that of a boating excursion, in the course of which the crew always put up at inns. The total amount of their hotel bills could not possibly come to less than £20 a head in a month; while the travelling expenses of themselves and their boat, as well as the hire of the latter, would of course be the same as in the case of the campers, that is to say, £11 per man. The whole expedition done in this way would therefore cost each member of the crew £31. Next year their disbursements would be the same, while the campers would pay only £12 a head.

It will be apparent from what has been said above that the travelling expenses to France are considerably less than those to Germany. In the latter country each passenger is allowed 56 lbs. of luggage free. A party of five would therefore have to pay on all luggage exceeding 280 lbs. in weight.

In England the expense of travelling by water is appreciable. For instance, a rowing boat passing through the forty locks on the Thames between London and Lechlade is charged 10*s*., while one traversing either the Thames and Severn Canal from Lechlade to Stroud, or the Kennet and Avon Canal, has to pay 30*s*. Other particulars have been given in the account of the rivers and canals of England. The cost of a permit to navigate French and German canals is, as has already been pointed out, a mere trifle.

As regards sending boats abroad, I do not believe it is safe to despatch a Canadian canoe without some kind of protection, owing to the frailness of its shell. Having no keel, her bottom would most likely be injured, even if she did not arrive with a hole in her side. I have, therefore, always had a light wooden case made for mine both on the outward and on the return journey. A framework of light laths, constructed much on the same principle as the open cases in which hard felt hats are sent by rail, will prove sufficient. Though this precaution costs about 15*s*. each time, it is, I think, certainly worth taking.

CHARTS.

The intending camper-out must necessarily provide himself with some kind of chart or road map of the districts he is about to traverse. Sufficient information on this point will be found in the appendix, which gives a list of books, articles, and maps bearing directly or indirectly on the subject. For the benefit of those purposing to visit Germany, it may be an advantage to add here a few words regarding the maps of the German Ordnance Survey (*Generalstabskarten*). These can easily be procured through Mr. Stanford, and cost about 2*s*. apiece. It is best to obtain the key-map

(*Uebersichtskarte*) first, and from this to order the sections containing the districts which the proposed expedition is to traverse. A book published by me in 1890, and entitled "Camping Voyages on German Rivers," contains charts of the Werra, the Neckar, and the upper courses of the Main and the Danube, as well as a large general map, giving the river system and the railways of Germany, reproduced from the maps of the Ordnance Survey.

For the sake of travellers wishing to have detailed charts of districts not given in that work, I may mention a contrivance which is very useful for carrying the ordnance maps in a portable form, especially when the weather is bad. It can be obtained of all good booksellers in Berlin, as well as in other large towns of Germany. It consists of a case made of transparent oil-cloth. In order that the maps may fit into it, the margin has to be cut off each section, which is then divided into four equal parts. The case is stamped with red lines in squares, which on the one side are one centimetre and on the other half a centimetre in width. As the scale of the Prussian Ordnance Survey is 1 to 100,000, one centimetre on the map is equal to one kilometre in nature. Thus, the squares on the transparent case enable the traveller to estimate distances accurately enough without having recourse to compasses or measuring rule. Owing to the transparency of the oil-cloth, the map may be inspected in a torrent of rain without the colours or the print suffering in the slightest degree. The price of these cases, which are used by the army, is only 1*s.* 6*d.* in Germany.

As to the waterways of France, the excellent charts of M. Vuillaume supply all the information the voyager can possibly want regarding locks, bridges, distances, and altitudes.

THE BEST SEASON.

The most suitable time for camping expeditions is, it is hardly necessary to say, from the beginning of June till about the middle of September. My own experience of camping out extends from about the middle of June to the last week in September. I have found the weather on the Continent about equally good in those four months, the rain, when it did come, generally taking the form of thunder-showers, and consequently soon passing away. The heat in August is sometimes rather oppressive abroad; but, on the other hand, the weather is perhaps more settled and brilliant than in any other month. And after all, heat, however great, affects the camping voyager far less than any other kind of traveller. It is never intolerable to one clad in flannels, who can, moreover, bathe at any time in the river, or rest under the shade of the trees on the bank during the hottest part of the day. September is in many ways a splendid month abroad; for the days, though warm, are never too hot, while there is a bracing crispness in the morning air which imparts a keenness to the enjoyment of rowing, rarely experienced at any other time of year. Then, too, the glorious autumn tints begin to appear, which render the silent woods the voyager glides past a perfect feast to the eye. Few sights, for instance, can be more gorgeous than the colouring of the magnificent forest tracts of the Danube, as viewed in the hazy sunlight of a September afternoon. This month, however, has its distinct drawbacks. As the evenings then begin to close in so soon the voyager must begin to think about pitching his camp soon after five o'clock; whereas long daylight in the evening decidedly increases the enjoyment of camp-life. Few things are so delightful as sitting outside the tent on a

balmy summer evening till ten o'clock watching the light fade away in the west, while darkness gradually steals over the landscape, and the stars grow bright in the heavens, and nothing breaks the deep stillness but the song of the cricket and the gentle murmur of the river flowing by. The mornings in September are also apt to be curtailed by the mists which rise over the river, and are sometimes not dispelled by the sun till ten o'clock.

The end of June I should be inclined to recommend as the very best time of year, combining as it does nearly all the conditions most favourable for camping out. The verdure of the scenery still retains much of the freshness of spring; the banks and meadows are brilliant with a wealth of wild flowers; there is more water in the river and fewer weeds; the weather is warm, though not yet hot; while the days are so long that it hardly grows dark at all during the night. With the exception of the comparatively few who have a University Long Vacation at their disposal, the number of those who can take their holiday so early in the year is unfortunately very limited; but those who are able to do so, I should strongly advise to start at any rate as early as possible in July, so as to reap the benefit of long daylight, which outweighs nearly all other advantages on a camping tour.

THE DAY'S WORK.

In planning an expedition that must be carried out within certain fixed limits of time, it becomes necessary to calculate roughly the average distance to be travelled daily. Otherwise the complete success of the trip may be marred by the necessity to hurry inordinately at the end or to break off in the middle of the tour. Various things have to be considered in making such estimates. A great deal of

course depends in a rowing expedition on whether you are going up-stream or down, on the swiftness of the current, on obstructions, and other causes of delay, as well as on the number of hours of rowing which the crew find compatible with a thorough enjoyment of their day. Most camping voyagers will probably find from six to seven hours quite as much as they care to do in the way of rowing. Twenty miles a day up-stream can be done with the utmost comfort and enjoyment on the Thames. Rowing up the Seine, the current of which is more rapid than that of the Thames, on account of the much smaller number of locks, a heavily laden boat could not be expected to do more than an average of two miles and a half an hour, that is to say, about fifteen miles a day. The Main and the Moselle being still more rapid, owing to the absence of locks, the average distance travelled per day up these rivers would be still less, say, about twelve miles a day. The stream of some rivers, on the other hand, is so swift, as in the case of the Danube, the Rhine, the Loire, and the Rhone, that it is only possible to descend them. Forty miles a day can therefore be easily rowed on them, and, if the crew go on for ten hours, fifty or even sixty miles can be done without much difficulty, supposing there is not a strong head wind. It would, however, be a great mistake to travel such long distances daily on these swift rivers. For much enjoyment would be missed both by passing many beautiful spots where the crew might have landed to linger in the shade during the heat of the day, and by neglecting to pay short visits to the interesting towns and cities occurring at intervals on the banks. An average of thirty miles a day is quite enough; and even thus the voyage will seem to come to an end all too soon. Thirty miles is also about the average distance which can conveniently and enjoyably be done when traversing canals.

The thorough enjoyment of a camping holiday depends, to an appreciable extent, on how the day is mapped out. Though liable to be modified by circumstances, such as visits to interesting towns on the banks, the following will probably be found to be the best general apportionment of the hours of the day. Rising at six, or, if it can be done without too great a wrench, even earlier, campers should make a point of starting off not later than nine o'clock; for it is a pity to miss the earlier hours of the morning, when being on the water is most delightful and rowing is pleasantest. Then continuing on their way, at whatever pace they find most convenient, the voyagers will, towards one o'clock, begin to look out for some spot where the bank is suitable for their midday rest, and the river is deep enough, but not too swift, for a swim. This being the most enjoyable time for a bathe, and the *al fresco* lunch on the bank being, perhaps, the most delightful part of the day, the crew should be somewhat fastidious in choosing their ground. It is better to stop sooner than usual rather than pass by an ideal place, or to go on longer till one is found. We have more than once selected the first tolerable site which presented itself, because it seemed to be growing too late for further delay, when a row of ten minutes more would have brought us to the most charming spot imaginable. A low bank convenient for landing, with a clump of trees and a narrow strip of meadow, is the best kind of lunching-ground. After a good swim, a cold lunch, washed down with beer or wine, will be enjoyed with more zest than it ever can be in ordinary life. An hour's lounge on the grass afterwards will render the enjoyment of this riverside rest complete. Putting off again about three o'clock, when the greatest heat of the day is over, the voyagers will row on till about

six o'clock, when they may begin to look about them for a good camping-ground for the night. Having at length found a retired and lovely spot with which all are satisfied, they run into the bank and begin to unload the boat by seven o'clock.

