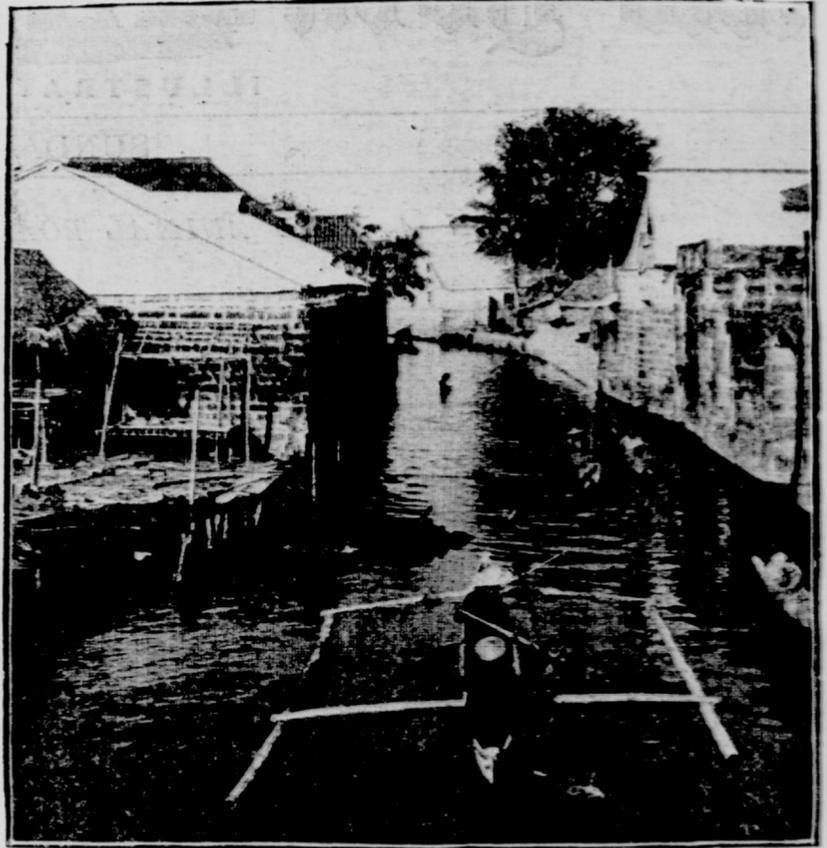




INFLATING A BULLOCK SKIN BOAT.



AN OUTRIGGER BOAT.

GINGERBREAD BOATS.

Those of the Far East Seem Too Frail for Hard Work.

(Photographs copyright by Underwood & Underwood, New-York.)

To the eyes of the Westerner, accustomed to the wild, viking nature of the ocean that, icy cold, gnaws away at his coast, now and again tossing upon the beaches the bones of another of its victims, the gingerbread boats of the Far East seem queer indeed. One wonders how the dugouts, the shallow boats with their sails of matting, the unsymmetrical craft with low bows and grotesque overhanging sterns, can weather storms. And most wonderful of all is that wizard of the sea, the flying proa of Guam, which "flits over the swelling tide" with the speed of the flying Deutschland, and on which, it has been asserted, one may travel to an island ninety miles away, transact one's business and return while the hour hand circles once around the dial. An acquaintance with these boats convinces one that the law of the survival of the fittest holds true in this respect as in others.

The flying proa is aptly named. As one leans indolently over the rail of the steamer, dropping anchor in the Ladrone Islands, glad once more to see land, one observes in the distance a triangular sail. It seems to be flying over the water. It quickly draws near, and is seen to be attached to a queer looking craft about thirty feet long. The mast is set in the middle of the

narrow hull, hardly more than two feet wide, and at each end is seated a native, with paddle in hand. From one side protrude pieces of bamboo, which support at their ends, eight or ten feet from the bellying side of the boat and parallel to it, an outrigger. Its pointed end, flying along just above the water, now and again tops the crests of the waves, throwing up little jets of spray as it does so. Skimming along with the lightness and speed of an ice yacht, the two curious natives are soon far ahead of the anchored steamer. Then something odd happens. The craft falls away from the wind slightly, the sail is swung halfway round, and this queer craft is coming back along its track. The bow has become stern, and he who sat there when the proa flew past is now the helmsman. With wind still abeam, the queer vessel scuds past again on the other side of the steamer, revealing another oddity. This side of the hull is perpendicular and as flat as a board.

In Northern India, in the shadow of the unsurmountable Himalayas, a craft quite the opposite to the flying proa in speed and airy gracefulness is used. It must be slower even than the ancient basketlike coracle of the Welshman. It is an inflated bullock skin. The natives do not look exactly like jolly Bacchuses as they paddle their way across the swift Sutlej River astride their uncouth craft. India has perhaps as great a variety of small craft as one could find in any country. Nearly every port has its peculiar type.

Some of the Indian boats have no masts at all. Such are the river houseboats in Northern India, which one may charter for \$20 or \$30 a month for a season, this sum paying for the

services of a family of servants to do all the work, including moving the boat as often as desired. The servants live in the rear part of the boat, while the remainder is occupied by those who are seeking relief from the fervid heat of the sun in this way. Many of the Malayan boats have overhanging galleries at both bow and stern for convenience of operation. Some have sails of matting, suggesting Oriental banners as they hang from the masts.

The Asiatic watermen and their boats are inseparable, and in India, Siam and China thousands are born, live and die on them. In Hong Kong Harbor twenty thousand live in boats, and in Canton the number has been estimated at two hundred thousand. Their boats are arranged in blocks and lanes by the authorities. Sometimes one sees in a Chinese port a boat which is peculiar, not because of its appearance, but because of its use. This is the floating warehouse for the storage of the curse of the Chinese, opium.

Among the skillful watermen are the Hawaiians, who, like many of the other Polynesians, have a boat with an outrigger. The play of the Polynesian centres about his canoe, and there is said to be no sport in any country which surpasses the surf riding of the Hawaiians. In the Philippine Islands may be seen a narrow boat with two outriggers, one on each side of the narrow hull.

A FUTURE FOR HIM.

From The Philadelphia Press.

Mrs. Skemer—Willie's teacher says Willie never gets his arithmetic sums right at all.

Mr. Skemer—Mebbe it'll be all for the best. He may turn out to be an expert short change artist.

SWIMMING ON SHIPBOARD

Novel Experience To Be Enjoyed by Transpacific Voyagers.

To even the most jaded and satiated traveller the thought of a plunge into an ocean bath in midocean suggests a novel and exhilarating experience. A swim in the pure water of the mid-Pacific a thousand miles from the impurity and the sewage of cities is an experience that awakens the envy of bathers the world over. Such a swim has been provided by the Pacific Mail Steamship Company to break the tedium of a voyage twice as long as that which separates Europe from America. In the early morning, when the Atlantic voyager wets himself in the tiny bathroom, his fellow traveller in the distant Pacific may be diving and floating in the clear, cool water pumped to a shipboard swimming pool as deep and as broad as the average club swimming tank ashore.

The Pacific swimming tank is a recent invention. Only a few of the newest ships have yet been equipped with it, but its popularity insures its extension, perhaps even to the Atlantic Ocean. To make this bath, each morning the deckhands remove the planks on the after promenade deck and disclose, hanging down from the deck beams, a huge canvas tank, deep enough to permit the more daring of the passengers to dive into the pool from the deckhouse above.

In this pool the athletic and the aquatic passengers are soon splashing and paddling, while every vantage point on the deck, and even in the rowboats hanging from the davits, is



A HOUSEBOAT IN INDIA.



AN OPIUM STORAGE SHIP IN CHINA.