the center to form the basin of a small lake, clear as crystal, and refreshingly cold. The lake was fed by melting snow, and any surplus escaped as a small stream, dashing into spray in its headlong journey over the boulders. The sloping banks were thickly carpeted with grass, green as in springtime by reason of the lateness of its resurrection.

The descent was but a short task, and the shanty was reached as the sun disappeared behind the western hills. The exertions of the past twenty-four hours made soporific Morpheus a welcome guest; but with sunrise we were once again upon the Skagit, lazily floating downward with its silver tide.

Fire Drill on the "Wæsland."

Most people know that on all naval vessels an emergency drill, or something corresponding thereto, is a part of the regular routine, enforced by strict regulations of the naval department, practiced with fully as much zeal, if not quite as frequently, as gun-drill, and altogether not the least important or interesting feature of life at sea. But many are not aware that a similar drill is required, more or less frequently, by those great steamship companies whose vessels now do about all our maritime passenger business, and on whose steamers the "fire-drill," as it is called, although not executed with the clock-work regularity and precision attainable only under strict military discipline, constitutes a standing source of amusement to passengers, and recreation to the crew, besides being of undoubted value in case of disaster. On all steamers of the Red Star line, which connects our modern Knickerbockers of New York with their ancient progenitors of the Netherlands, via Antwerp, placards are hung up "calling the attention" of the captain to ten rules immediately following, which, in substance, require an emergency drill to take place at least once during each passage, and proceed to give an outline of the exercises required. Below, is a scheme giving the duties and proper boat of each of the petty officers and "supes,"—purser, stewards, cooks, butcher, baker, and candle-stick-maker (the last-named individual being left out by some strange mistake, as candles furnish all the stateroom illumination on board ship), with the names of the incumbents written in blanks left for the purpose. These charts are renewed before each trip, so that changes in the personnel of the crew are promptly dealt with.

To be most effective, a fire-drill should be unexpected; but this happy end cannot readily be attained on a passenger steamer. On a man-'o-war, if the captain's late kidneys and claret "put a stopper" on his midnight slumbers, he can arise, don his apparel at his leisure, saunter out on deck, and secure abundant company for his misery by a single rattling alarm, which brings up all his fellow-navigators yawning and cursing, to swash around with a cold hose in their hands, and most likely none at all on their feet, until the demon of insomnia is appeased. Then he retires with the calm complacency of an energetic and vigilant officer, who has done his duty by his crew and the department, and expects both to appreciate it. But a transportation line which indulged in such playful little midnight demonstrations, would soon find itself passengerless. As it is, seasick lady-passengers make a vigorous protest if they have not been duly warned beforehand, and both well and sick, in three different departments,—first cabin, second cabin, and steerage,—expect their regular three meals at their respective nine different hours, come what may, so that practically the times at which nearly the whole ship's company may be summoned from their different occupations and plunged into riotous confusion, becomes somewhat limited. Consequently, it becomes customary to have the drill on Sundays, and the exact time will often be pretty well known among the crew, as well as among the more wide-awake passengers.

On the present occasion, all hands, fore and aft, seemed quite prepared for the event; and when the dignified little ship's bell, which thus far on the voyage had never sounded except the