Campers will find that it is impossible to manage starting with anything like comfort under three hours from the time they rise. Bathing in the river, washing, and dressing occupy half an hour, while cooking and eating breakfast take up another three-quarters of an hour. Cleaning up, striking the tent, and loading the boat cannot conveniently be done in much less than two hours. As unpacking is a much speedier process than packing, it takes only about half as much time to pitch as to strike a camp. Not more than an hour need, therefore, elapse between the moment of landing and sitting down to supper. The boat should accordingly be moored for the night not less than an hour before sunset. Otherwise supper will have to be eaten by lamplight, which is not nearly so pleasant as to do so before darkness comes on. The voyager who puts up at inns has the advantage of possibly being two hours a day longer on the water than the camper-out; for he will find the average time which elapses between the moment of rising and that of getting afloat to be not more than two hours, while he need not land till sunset. He will, however, but rarely succeed in timing his arrival at his night's resting-place so conveniently; but will, as a rule, either have to stop much too soon, or be reduced to the unpleasant and sometimes dangerous necessity of rowing on in the dark. The hurry often resulting from the uncertainty as to when one's destination is likely to be reached, seriously detracts from the enjoyment of an afternoon, especially when the days are so short as they are in September.

STOWING LUGGAGE.

The first impression produced by the camping voyager's baggage when seen piled in a heap on the bank, is that it cannot possibly all be packed in the boat intended to carry it, in addition to a crew of several men. This feeling, when everything has been carefully stowed away, gives place to surprise not only that it is all packed, but that there is plenty of room left for moving about in. Such is, of course, only the case when space has been economized to the utmost. This result is best brought about by stowing all the largest and heaviest parcels in the bows and the stern of the boat. Simplicity, a principle to be aimed at in all the camper's arrangements, is of special importance in loading a boat, and is most easily attained by minimizing the number of packages. Of these, in addition to the yachting bags, the table, and the camp-stools, there should only be six, viz. the bag with the tent, that containing the pegs, the cooking-stove, the tent-poles, the blankets, and the hamper. The first three, as well as a couple of yachting-bags, can best be stowed in the stern, the whole being covered with a waterproof sheet. It is perhaps worth while getting a case made of coarse canvas to fit the stove, though we have always taken ours uncovered and unprotected.

All the blankets, or sleeping sacks, should be tied together with cord into a single flat package of such a shape as to fit best into the bows. The portable bath and basin might be strapped up with them, while the bucket should be left loose in the boat, having often to be used during the daytime. The folding table is best stowed below the blankets in the bows, which should then be covered up with the waterproof ground-sheet. The tent-poles being

passed under one of the thwarts, easily pack against one side of the boat. Care should be taken to see that the hamper is made low enough to fit under the stern seat. It should be constructed in two compartments, the one holding the provisions taken from home, and the other containing the lamps, tools, plates, cups, and other utensils. The camp-stools may all be placed under one of the thwarts, while the remaining yachting-bags can go one under each of the other seats. There will thus be practically as much room in a boat filled with baggage and furniture as in an empty one.

It is convenient while rowing to have two or three bottles of beer and glasses resting along the side of the boat for immediate use, if the weather be very hot.

Voyagers navigating foreign rivers may like to deck the bows and the stern of their boat with small British flags. These can be obtained in all sizes at the Army and Navy Stores.

In a Canadian canoe all the luggage must be packed in the middle compartment between the two thwarts, the whole being covered with the waterproof ground-sheet, while the crew of two occupy the ends of the boat. It is useful to have a locker at the stern end for holding all kinds of odds and ends, which it would be troublesome always to tie in, but which would be otherwise lost if an upset occurred. Two little Union Jacks, mounted on small brass rods and fixed in the bows and stern of a Canadian canoe, look very well as they flutter in the breeze.

By way of precaution, it is a good thing to secure all the luggage by tying the heavier packages together with a stout cord, the end of which could then be fastened to the adjoining thwart. If by some unforeseen accident the boat were to capsize, not much harm would be done in this case,

whereas if nothing were fastened, nearly all the camp furniture would go to the bottom. It is, of course, doubly important to take such a precaution in a Canadian canoe, this kind of boat being so much more liable to upset. Three years ago our canoe was overturned on the Main and carried down-stream bottom upwards for a considerable distance. Our travelling bags, being lashed to the thwarts, were saved; but all the loose articles which did not float, such as umbrellas and camping utensils, sank for ever. The day before the canoe had met with a less serious mishap, when she fortunately only filled, continuing to float right side uppermost, so that only a few things were washed out by the current and disappeared. Had she turned over completely, we should have lost not only all our clothes, excepting the shirt and trousers we each had on, but also our watches, money, and nearly everything else, as nothing had been secured owing to continuous immunity from disaster.

RAPIDS.

I have already alluded to the subject of rapids. In shallow rivers there is usually a smooth pointed tongue of water where the stream is always deepest, and for the tip of which the coxswain should steer. Sometimes, however, there is no such smooth tongue. The water is in that case deepest where the largest waves are, the comparatively calm part being often too shallow for the boat to pass over without grounding. The roughness is caused not so much by large stones near the surface as by the fact that a considerable volume of water is running through a narrow passage at great speed. In shooting rapids the crew should cease rowing, while the cox, standing up, keeps a sharp look-out for and avoids snags which occasionally get fixed

even in the deep part of the channel. In rivers where rapids occur the swift current often runs for a considerable distance close to a bank covered with overhanging willow bushes. On such occasions it is advisable to ship the oars, the blades being kept well inside the gunwale, and to allow the boat to be carried down by the stream, while bow and stroke are ready with boat-hooks to fend her off if necessary. There are many rapids of this kind on the Severn, as well as on the Neckar above Heilbronn. It is in such cases that outriggers are likely to come to grief, while the Canadian canoe shows to best advantage; for the latter boat can easily go through a channel not more than three feet broad, and keep close to the bank without any necessity for the shifting or shipping of the paddles. On the Danube there are for a considerable distance below Ulm a good many large and deep rapids, alternating from one side of the river to the other. The deep water there is invariably on the concave bank, being indicated by the luxuriance of the willows with which it is overhung, while on the convex side of the bend the stream is often so shallow that the boat gets stuck, and can only be extricated by rowing back a considerable distance. It is therefore worth while keeping a good look-out for these banks of shingle.

I do not think any man who is unable to swim fairly well ought to go on a boating voyage. Though an upset is, of course, a rare occurrence, we have suffered from or just escaped several accidents of this kind, in which a bad swimmer would almost certainly have been drowned, while a good one had nothing worse to fear than a wetting. Men, moreover, who cannot swim being liable to lose their heads in view of possible mishaps, are all the more likely to be involved in them. But, apart from considerations of safety, the ability to swim should be acquired by every one

for the sake of the pleasure it affords; for is the plunge into the river in the early morning or the refreshing header in the heat of the day not one of the greatest enjoyments of the voyager?

It is a good thing on a camping tour to apportion the time during which each member of the crew should steer and row, so as to get his fair share not only of rest, but also of enjoyment of the scenery; for there can be no doubt that the stern-seat is by far the best in the boat from the latter point of view. The Canadian canoe has a great advantage in this respect, the whole crew facing the direction in which they are moving, and being both able to enjoy the beauty of the landscape equally well. For a pair-oar the best arrangement seems to be that each man should row for two hours and steer for one; while in a four matters are simplified by each member of the crew in rotation steering for half a day, because continual changing of seats and shifting of stretchers is thereby obviated.

CAMPING GROUND.

In selecting a camping-ground several considerations have to be taken into account. To begin with, the bank at the landing-place should be low—that is to say, not much more than two feet high—and at the same time not slippery. It is both unpleasant to scramble up a declivity, and irksome to drag or hand the luggage up. If the bank is slippery, one is apt to fall when loaded, and hurt oneself or damage what one is carrying. The best situation for the landing-place is a broad and deep reach of river, where the current is not so strong as to prevent a good swim being enjoyed. The tent should, if possible, be pitched in the midst of good scenery; for a fine view contributes very materially to enjoyment. Care should be taken not to encamp under

a bank along which runs a towing-path, or the sleeping voyagers may be suddenly awakened at five o'clock in the morning to find their tent collapsing over them through collision with a towing-rope. A site should also be avoided near which a country road, or even a footpath, passes; for in such a place the camper is sure to be awakened in the early morning by the rumbling of carts or the visits of inquisitive rustics. It is best to pitch the tent facing the river, for this aspect generally affords the finest view, as well as being the most convenient for fetching water or going down to the boat. Its elevation should, if possible, be six or eight feet above the level of the water, beyond the reach of the mist, if any should rise from the surface of the river. A clump of trees or a hill-side forms a good background, sheltering the encampment not only from wind but also from the gaze of inhabitants wandering in the neighbourhood. It is important to fix for the actual site of the tent upon a plot of ground which is quite level, or at least without a lateral slope as regards the sleeper. Only a slight incline suffices to give one the unpleasant sensation of being on the point of rolling downhill, and thus to interfere with a sound sleep. When the time to stop for the night is approaching, the crew should begin to look out for a suitable spot immediately after passing a village, and fix upon a site which is invisible from both that and from the next place on the bank.

DIVISION OF LABOUR.

