the slip, followed by his initials. In this way, however many assistants may have been engaged on a particular process, there is no difficulty in fixing responsibility for every part of it. Of course, all books must be handled in sequence of their accession numbers. I find the back of the slip very useful for notes and special instructions.

The first-stage slip plays the part of a sifter. Books enter it, as it were, as an undifferentiated mass, and leave it in two streams, flowing into the Lending and Reference libraries respectively, while a kind of side current flows into the Branch libraries, as shown in the diagram on p. 162.

L. STANLEY JAST.

BOOKS PRINTED AT SEA.

NOWADAYS, when the menus and programmes on board a well-appointed liner are printed as a matter of course, and even a small journal or magazine is not infrequently published during the voyage, it might be expected that some more important works would occasionally appear with the imprint Mediterranean, Atlantic, or Pacific. This, however, is not the case, and we must go back to the early part of the century to find books of any considerable importance printed at sea. The most interesting of these is one entitled: "The Bloody Journal kept by William Davidson on board a Russian Pirate in the year 1789. Mediterranean: Printed on board H.M. Ship Caledonia. 1812." It appears by a letter from Edward Hawke Locker to John Martin that Sir Walter Scott heard of the existence of this journal, and, thinking, from its title, that it would form a suitable subject for a poem, applied to Mr. Locker to obtain a copy of it. Locker was then on board the

"Caledonia" acting as civil secretary to Sir Edward Pellew, afterwards Viscount Exmouth, and at once forwarded Sir Walter's request to Sir Richard Keats, under whom Davidson was then serving on board the "Niger." Sir Richard procured a copy, certified it, and added some details of the discovery of the journal and of the life and character of its author. This Davidson was a Scotchman, and therefore better educated than the average English sailor of the period. He is described as a dark, sallow man, about thirty-five years of age, of an unsociable disposition, and remarkable for his extreme dread of physical pain. On one occasion, while being flogged for insubordination, he fell into convulsions; and when, a few months afterwards, he was sentenced to undergo the same punishment for striking a midshipman, his terror was so great that he attempted to commit suicide, and was consequently placed under arrest. During this time a report spread among the crew that he possessed a journal containing an account of a long series of atrocities in which he had taken part. Search was accordingly made, and the journal was discovered, and he acknowledged to Sir Richard Keats that its record of wholesale, cold-blooded slaughter was substantially correct. Davidson remained on the "Niger" for some years longer, but is then said to have deserted. He was subsequently pressed on board the "Royal George" (a successor of the ill-fated ship which sank off Spithead in 1782), and was accidentally drowned while belonging to that vessel.

The ship in which Davidson took service was a Russian privateer called the "Saint Dinnan," commissioned to act against the Turks and Greeks. He was on board from December 1st, 1788, until September 6th, 1789, and for the greater part of the time the crew were engaged in the continual butchery of the unfortunate wretches who fell into their hands, frequently to the number of several hundred in a single day.

Sir Walter naturally found the material far too revolting

to form the subject of a poem, so he inserted it in "The Edinburgh Annual Register" for 1810, under the title of "Journal of a Levant Pirate," and prefixed a short sketch containing most of the foregoing particulars of Davidson's career. A copy of the "Register" was sent to Locker, and the "Journal" was reprinted under his supervision by the cadets on board the "Caledonia," for whose amusement a printing-press had been supplied by the thoughtful care of Admiral Pellew. The printing was executed during a weary time, for the English vessels were sent to watch the French fleet which was shut up in Toulouse; and while waiting for the chance of a skirmish, it must have been an interesting as well as a novel experience to produce books where no printing-press had ever been worked before.

In the following year the officers of the "Caledonia" printed a much larger book, of nearly a hundred pages, containing translations of Ruiz de Padron's celebrated speech on the Inquisition and the oration entitled "Bread and Bulls," attributed to Jovellanos. The translations were made on board at the admiral's request, and the enthusiasm of the translators runs riot over the abolition of the Inquisition and the novelty of literary freedom in Spain.

The later productions of the printing-press at sea which have more than an ephemeral interest are those connected with some of the Arctic explorations. In 1819-20, during the celebrated voyage of Captain Parry to the Arctic Regions, a press was set up on board the "Hecla," upon the ships becoming ice-bound for the winter, and a weekly newspaper was composed and printed on board. It was called "The North Georgia Gazette and Winter Chronicle," and ran from November 1st, 1819, to March 20th, 1820. On the return of the expedition the gazette was reprinted, and copies of this reprint may occasionally be met with, but the original is of the utmost rarity. The contents consist mainly of facetious pieces in prose and verse, and notices of the plays performed at the theatre which helped

so successfully to beguile the tediousness of an Arctic winter.

In the expedition of 1850-1, sent in search of Sir John Franklin, a press was supplied by the Admiralty for printing balloon-papers. There were no printers in the squadron, but some of the officers soon learned the art, and, becoming adepts, they printed play-bills, announcements of fancy-dress balls, and songs and other trifles chiefly of their own composition. So great, indeed, did the passion for printing become, that when their stock of paper was exhausted, they printed on chamois leather, on shirts, and in one instance on a blanket! The last play-bill was printed on a slip of leather and on both sides, probably a unique specimen in every respect. It runs: "Royal Arctic Theatre. H.M.S. Assistance. Last Night of the Season, Friday, 28th February, 1851. Historical Drama in two acts of Charles XII. After which, Grand Phantasmagorical Magical Figures. To conclude with the new Pantomime of Zero. Doors open at six o'clock, commence at 6.30. Griffiths Island Printing Office." The theatre last mentioned was under the management of Captain Ommanney, and succeeded most happily in relieving the monotony of enforced inactivity.

From the interesting narrative of the American expedition to China and Japan under Commodore Perry, in 1854, it appears that while the squadron was stationed in the Bay of Hakodadi, off the coast of Jesson, the most northerly of the islands of Japan, a ship's crew got up a concert of Ethiopian minstrels, and bills of the performance were printed on board the vessel.

Doubtless the Arctic and Antarctic expeditions of the future will often include a printing-press in their equipment, but it is hardly probable that the officers of a modern man-of-war will find time or opportunity to print such books as those produced by the cadets of H.M.S. "Caledonia."

G. F. BARWICK.