The process of encamping and packing up should always be simplified by a systematic division of labour. A considerable waste of time as well as of trouble is avoided thereby. Let us suppose the crew to consist of five men. The camping-ground having been selected, and the boat

moored for the night, three of the party take charge of the packages consisting of the canvas, the pegs, and the poles, and proceed to pitch the tent forthwith. The cook meanwhile carries his stove and hamper to a spot where he will not interfere with the camping operations. The fifth man makes himself responsible for the unpacking of the blankets and of the camp furniture, besides undertaking to land the yachting-bags of the whole party. Having less to do than the rest, he may take upon himself the task of collecting bedding material, as well as of washing up the tins when supper is over. While the tent is being erected, he will have set up the table and stools in some suitable spot, and will then lay out the plates, cups, knives, forks, spoons, besides other requisites for supper. The best place for the table is generally in front of the door of the tent, which makes a good background. Supper being over and the table cleared, the tins, plates, cups, and everything requiring to be cleaned, should be washed up and stowed away in their proper places. It is wonderful with what ease and speed all these camping arrangements can be carried out by strict adherence to method. Some trouble should therefore be taken on the first day to assign the proper amount of work to each member of the party, who in his turn should devote himself to accomplishing his duties in the simplest and most systematic manner. If exactly the same order be followed two or three days in succession, every one will fall into the routine of his work, and, instead of finding it irksome, will soon positively enjoy its performance. The absence of any regular order, on the other hand, results not only in much waste of time and energy, but also occasionally even in a certain amount of friction.

PITCHING THE TENT.

Having chosen a level piece of ground, the three men in charge of the canvas, the pegs, and the poles set about erecting the tent. Two of them, after fitting together the halves of the poles by means of the sockets, pass the iron spikes at the top of the uprights through the holes meant to receive them in the ends—and if there are three uprights also through that in the middle—of the ridge pole. This forms the framework which supports the canvas. The latter is then stretched out flat on the ground. While it lies in this condition the framework is inserted between the two walls of the tent and passed along till the iron spikes appear through the small cringles which are made at the ends of the ridge of the roof for their reception. Finally, the large wooden knobs, which are generally painted red, and have thick guy ropes attached to them, are fixed on the spikes. The tent is now ready to be raised. With a view to this being done, the third man has meanwhile been driving into the ground the four largest pegs contained in the sack. These pegs are fixed at a distance of about five feet from the gable ends of the tent, two in front and two behind, one being opposite each corner of the tent. Thus, supposing the tent to be nine feet long by seven wide, the four pegs would form a rectangle nineteen feet by seven, the tent occupying the nine feet in the middle of the sides of the rectangle. A measuring tape is a useful thing to have when driving in the pegs, as the canvas is always more uniformly taut when the four guy ropes are exactly symmetrical. The position of the large pegs can, however, always be changed afterwards if they are found to have been inaccurately placed. If, moreover, a ground-plan for the main pegs, differing from that which I have just given,

be found to suit the dimensions of the tent better, it can be measured out with the tape on future occasions.

To the four large pegs the guy ropes are loosely attached, the bottoms of the poles being now opposite the middle of the narrow sides of the rectangle. Two men thereupon, each grasping one upright, raise the canvas from the recumbent to the vertical position, retaining their hold while the third man tightens the ropes till the tent stands perfectly firm by itself. The four guy ropes being the only support the framework of the tent receives directly, it is very important that the pegs to which they are fastened should be fixed in the right place. If the latter are driven in too near the end walls of the tent, the ropes have not sufficient purchase to prevent it from swaying backwards and forwards under a strain, while if they are placed too close to each other in front and behind, the ropes have not sufficient resisting power in a lateral direction. Thus the pressure of a strong side wind might be sufficient to overthrow the tent, with the ropes in this position, while if the pegs were farther apart it could withstand a regular gale. The main ropes having been satisfactorily adjusted, two of the party proceed, one on each side, to drive in the smaller pegs and attach to them the small ropes by which the roof of the tent is laterally extended. Besides these side pegs four others fixed at the same distance in front and behind, opposite each corner, stretch the side walls properly in a longitudinal direction. The third man has meanwhile been driving the smallest pegs through the loops of cord by which the edges of the canvas all round are fastened tight down to the ground. The pitching of the tent being now complete, its canvas ought to lie perfectly flat and taut, its walls to be quite vertical, and all its lines to look symmetrical. The camper should not rest satisfied with the pitching of a tent which does not fulfil these conditions. Apart from its

extremely unsatisfactory appearance, a badly erected tent is likely to let in water if it rains, or may be blown over if the wind rises.

The uprights of the canoe tent, which has no ridge-pole, are held in position by two single ropes attached to pegs opposite the middle of the gable ends.

Pegs should always be driven into the ground at an angle of about forty-five degrees, their heads of course facing away from the direction whence the pressure comes. Novices in camping out, being often unaware that ropes are considerably shortened by saturation, have sometimes been disagreeably surprised in the middle of the night by the inexplicable collapse of their tent during a heavy downpour of rain. The solution of the mystery is afterwards found in the fact that the great strain caused by the tightening of the wet ropes has dragged all the pegs out of the ground. Even a heavy dew has an appreciable effect in this way. If there is any prospect of rain during the night, it is therefore advisable to take the precaution of slackening all the ropes slightly before turning in. During a heavy downpour it is best to look out and see whether it is necessary to slacken them still further. I have occasionally gone out during a wet night to find the pegs, which had been driven into the ground at an acute angle, bolt upright like rabbits on the watch. If there is a chance of heavy rain in the night, it is best to dig a small trench all round, close to the sides of the tent, for receiving the drippings of the eaves and the walls. Otherwise, as the ground gets soaked, the water may begin to penetrate over the edges of the ground-sheet. All further comfort would in that case be at an end.

The tent should be put up once before the party starts from home, to make sure that the poles fit into the sockets, and that the canvas is properly adjusted to the framework.

BEDDING.

We have already seen that the camper-out provided with an inflatable air-bed has absolutely nothing to fear from discomfort in the matter of sleeping. But it is a mistake to think that those who are not possessed of that luxurious article have but a poor chance of enjoying anything like as sound a sleep when camping as they are accustomed to in domestic life. My fellow-voyagers and myself have very frequently camped out with nothing between us and the hard ground but a waterproof sheet, and have yet, as a rule, with the exception perhaps of the first night, slept as soundly as any one could wish. The comfort of the camper in these circumstances is considerably increased by digging out a hollow in the ground where the hip-bone is to rest. It is however, rarely a matter of absolute necessity to sleep on the hard ground. Quite a luxurious bed can be made by strewing under the macintosh sheet a thick layer of whatever yielding material is procurable in the way of willow twigs, bracken, hay, grass, straw, flags, leaves, or even nettles. It matters little what the bed consists of, as long as it is soft and laid down sufficiently deep. On such a couch the camper can reckon on sleeping, after a day's exercise in the open air, a good deal more soundly than he usually does at home.

COOKING.

It is of course requisite that one member at least of a camping party should have mastered the elements of the art of plain cookery. It would be folly, if such knowledge is lacking, to start with even the most elaborate appliances in the belief that a good supply of recipes is sufficient for all practical purposes. In this, as in everything

else, mere theory will not go far without practical experience. The best plan, the novice will find, is to get the cook in his own house to show him how the simplest dishes are done, and then to practice doing them all himself. He ought by no means to be content to cook with the ordinary kitchen utensils, but should use the spirit-lamp and the stove he actually intends to employ in camp. I myself found the most satisfactory way of acquiring self-confidence and a certain amount of skill was to cook my own breakfast for a fortnight or three weeks before setting out on my first camping voyage. By doing something new every day I learned how to cook a considerable number of simple dishes sufficiently well. When he has once acquired some proficiency in the use of the stove, the tyro can proceed to work through the recipes contained in the appendix. These are more explicit than the directions of cookery books, and are intended to supply all the information on the subject required by the camper-out.

To begin with, one should, in my opinion, learn how to boil potatoes, fish and meat; to fry fish, cutlets, bacon and eggs, and potatoes; to steam vegetables, to grill a chop or steak, to roast or bake meat in the large tin, to make a stew, to scramble eggs, and to do an omelette.

The process of boiling or poaching eggs, though so extremely simple, should always be done carefully, watch in hand. Boiled eggs most people like best with the yolk still soft, but with the white firm. They are done thus by exactly four minutes' immersion in water which is already at full boil.

Very excellent tea can be made by heating the kettle till the water is thoroughly boiling, when it is taken off the flame, and the lid, to which the percolator containing the leaves is now attached, is put on again. The possibility of removing

the percolator when the infusion is sufficiently strong, prevents the tea drawing till it grows bitter, as is often the case in ordinary pots. The number of spoonfuls of tea placed in the percolator should exceed the number of the party by one. Coffee can be made very well in a similar manner by means of the percolator.

Cooking chops and steaks with the griller is a very simple matter. The meat having been inserted between the two iron plates, one side of the griller is held or moved about over the spirit-lamp in such a way that the flames may get at the whole of the surface on which the steak or the chops rest. After this has gone on for four minutes, the griller is turned over and the process repeated on the other side for the same length of time. Eight minutes should be sufficient for grilling to perfection, but in order to make sure of the meat being done, it should be pricked with a fork on each side. If the juice which flows is no longer bluish-red, the meat is ready for serving up.

Irish stew, rissoles, curry, and shepherd's pie are easy and practical dishes to make, as meat and potatoes left over from a previous meal are utilized in cooking them. For the purpose of flavouring stew a couple of bottles of sauce will be found useful.

As soon as breakfast or dinner is over, all the pots and pans employed in cooking should be carefully cleaned. The only way to do this effectually is to boil a quart or so of water, and, pouring it off into the various utensils, scour their bottoms and sides with it thoroughly. Under the dissolving influence of the boiling water, whatever adheres to the tins and could not otherwise be completely removed will easily come off. It is almost impossible to keep tins perfectly clean in any other way, especially if they have been left standing for some hours. In the latter case the

grease and other impurities, having grown cold, form a hard crust, which is extremely difficult to scrape off. Having been rinsed out after their scouring, the tins should be carefully dried. They can be kept polished and bright by being rubbed with fine sandpaper, to which a drop or so of olive oil has been added. The plates, cups, and spoons can most conveniently be washed up in the portable bath. Knives are best cleaned by working the blade up and down in the ground.

As passing water through a pocket-filter is rather a slow process, it should be done in the boat before landing in the evening, or during the night in camp. One of the biggest tins or the bucket having been filled from the river, and placed securely on one of the thwarts, the filter is immersed in the water. By sucking at the mouthpiece for a few seconds, the water will begin to flow freely through the indiarubber pipe, which can then be allowed to hang down into the large boiler placed below. The tin or bucket having been replenished from the river as often as is necessary, the boiler will be full in about an hour and a half.

STRIKING THE CAMP.

As soon as the crew have risen in the morning, the blankets should be taken out and hung up to be aired on the top of the tent or the ropes, or, if these are wet, upon the oars resting against the tent, or on a cord rigged up between two trees. A clothes-line inside the tent is very convenient for hanging up garments during the night, thereby preventing the ground from being littered, and leaving the whole of the floor available for sleeping-room. It is best fixed between the two or three uprights of the tent, about eight inches below the ridge-pole. Two or

three hooks, formed by twisting a piece of copper wire round the ridge-pole and turning up the ends, are useful for suspending various odds and ends. One or two loops of cord, with or without hooks of wire, can with advantage be attached to the uprights for the purpose of hanging up lamps, watches, caps, and hats.

When the process of striking the camp is about to begin, the ground-sheet should be removed to a convenient distance outside the tent, and everything hanging inside, as well as the blankets, placed upon it. While the cook is engaged in cleaning and packing up his stove and hamper, and the fifth man is employed on washing up the various utensils and afterwards tying up the blankets, the other three are busy striking the tent. After rolling up the side ropes, two of them lower the canvas till it lies flat on the ground, and, having withdrawn the poles, fold and roll it up tightly, finally packing it neatly in its sack, together with the ridge-knobs and their ropes. The third man has meanwhile occupied himself with pulling out the pegs and stowing them, as well as the mallet, away in the bag intended for their reception. Whoever has first finished his work can then unsocket the halves of the uprights and the ridge-pole, strapping them up into a single parcel as before. When all the packages have been done up they should be deposited on the edge of the bank.

The process of loading the boat can now be repeated, the distribution of the various articles being exactly the same as on the previous day. Three men had best take their stand amidships, in the bows, and in the stern, while the two others remain on the bank handing to each of the three whatever is to be packed in his portion of the boat. It may prove a good thing, for the sake of change, to vary after some days the functions assigned to each member of the crew; but

the method followed in doing everything should, of course, remain the same. Before pushing off, a careful survey of the camping-ground should be taken for the purpose of making sure that nothing has been left behind. It is surprising how easily at least small articles, such as knives, forks, and spoons are lost in this way if a systematic search is not made. The best plan is to make a complete inventory before the expedition starts, and to go over it every morning to see that nothing is missing. It is advisable to have a look round after a portage also, such things as boat-hooks, for instance, being very apt to be overlooked when left lying in the long grass on the bank.

In the course of a prolonged camping-voyage it is hardly possible to keep one's white flannels in a presentable state till the end of the expedition. It accordingly becomes necessary to do some washing, which can, however, be accomplished without much difficulty. With a view to this contingency, a small quantity of bar soap should be purchased before starting. The novice should be careful to remember that flannel will invariably shrink unless washed in cold water. Even cold water will not prevent this if the soap is rubbed in. The right way to proceed, then, is as follows. The flannel is first immersed in the cold water with which the portable bath is filled. A thick lather is then produced by rubbing the soap with the hands. The garment is next grasped at two points about a foot apart, and worked up and down in the lather by separating and bringing together the hands with a quick action, resembling that with which a concertina is played. When the whole garment has been kneaded in this manner the water is renewed till no trace of soap remains. Soap should never be rubbed in, except on the spot where there is an actual stain. In that case, great care should be taken to remove every

remnant of it before the flannel is dried. Unless this be done, it will, even after it has been dried, retain a disagreeable clammy feeling when put on. Having been thoroughly cleansed, the flannels can then be hung up to dry in the sun. Though they cannot, of course, be ironed, they will look perfectly well when worn. The spare linen collars and cuffs should be preserved with some care, there being little use in washing them if they cannot be starched and ironed also. There would not be time to have this done when visiting towns, except when a night is passed in a hotel.

A small pot of blacking and a set of blacking brushes would be useful articles of common camping property, with a view to keeping the boots of the party in a presentable condition when they land to inspect towns on the banks of the river they are navigating.

CARPENTERING, ETC.

On a camping voyage it is well that one of the crew should know something of carpentering, as applied to the repair of damage done to a boat. The simplest way of acquiring the necessary knowledge is to go to the yard of one's boat-builder, and get one of the carpenters there to show one how to fix or alter the button on an oar, how to remove a broken thole and to replace it with a new one, how to nail a strip of wood on the inside of the boat over a serious leak, and how to fix a plank which may have sprung or become flabby. Nothing more serious than these injuries is ever likely to happen to a boat on any river expedition. Supposing it did happen, the powers of an amateur carpenter, with a very limited number of tools at his disposal, would hardly be equal to the emergency, however great his skill. The best expedients for stopping insignifi-

cant leaks, and the appliances required for patching up serious ones, have already been mentioned in the preceding chapter.

An accomplishment which will prove very useful to the intending camper-out, and which he should therefore take some trouble to learn, is that of tying different kinds of knots. It becomes very serviceable, for instance, in fastening the boat securely, in making loops from which to suspend odds and ends, in doing up parcels, and so forth. All the necessary information on this art, which can be acquired by practising with cord in a very short time, will be found in the second chapter, dealing with "knots, bends, and hitches," of Mr. Knight's excellent work on "Sailing," in this series.

The perfect enjoyment and success of a camping expedition on foreign rivers will to some extent depend on one at least of the crew being more or less familiar with the language of the country. If all of them are ignorant of it, the whole party is reduced to a kind of dependence, and is cut off from many possibilities of pleasure. There are bound to be occasions when gesticulations and strong language limited to their own vernacular will not take them very far; and all but those who have had an early training in the exciting game of animal grab, will find the effort of ordering beef or mutton by imitating the lowing of a cow or the bleating of a sheep somewhat trying in the presence of strangers.

CATERING.

The interpreter, unless there are more than one, must, for reasons just hinted at, necessarily also be the purveyor of the party. Provisions are most conveniently bought by landing at a village or town about an hour before camping-

time, and laying in a stock of victuals sufficient for supper, as well as for next day's breakfast and lunch. It being almost impossible to keep milk fresh in hot weather if obtained earlier in the day, the necessity of landing twice for catering purposes is obviated by getting everything towards evening. Bread, milk, butter, eggs, and vegetables can always be purchased very good and extraordinarily cheap on the Continent. The beer, even in small villages, is often excellent, as well as the wine in districts where the vine is cultivated. I remember once buying about half a gallon of the most delicious red wine I ever tasted at the village of Mundelsheim, on the Neckar, for the sum of one shilling. There is often considerable difficulty in obtaining meat in villages abroad, as the butchers there seem to kill their animals only about once a week, and the meat, when it is to be had, is almost invariably veal. In order to secure a variety, a halt must occasionally be made at a town. If wishing to visit an inn for the purpose of buying some bottles of beer, the voyagers will most likely be able to procure what meat they want there also; otherwise they had better make their way direct to a butcher's shop.

The simplest method of managing the finances is for all the members of the party to pay an equal amount into the common fund. This sum is taken charge of by the purveyor, who defrays with it all the common expenses, at the same time keeping notes of all these disbursements. He has, of course, nothing to do with the payment of purchases made by individual members on their own private account. The common purse, when empty, is replenished by equal contributions on the part of each member of the crew.

The expedition being over, the party may either decide to keep the camping equipment as common property, with a view to a future expedition, or may prefer to sell it for

what it will fetch. Supposing, in the latter case, one or more of the crew are willing to buy some or all of the articles belonging to it, probably the fairest way is for the purchaser to pay each of the other members of the party two-thirds of his share of the cost price. Thus, if the tent cost five guineas new, and the party consist of five, the second-hand purchaser would give to each of the other four two-thirds of a guinea, or 14*s.*, the total payment being £2 16*s.*

AMUSEMENTS.

One of the main pleasures of a camping voyage is bathing. It can obviously be indulged in with greater facility and enjoyment in this than in any other form of travel; for the voyager is not only at liberty to land for the purpose whenever and wherever he likes, but can usually select a much finer piece of water for a swim than he is able to command in other circumstances. The bathe before breakfast in the cool morning air, and that before lunch in the moontide sun, are, I should say, certainly the most delightful. These two, unless the weather is excessively hot, are probably as much as most voyagers would care for in the course of a day. I, at least, have never found an afternoon bathe so enjoyable as the other two. Of all the rivers with which I am acquainted, the Neckar has probably the largest number of fine reaches adapted for a good swim. One of the most charming bathes I ever had I enjoyed with four fellow-voyagers on that river, not during the day, but at about eleven o'clock one night, amid fine scenery illumined by the light of the full moon. On swift rivers, such as the Rhine and the Danube, it is often necessary to row on for a considerable distance before a good bathing-place can be found—

that is to say, one in which it is possible to swim against the current. When an exceptionally good one does present itself on such streams, it is best to stop and take advantage of it, even if the time is not exactly suitable. On the Rhine, between Mainz and Coblenz, there are extremely few good places for a swim, a fact due not only to the rapidness of the current, but also to the large number of towns and villages which crowd its banks in that region. The only first-rate spot I remember is about a mile above St. Goar, on the left bank, at a point below the mouth of a tunnel, and in full view of the Lurlei rock.

Though there is but little chance of time hanging heavy on one's hands during a camping trip, it is yet a good thing to have a few amusements to fall back upon, for the sake of occupying an odd hour or two now and then.

If the evening happens to be unsuitable for smoking and chatting outside after supper, cards are of course the great resource for whiling away agreeably till bedtime the leisure moments of the party when around the table within the tent. "Nap" is one of the best games on such occasions, especially when there are five players. A rubber of whist is also an excellent recreation, but will often be found rather a strain on the attention after a long day spent in the open air.

I should strongly urge the advantage of at least one member of a camping party taking a few lessons in landscape photography, and starting on the expedition with a camera. Many a camper must, on returning from such trips, have deplored the absence of anything to remind him of the many beautiful scenes he has passed through, except the dim and ever-fading pictures of the memory. Photography is not only a pleasant relaxation at the time, but also develops an artistic appreciation of the beauties

of nature. Besides, it furnishes much future enjoyment in the shape of views of river-side encampments and other scenes, which would else be completely forgotten as the years go on.

As many of the foreign rivers which the voyager is likely to visit contain plenty of fish, they would afford the angler some fun in the early morning and the evening, at the same time furnishing a welcome addition to the larder of the party. My friends and myself at different times took a fishing-rod with us on five German rivers, but were unfortunately on those occasions in rather too much of a hurry to take full advantage of the sport we might have enjoyed.

A musical man, if possessed of self-control, is a great acquisition in camp-life. A song sung by a fine clear voice probably nowhere sounds so beautiful as when heard on or near the water in the stillness of the evening. If a member of the party can play on any portable instrument he should certainly not leave it behind. Such an accomplishment is not only agreeable to a man's fellow-voyagers, but may even on occasion prove useful to them. A musical appeal goes a good way in prepossessing at least a German in any man's favour. I have heard a story of how even the obdurate heart of a French landlady, who refused to take in a party of young Englishmen in flannels, misunderstanding their rank in life, was softened by the strains of a flageolet which one of them began to play on the spur of the moment. It was a ninteenth-century version of the influence of Orpheus and his lute.

I have now, I think, said enough to enable the novice in camping to plan and carry out an expedition in such a way as to combine the maximum of health and enjoyment with the minimum of discomfort and expense.

GENERAL HINTS.

I will conclude by recommending to his notice some general considerations calculated to ensure the complete success of his tour. It is a great mistake to map out one's trip too exactly as to time, or to make out a programme which is too hard and fast in detail. We have already seen that distances have to be calculated in a general way, as an expedition must often necessarily be accomplished within fixed limits of time. A margin of a few days should, therefore, be allowed in the rough estimate, so as to leave the programme of any particular day more or less free. One of the main attractions of a camping excursion is the facility it should afford to the traveller of following his own sweet will, and allowing the details of the day's doings to develop themselves. In the course of a voyage various circumstances crop up which cause delay, but cannot be calculated beforehand. It will, therefore, mar the enjoyment of the trip considerably, if the voyager must always do a fixed number of miles, or else make up the deficiency on the following day, till the very end of the expedition. Such an arrangement produces a continual sense of compulsion which is very detrimental to pleasure. It has already been pointed out that the absolute freedom and absence of worry is one of the great advantages of a camping expedition as compared with other forms of travel. Why, then, should constraint be unnecessarily imported into it in another form? The great thing to be avoided is, in fact, hurry in every shape, hurry either in general or in particular. Some keen oarsmen, especially when very young, are apt to go on rowing hard all the time, as if to see how much ground, or rather water, they can cover in a day. This tendency, so common among Englishmen, to treat relaxation as if it were a kind of business, ought to

be resisted as much as possible; for a holiday is thereby robbed of most of its enjoyment. There is, after all, a middle course between the point of view of the record-breaker and that of the socialist who remarked that the one thing he objected to most was working between meals.

Camp-life, besides teaching a man not to be too dependent on luxuries, is also likely, when several men are at such close quarters day and night for weeks together, to inculcate consideration for the convenience of others, as well as the suppression of irritability and grumbling at petty annoyances. It is wonderful how smoothly and cheerfully everything goes on when each member of the party has accustomed himself to act with such self-restraint.

The incidents and adventures of a camping expedition afford, I feel sure, considerably more immediate food for laughter than other forms of travel; but still more amusement can be extracted from them by cultivating the art of appreciating the humour of circumstances which at first sight do not seem funny, but, on the contrary, decidedly depressing. Thus I remember once being compelled by the increasing darkness to encamp beneath a very lowering sky in a place little better than a swamp, where, moreover, numbers of slimy insects soon began to crawl about the inside of the tent. At least one member of the party was inclined to take a very gloomy view of the situation. His despondency having, however, soon been overcome by the determination of the other two to look only at the grotesque side of things, the result was that the evening passed off more hilariously than perhaps any other in the course of that trip. On the last night of that same voyage we found ourselves at eleven o'clock sailing along in the dark on an unknown river, with the prospect of having to do eighty-five miles before nightfall next day, in

order to catch a steamer. As the rain began to fall we put up our umbrellas, managing to light our pipes only after a severe struggle with the wind. Such circumstances could hardly be described as calculated to raise the spirits, yet the incongruity of what would have been the scene had there been any light, struck us so forcibly that we enjoyed many a loud and hearty laugh at that silent midnight hour.

CHAPTER V.

GIPSY CAMPING.

THE comparatively small number of those who prefer gipsy camping to river expeditions will make their way to regions remote from the neighbourhood of large towns. Such are in England some parts of the Midlands, the east coasts, Yorkshire, the Lake Country, South Devon, and Cornwall. In particular, the few woodland tracts still left in England, the New Forest, the Forest of Dean, and Savernake Forest afford the most attractive camping-grounds of all. North and South Wales are also well suited for this form of travelling. In Scotland the districts most to be recommended are the southern counties which lie between Edinburgh, Glasgow, and the Tweed, the Grampian wilds, the Perthshire Highlands, the valleys of the Dee and Don, the sea-coast from Edinburgh to Fraserburgh, and thence to Inverness. Some of these regions could be so combined as to fit in best with the starting-point of the expedition, which would presumably, in most cases, also be its termination.

THE VEHICLE.

For those who prefer to travel on wheels during their camping expedition, two descriptions of vehicle are possible. The simpler kind is a two-wheeled trap drawn by a single horse. It should be so roomily constructed as to carry comfortably besides the passengers, who could not of course exceed three in number, an equipment practically identical with that of the camping voyager. The total load ought not to exceed 500 to 550 pounds in weight. Owing to its greater lightness, it admits of being drawn to some spot suitable for camping, and situated at a considerable distance from the roadside, over ground which to a van would prove impassable. In a vehicle of this sort an acquaintance of mine, with his wife and son, aged ten, made a most successful circular camping tour of several hundred miles from Yorkshire to the midland counties and back. They were provided with two tents on their excursion. This form of travel is fully as inexpensive as a camping voyage, the additional cost of the horse and its keep being more or less counterbalanced by the absence of a railway journey for both crew and boat to the starting-point of the expedition. A conveyance well adapted for the purpose would be what coach-builders call a station cart. Being lightly built, it is not only suitable for driving, but is specially constructed to hold a considerable amount of luggage. It has the additional recommendation of being cheap.

To this simple and more independent method of touring, many will, however, doubtless prefer a regular gipsy van, owing both to the shelter which it affords and the sleeping accommodation which obviates the necessity of taking a tent.

Those to whom expense is no object can be supplied with vans fitted up in the most luxurious style, perfect

palaces on wheels, by the Bristol Waggon Company, who built for Dr. Gordon Stables his "land-yacht *Wanderer*." The cost of a caravan like the latter is about £150, the dimensions inside being 14 feet by 6 feet, and the weight 33 cwt. It is fitted either with a pole for two horses or with a shaft for one, though it is really too heavy a vehicle to be drawn by a single horse. It is divided into two compartments by a partition with sliding doors and is furnished with sleeping-berths for three. There is one door in front with a seat for the driver under the projecting roof, and another door at the back with folding steps. The two

Gentleman Gipsy Caravan.

windows on each side can be closed with sliding Venetian shutters. The wheels run under the body of the van on patent axles supporting good easy springs. Inside there are various fittings, such as a cupboard, a locker, and a table, while outside a portable tail-rack for carrying luggage can be attached on both sides of the door at the back. The above illustration will give an idea of the outward appearance of a van of this description.

The smallest and cheapest kind of caravan built by the Bristol Waggon Company costs £75, the dimensions inside

being 9 feet by 6 feet 3 inches, and the weight about 17 cwt. It has a dome roof, with ventilators, windows on each side, and a door in front as well as at the sides, reached by portable steps. It is fitted with shafts for one horse, easy springs, patent axles, and brake on both the hind wheels. It is supplied with sleeping-berths for two persons, the top berth being so constructed as to shut up during the day, and thus leave the lower one available as a couch. Underneath the latter there is a large locker. Among the other fittings are an oil cooking stove, a wash-basin, a table with hinged flaps, and an inside lamp.

The price of even the least expensive of the vans just described is no doubt considerably in excess of what the majority of amateur gipsies would be inclined to pay. Owing to the absence of any great demand for them, no firm, as far as I can ascertain, seems to make a speciality of turning out cheap caravans adapted to the requirements of gentlemen gipsies. No great difficulty, however, need be experienced in procuring a simple and inexpensive van made to order, if sufficiently explicit directions can be given. In doing this, some stress should be laid on avoiding similarity with the conveyance of the travelling showman, unless the amateur wishes to draw after him in every village he passes through a battalion of expectant youth, clamorous for a performance.

Dr. Gordon Stables expresses himself very strongly against purchasing an old caravan. He would, he says, as soon buy a second-hand feather-bed in the east end of London. There is, of course, a certain amount of exaggeration in this view, as a good deal after all depends on the manner in which and the person from whom an old van is procured.

The most economical method for those who prefer a van

for gipsy travelling is to have one made to order by some local carpenter and blacksmith, after purchasing second-hand sound and strong wheels, springs, and shafts, which might be obtained for about £10. To these would easily be fitted the body of the vehicle, which might be made of Willesden waterproof paper or of painted Willesden canvas, fastened to a framework of light strong wood. The roof is best made, with a view to coolness, of two layers of Willesden canvas, the top one only being painted, so as to admit of ventilation through the lower one. The roof should also be so constructed as to project in front over the driver's seat, forming a canopy sufficient to afford shelter from rain. The entrance, which it is most convenient to have in front, had best consist of folding doors, with glass in the upper panels. There should be a window on each side, as well as a small one at the back. The only fittings necessary inside are a cupboard, one or two flap-tables fastened to the sides, and possibly a locker, which might be utilized as a couch during the day. It is a great convenience to have a tail-rack fastened behind, as one can stow away upon it bedding and other kinds of luggage which would be in the way inside during the daytime. A short portable ladder which can be attached is almost a necessity for convenience in getting in and out of the van. If a tent is taken, hooks should be fixed underneath, as the poles can be attached to them, while the sacks containing the canvas and the pegs can be packed on the rack behind. In any case it is useful to have some hooks at the bottom for hanging up one's bucket and various utensils, which would otherwise be much in the way. The van should contain accommodation for four or five persons, the length being from twelve to fourteen feet, and the breadth six feet. One horse being preferable to two both on the score of economy

and of trouble, the weight of the van should not exceed fifteen hundredweight when it is loaded and all the crew are on board. The total cost of a vehicle of this kind, outwardly resembling in shape one of the luxurious vans of the Bristol Waggon Company, need not amount to more than £30.

THE COST.

A few words may here be added as to the cost of a gipsy camping tour. Supposing the party decide to go on their excursion in an ordinary conveyance, they could purchase for £15 a good second-hand station dogcart, such as is used for carrying luggage. When new, this kind of cart would cost about £24. A strong, serviceable horse could be bought for an additional £15. If the party consisted of three, the weights and prices of their equipment would be pretty much as follows:—

	Weights. lbs.	Prices. £ s. d.
Tent for three (8 ft. by 6 ft.), with ground-sheet	56	4 6 6
Three travelling-bags	50	— — —
Three blanket sacks	33	1 12 3
Provisions	20	1 0 0
Folding table	15	0 10 0
Three camp-stools	9	0 9 0
Two lamps	4	0 7 6
Bath, basin, and bucket	5	1 5 0
Cooking-stove	6	0 17 6
Plates and cups	3	0 5 0
	201	£10 12 9

The total weight having to be carried, if the three occupants of the vehicle averaged 150 lbs., would be 650 lbs., being about the equivalent of four men weighing eleven stone and a half each. The price of the equipment per head would be £3 10*s.*

As the horse, while doing hard work daily, would have

to be fed on corn, his keep would cost at least 15*s.* a week, or £3 for a month. This would be an additional pound a head. The cost of living for one month has already been shown to amount to £3 each. The total expense of the outfit and one month's keep would thus come to £7 10*s.* a head. To this must be added £5 a head for the price of the vehicle. The horse could be sold on the termination of the tour at a maximum loss of £6. Thus the total cost of the whole expedition would be £14 10*s.* per man, this being slightly less than what we made out to be the lowest estimate of the expense of a foreign boating-tour. The reason of this is of course the absence of all railway travelling, which, in the other case, increases the expenditure very considerably. Supposing the same party, now being owners of their vehicle and their outfit, were subsequently to undertake a similar trip, they could then do it for less than £7 a head. This sum would be made up as follows:—Keep of each man, £3; share of horse's keep, £1; loss on purchase of horse, £2; groceries, besides odds and ends, under £1.

If a caravan, built on the lines suggested above, were used, and the party consisted of five, the weight of the baggage need not scale more than 200 lbs.; for a tent not being a necessity, its weight (63 lbs.) would, therefore, be subtracted from the total given on p. 85. Similarly, the price of the tent and ground-sheet, amounting to £6 3*s.*, as stated on p. 92, having been deducted, there would remain a total for the outfit of £13 4*s.* 1*d.* This would be about £2 10*s.* a head. Adding the cost of the keep of man and horse, we obtain the sum of £6 10*s.* for each member of the party. Supposing the caravan cost £30, the share of each passenger would be £6, which, together with the estimated loss of £1 4*s.* on the sale of the horse, would bring the grand total of the expenditure on

one month's holiday to £13 14*s.*, being 16*s.* less a head than in the previous case. This is, of course, a minimum estimate; for no allowance is made for bedding, which would be a necessity if the caravan were used for sleeping purposes. A tour of this kind could, therefore, hardly be done under £16, while the load, including the passengers, would scarcely be under nine cwt. The expense of a gipsy excursion in England would, therefore, be almost exactly the same as that of a camping voyage on the Continent. A month's boating holiday with a tent can, however, be easily done in England for less than £10, as may be calculated from the data supplied above. It is, therefore, evident that a camping voyage is the cheapest as well as the most healthy form of travel that can be undertaken.

PACKING, ETC.

It is a much easier matter to pack a vehicle than a boat. The one thing to be careful about in a caravan is to fix up all the metal and other utensils with wedges or indiarubber straps. Otherwise there will probably be a very unpleasant din all the time the conveyance is in motion. In order to ensure everything that rattles being properly adjusted, a trial trip before starting is advisable. Books also, if kept on a shelf, should be well secured, or every time the vehicle gives a lurch the whole library may come flying across from one side to the other, much to the detriment of the binding and of the owner's temper, even though there be no unabridged dictionary, as in Mark Twain's prairie coach in "Roughing It." A trial trip is also to be recommended, in order to ascertain whether the wheels work properly and the horse is up to the mark.

In gipsy camping it will be found best, with a view to privacy, either to obtain from the owner permission for the

use of a meadow, when near a farmhouse or the outskirts of a town or village, or else to choose some retired field remote from either, and draw one's conveyance, a good distance from the road, behind the shelter of a clump of trees or of a high hedge which screens it from view. Wherever you are, it is important to obtain leave to camp; otherwise you run the risk of being turned off even late at night.

Fifteen, or at the outside twenty, miles is the average distance, which the gipsy camper ought not to exceed. That is all that a strong horse, in good condition, could be expected to accomplish daily. Supposing he broke down from overwork, the excursion would probably end in disappointment.

I hope I have in the preceding pages supplied sufficient information to convince those of my readers who have not yet tried the experiment, that the comparative failure of a camping tour can hardly be due to anything else than either the lack of knowledge as to the right way of setting about it, or the absence of a determination to undertake it in something of the spirit which made Mark Tapley such a cheerful man. I trust, therefore, that this little book may induce many who know them not to taste the delights of camp-life, feeling sure that nearly every one who has once done so will not only soon repeat the experience, but will return from his camping expeditions both a happier and a healthier man.

APPENDIX.

COOKERY RECIPES.

TO BOIL POTATOES.

Wash and peel as many potatoes as may be required—two being generally allowed for each person—place them in a pot containing enough cold water to cover them, add some salt, and put the lid on. Let them boil till they become soft. This can be ascertained by pricking them with a fork. Half an hour is usually sufficient. When the potatoes are soft, strain off all the water and let them steam for three minutes with the lid half off.

TO FRY POTATOES.

Cut up your potatoes into thin slices, and after sprinking them with salt, place them in a frying-pan containing boiling dripping. Either raw or cold boiled potatoes can be used for the purpose. In the latter case five minutes are required to fry them ; in the former, seven or eight.

N.B.—The secret of good frying is to have your dripping fully boiling.

TO BOIL RICE.

Having placed a teacupful of whole rice in a strainer, run some water through it, for the purpose of thoroughly washing it. Then put the rice in a pot (without a lid) containing plenty of water which is on the quick boil, and strain it after ten minutes. Then dash it with a little cold water, which will separate the grains. Finally place it in a dry pan and move it about with a fork over the spirit-lamp in such a way as to prevent its being burnt. The grains will thus be both separate and dry.

TO BOIL VEGETABLES.

After being washed, the following vegetables are placed in *cold* water, and, a little salt being added, are boiled till tender:—Cabbage and Brussels sprouts (which take about a quarter of an hour after the water is on the boil), cauliflower (twenty minutes), young turnips (thirty-five minutes). *Boiling* water should be used for peas (which take twenty minutes) and French beans (which, being first sliced, are done in about half an hour).

TO CLEAN AND PREPARE FISH.

Take some fish, slit them open to below the vent, remove the inside, wash them well, but without scraping the skin; cut off the point of the tail, take out the eyes and gills, and after rubbing some salt into the insides, let them lie for an hour. (If great care is taken in the cleaning, the fish need lie only a few minutes.) Then, if there is time, hang them up for a quarter of an hour, and lastly remove the heads and skins immediately before cooking.

TO BOIL FISH.

Take four or five good fish prepared as above, place them on a fish-drainer, or, if you do not possess one, simply in a pan with as much boiling water as will cover them, add a handful of salt, and let them boil for five minutes with the cover off.

TO FRY FISH.

Prepare your fish as described above. Dip each fish or part of a fish in the yolk of an egg, which has previously been well beaten up; then roll the fish in bread-crumbs, and place them on a drainer. The drainer is now transferred to a stewpan half filled with boiling dripping and just large enough to receive it. Let the fish boil in the dripping till they become a golden brown; then take them out and hold them in front of the fire or in the oven for a few minutes, to drain the fat from them. If you have no drainer, put the fish direct into the dripping, and when you take them out lay them for a few seconds on some blotting paper or brown paper, so as to remove the grease.

KEDGEREE.

Having removed all the bones from any cold boiled fish, break it into small pieces, and add one breakfast cupful of boiled rice, two hard-boiled eggs shelled and minced, a little salt, and one

tea-spoonful of dry mustard. After melting and browning, in a frying-pan, a piece of butter about the size of a walnut, add the mixture, heating it thoroughly and stirring it constantly with a fork. It is important to note that all the ingredients of the mixture should be cold before being placed in the frying-pan.

TO CLARIFY DRIPPING.

Having put the dripping in a stewpan and carefully skimmed it as it comes to the boil, let it continue boiling for five minutes. Then pour it through a gravy-strainer (or simply a piece of muslin) into a large tin, half filled with boiling water. Let it stand there till set into a firm cake at the top of the water. Then take it off, scrape away the sediment from the bottom, and break the cake of fat in pieces. Place these in a clean jam-pot on the stove to melt. After this process it may be kept for any length of time in a cool, dry place.

TO BOIL MUTTON OR BEEF.

Have the meat cut as required, place it in a pot, containing cold water slightly salted and sufficient to cover the meat. When the water boils, draw the pot to one side of the fire and let it go on boiling slowly for two hours and a half.

TO FRY CUTLETS.

For frying cutlets it is convenient to have a small bread-grater for making crumbs. The yolk of one egg having been whipped up, both sides of each cutlet are dipped in the fluid and then in a plate of crumbs, which will now adhere. The frying-pan, containing a lump of butter or dripping, is then placed over the spirit-lamp. When the butter or lard has melted, the cutlets are added and fried for four minutes on each side.

TO ROAST MUTTON OR BEEF.

Have your meat cut as you wish, and place it in the roasting-tin fitting into your oven, and close the door. Care should be taken to baste the meat about every ten minutes—that is, to pour over it the boiling fat which drips from it. The meat should be done in about two hours. As the time depends partly on the size of the piece, it is advisable to find out the state of the meat by pricking it with a fork. When the juice ceases to flow bluish-red, the meat is done.

SCOTCH COLLOPS.

Have ready some pieces of tender beef cut about three inches square. Having browned a little (meat) dripping in a pan, and shaken in some flour until it becomes a light brown, put in the collops and brown them on each side. Adding stock (or, failing that, water) nearly sufficient to cover them, a little pepper and salt, some onions and carrots, stew slowly for an hour.

TO HASH MUTTON OR BEEF.

Cut some cold roast meat into neat slices and lay them aside. Take all the bones and trimmings (odd fragments of meat), place them in a stewpan containing about two teacupfuls of water, add some salt, one onion, one carrot, one turnip, and boil the whole till the liquid is reduced by one half in volume. Now remove the bones and trimmings by means of a strainer, pouring the vegetables and fluid (stock) into a basin. Having next browned a lump of butter about the size of a walnut in the pan, and added a dessert-spoonful of flour, lay in the lices of meat and brown them one minute on each side. Pour the stock, after skimming the grease off it, over the meat in the pan. Add some pepper, salt, and ketchup, and allow the whole to boil for three additional minutes.

RISSOLES.

Mince any cold meat and a little ham very fine. Season the mince with a little grating of lemon-peel, pepper, salt, and a few bread-crumbs. Moisten the whole with sufficient stock (or water) to enable you to roll the material into balls. Having dipped each ball in the yolk of an egg, which has been well beaten up, fry them for about five minutes in boiling dripping to a nice brown colour. Then strain them, and dish them up hot.

IRISH STEW.

Take some remnants of cold meat and cut them into pieces about two inches square. Place these in a stewpan containing sufficient boiling water to cover them, and after adding about a dozen small whole onions, pepper, and salt, put on the lid tight. Allow the contents to boil slowly for half an hour. Meanwhile wash and prepare a dozen to eighteen potatoes. At the end of the half-hour place them in the stewpan amongst the

meat, and let them boil there till quite soft. Then, having stirred the potatoes about with the meat till both are thoroughly mixed, dish the stew up hot.

SHEPHERD'S PIE.

Having cut cold cooked meat of any kind into pieces about an inch square, put it into a stewpan with a teacupful of boiling water, adding a little pepper and salt. After boiling for five minutes, the meat and sauce should be poured into a tin or china dish, and there covered over with an equal amount of mashed potatoes, which are in readiness. The dish should then be baked in the oven or before the fire until the potatoes are a nice brown colour. The process of baking will take about fifteen minutes.

CURRY.

Place some raw or cooked (preferably white) meat, cut fairly small, in a frying-pan, in which four minced onions have been frying with a lump of butter for about one minute. After about two minutes, when the meat is brown, shake two teaspoonfuls of curry powder over it, and after a minute empty the curried meat into a stewpan. Now wash out the frying-pan with a teacupful of boiling water, which should then be poured over the curry in the stewpan, with the addition of a little cayenne and salt. Shutting down the lid tight, let the curry stew till tender. Now add a tablespoonful of cream (or, failing that, milk), and let it boil for five minutes more. Serve with boiled rice.

BACON AND EGGS.

Cut some thin slices of bacon and put them in a frying-pan on the fire. Break one egg at a time into a cup, and when the bacon is nearly done gently slip the eggs into the frying-pan, taking care that they do not get broken in the process. Two eggs and two slices of bacon are generally allowed for each person.

TO SCRAMBLE EGGS.

Scrambled eggs being a very useful and favourite dish for breakfast in camp, the novice should take special pains in learning to do them well. The requisite number of eggs—at least three for each person—having been broken into the pan, should be whipped up with a tablespoonful of milk to each egg, till a fluid perfectly smooth and uniform in colour, without a trace of streaks of white, is produced. Then add a lump of

butter. Place the pan over the spirit-lamp, and begin carefully and rapidly scraping the bottom and sides with a spoon, to prevent the fluid as it thickens from forming a crust and getting burnt. The process of scraping should go on till the fluid has become a congealed and nearly dry mass. If taken off when in this condition the eggs will be perfectly done. If no longer moist when removed from the flame, they will have become too dry.

TO MAKE AN OMELETTE.

Separating the whites from the yolks of three eggs, beat up the whites in a plate to a thick froth. Then beat up the yolks in a basin, with one tablespoonful of sugar, adding one of flour, and a small teacupful of cream (or, failing that, of milk). Mix all these ingredients together till perfectly smooth. Now add a pinch of salt, and then put in the whites of the eggs, mixing them gently with the contents of the basin. Now melt a lump of butter about the size of a hazel-nut in a perfectly clean frying-pan. When the butter is boiling, pour in the whole of the omelette and hold the pan in your hand at a good distance from the fire for about five minutes. It will then be set and risen. Brown, and finish either in the oven or over a slow fire. Serve immediately with jam spread over the inner surface.

TABLE OF APPROXIMATE DISTANCES IN MILES.

RIVERS.

Avon : Bath to Bristol, 17
Avon (Warwickshire) : Warwick to Tewkesbury, 60.
Barrow, 60.
Danube : Donaueschingen to Ulm, 124 ; Ulm to Buda-Pesth, 595.
Elbe : Melnik to Dresden, 100.
Lahn : Giessen to Oberlahnstein, 92.
Loire : Orléans to Nantes, 225.
Main : Bayreuth to Bischberg, 74 ; Bamberg to Mainz, 240.
Marne : Vitry to the Seine, 180.
Meuse : Namur to Troussey, 180
Moldau : Prague to Melnik, 35.
Moselle : Nancy to Trèves, 110 ; Trèves to Coblenz, 120.
Neckar : Cannstatt to Mannheim, 118.
Ouse : Buckingham to King's Lynn, 160.
Rhine : Mannheim to Coblenz, 95.
Rhone : Lyons to Avignon, 180.
Seine : Rouen to Paris, 150 ; Paris to St. Mamès. ==.
Severn : Welshpool to Gloucester, 130.
Shannon : Lough Allen to Limerick, 160.
Thames : Lechlade to London Bridge, 143.
Werra : Meiningen to Münden, 126.
Weser : Münden to Bremen, 230.
Wey, 20.
Wye : Hay to Chepstow, 86.

CANALS.

Aisne to Marne (Châlons), 60.
Aisne to Oise, 31.
Avon and Kennet, 57.
Bourgogne, 150.
Brest : Nantes to Redon, 60.
Briare, 37 (43 locks).
Grand Canal (Ireland), 80.
Hampshire, 38.
Loing, 30 (21 locks).
Ludwigs-Canal, 150.
Marne to Rhine, 134.
Orléans, 46.
Oxford to Napton Junction, 50.
Rhone to Rhine, 118.
Royal Canal (Ireland), 90.
Thames and Severn, 29.

LIST OF BOOKS, ETC.,

BEARING DIRECTLY OR INDIRECTLY ON THE SUBJECT OF CAMPING OUT.

"*Beetle*, The Wanderings of the" (London: Griffiths and Farran; price 7*s.* 6*d.*), is an account of a voyage up the Meuse and down the Seine.

Baedeker, "Guide to the Rhine District." Useful for the Rhine and Moselle, of which there are good maps.

——, "Southern Germany and Austria." Serviceable for the Danube between Passau and Vienna, of which there are good maps in a general way; they are, however, of no use to the navigator, when it is important to know the right channel.

Bazaar, The, July 5, 1886: "Across Brittany in a Pair-Oar."

Field, The: June, 1879, article on the Loire and Brittany; May, 1882, trip on Danube from Ulm to Linz, Moldau from Budweis, Elbe to Hamburg; May, 1882, inland navigation of France; important information about closing of canals; August bad month; July, 1885, canoe voyage on Ouse from Stony Stratford to Bedford; August, 1885, row down Meuse, Verdun to Namur; April, 1886, "Canoeing in Ireland;" May, 1886, trip on Danube, Ulm to Pesth; November, 1886, "Canoeing on the Hardanger Fiord;" October 6, 1888, "Through France to Marseilles" (Seine, Yonne, Saône, Rhone); October 6 to 20, 1888, "Through Ulster with Canoe, Camp, and Camera;" June, 1889, information about boats suitable for Norwegian fiords.

Foster, A. J., "The Ouse" (London: S.P.C.K., 1891; pp. 224, with illustrations and a map; price 5*s.*), is an account of this river from its source to its mouth, chiefly from an historical point of view.

Gyp, "Holidays under Canvas" (London: Simpkin, Marshall, and Co.; pp. 70; price 1*s.*), contains useful information about rates of transport, how to make sails and tents, practical hints on camping, cooking, etc.

Howard, Charles, "The Roads of England and Wales" (London: Mason and Payne; pp. 424). Invaluable for cyclists and caravanists.

Jerome, Jerome K., "Three Men in a Boat," contains a very humorous account of how *not* to camp out.

Knight, E. F., "Sailing" (London : George Bell and Sons, All-England Series ; pp. 158 ; price 2*s.*), contains a useful chapter on knots, bends, and hitches.

Lowndes, G. R., "Gipsy Tents, and How to Use Them" (London : Horace Cox ; pp. 112, illustrated ; price 2*s.* 6*d.*), treats chiefly of how to make tents constructed on the model of those employed by regular gipsies.

Macdonell, A. A., "Camping Voyages on German Rivers" (London : Edward Stanford ; pp. xvi. and 278 ; with frontispiece and twenty maps ; price 10*s.* 6*d.*), gives information about the Werra, Weser, Neckar, Rhine, Moselle, Main, Moldau, Elbe, Danube ; with tables of distances, practical hints, etc.

Macgregor, John, "A Thousand Miles in the *Rob Roy* Canoe" (London ; pp. 318), contains an account of the Upper Danube, besides some French waters.

Mansfield, R. B., "The Log of the *Water Lily*" (London : George Routledge and Sons ; 1873 ; pp. 182), describes cruises on the Rhine, Main, Moselle, Danube, Saône, and Rhone, which were undertaken in the years 1852–4.

Molloy, J. L., "Our Autumn Holiday on French Rivers" (London : Bradbury, Agnew, and Co. ; pp. 284, illustrated by Linley Sambourne ; price 7*s.* 6*d.*), describes a voyage on the Seine from Hâvre to St. Mamès, and down the Loire from Orléans to Nantes, and thence by canal to Redon.

Powell, James, "Camp-Life on the Weser" (London : The *Field* Office ; pp. 54 ; price 1*s.*), is an account of a camping expedition from Bremen to Münden and back.

——, "Our Boating Trip from Bordeaux to Paris" (London : The *Field* Office ; pp. 40 ; price 1*s.*), is a description of a voyage on the Dordogne, the Allier, part of the Upper Loire, the Briare and Orléans Canals, and the Seine to Paris ; it concludes with some useful practical hints on river navigation and table of distances between locks on the two canals.

"Ruder-Almanach" (Berlin : A. Braun and Co. ; pp. 234 ; price 1*s.* 6*d.*), the annual German Rowing Almanack, enumerating the rowing clubs of Germany and of other countries, besides supplying information as to regattas, etc.

Salter, J. H., "A Guide to the River Thames" (London : Field and Tuer, Leadenhall Press ; pp. 122 ; price 1*s.*), supplies information about the Thames, as well as notes on the Avon, Severn, Wye, and some of the principal canals.

Stables, W. Gordon, "Cruise of the Land-yacht *Wanderer*; or, 1300 Miles in my Caravan" (London, 1886; out of print), is an account of a tour on wheels from England to Scotland, and contains a good deal of practical information about caravan travelling.

——, "Leaves from the Log of a Gentleman Gipsy, in Wayside Camp and Caravan" (London: Jarrold and Sons, 3, Paternoster Buildings, 1891; pp. 430; 56 illustrations; price 15*s.*).

Stanford, E., "A Cruise on the Hardanger Fiord" (London: E. Stanford; pp. 18; reprinted from the *Field* of August 13, 1881), is a description of a tour made by a party of six in a four-oared whaling gig. There is a good map of the fiord appended. Stanford has also published a map of the rivers and canals of France (price 11*s.*), as well as charts of the Seine—from the sea to Paris (price 3*s.* 6*d.*), and from Paris to Montereau (price 3*s.* 6*d.*).

Stevenson, R. L., "An Inland Voyage" (London: Chatto and Windus; pp. 238; price 2*s.* 6*d.*), describes a canoe voyage on the Oise.

——, "Travels with a Donkey in the Cevennes" (London: Chatto and Windus; price 2*s.* 6*d.*).

Stott, J. G., "A Four-Oar on Norwegian Fiords" (published in the *Holiday Annual* for 1890; London: Sir Joseph Causton and Sons, 9, Eastcheap, E.C.), being an account of a camping voyage on the Sogne fiord; contains much useful information for those who wish to undertake a similar tour.

——, "In Highland Waters" (published in the *Scots Magazine* for 1891, January–July numbers), describes a camping voyage on the west coast of Scotland and on the Caledonian Canal, between Oban and Inverness.

Taunt, H., "Map and Guide to the Thames" (Oxford: Henry W. Taunt and Co., 9 and 10, Broad Street; there are two pocket editions, costing 1*s.* and 3*s.* 6*d.* respectively), is the best chart of the river, giving the exact distances of all the locks.

——, "Illustrated Map of the Thames" (Oxford; pp. 168; price 15*s.*) is a larger edition, containing 100 small photographs and giving additional information about the Warwickshire Avon, part of the Severn, and of the principal canals of England.

"*Undine*, Our Cruise in the" (London: John W. Parker and Son, West Strand; 1854), describes a voyage up the Seine from Paris, up the Yonne, and *viâ* the Burgundy canal and the Doubs to Mühlhausen, and thence down the Rhine.

Vernon-Harcourt, L. F., "Rivers and Canals" (Oxford : Clarendon Press ; 2 vols., pp. 352, 21 plates ; price 21*s.*), from the engineering point of view.

Vuillaume, R., "Cartes des voies navigables," being excellent maps of the Aisne, Marne, Meuse, Oise, Saône, Seine, Yonne, and various canals, procurable from Messrs. Philip and Son, Chart Agents, 32, Fleet Street, E.C., for 3*s.* apiece.

Waring, G. E., "The Bride of the Rhine" (Boston, U.S.A. : James R. Osgood and Co. ; pp. 312), gives an account of a voyage from Metz to Coblenz on the Moselle and of the principal towns situated on the banks of that river.

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