

the northern provinces of China must go. It is a winding, muddy stream, navigable only for large ships about fifty miles, or as far as Tien-Tsin. This is a bar at its mouth, and it is only at high tide and with a proper wind that you can get over this. During my trip this summer we lay for two days outside the bar, under the shadow of the Taku forts, before we could get over, and in coming away we had to wait two days for the proper wind and flood to get outside of the river. Secretary Foster and party were on the same ship. We had a cargo of bones for Japan, and betwixt the smell and the sea the delay was by no means pleasant. In going up the Peiho you wind your way through a low, flat plain, which is covered with one-story houses of mud. These houses are built right along the banks of the river, and the land back of them is divided up into farms and orchards. The blossoms were out during the time that I went up the Peiho, and the brown plain was spotted here and there with vast patches of white and pink flowers. Half-naked children squatted on the banks, and there were thousands of people at work in the fields. In the early morning you could see them going out to work from the villages. They marched by the hundreds along the paths, going always in single file. At Tien-Tsin I found an ocean of shipping lying at the wharves; there are boats of all kinds, and from all parts of China. There were acres of rafts, made of logs, which were to be sold as lumber. There were great barges and junks loaded with all kinds of merchandise, and as we neared the city we came into a forest of masts, among which swarmed tens of thousands of blue-coated, brown-skinned men, loading and unloading the ships to which they belonged. There were so many of these coolies that they made me think of a swarm of ants, and they were quite as busy as ants at their work. Every man went on the trot, and I saw them at work from early morning until late at night. There is no machinery used on the wharves of any Chinese city. There are no derricks and no steam engines. Human muscle carries all the freight, and the heaviest of packages are borne off on the backs of men. I was surprised at their strength. I saw coolies at Tien-Tsin who could lift 500 pounds, and some were carrying bales of cotton on their backs. At Hankow I saw coolies unloading ingots of steel, which weighed half a ton. These ingots were brought from Belgium to China, in order that the Chinese might experiment with them in the making of railroads. A half dozen coolies would take hold of one of these big pieces of steel, raising it by means of ropes and poles, and they would grunt and sing as they carried it off of the steamer. All the boats on the Yangtse are unloaded in this way, and at all of the ports there are great hulks or barges filled with men, who wait for the steamers, and who handle all of their freight.

#### CHINA'S VAST BOAT POPULATION.

There are millions upon millions of people who get their living off of the Chinese rivers. China is said to have more boats than all the rest of the world put together, and its boat population would in all probability be greater than that of all Europe and America. On the Pearl river in South China, at the city of Canton, there are said to be

300,000 people who were born, live and die upon the water. This river, which you reach from Hong Kong, is filled with crafts of all kinds, from the small steamer to the great Chinese junk. There are thousands of sampans, or little Chinese gondolas, with great black and white eyes painted on each side of their prow. There are cargo boats, which have bigger eyes, and there are vast ships, the eyes of which are as large around as a dinner plate. The Chinese paint eyes on all their boats, and a sailor would as soon think of trying to travel through a city blindfolded as of sailing on a boat which had not a pair of eyes painted on the front of it. I found whole families living on these boats, and I saw some not more than twenty feet in length, which contained three generations of Chinese. I remember one woman who rowed me to shore at Hong Kong. She was working away, with a baby of about two years old tied on her back. I heard a squall in the rear of the boat, and looking back, I saw a raw, red baby frantically waving its rosy arms and crying out its protests through its toothless gums. This woman had no other home than her boat, and on such boats children are born, grow up and die. Marriages take place upon them, and all of the features of household life are to be seen, in connection with them.

On some of the larger boats at Canton the children fairly swarm, and little ones of two and three years play about their decks. I saw a number of boys on these boats who had little round barrels or drums about a foot long and six inches in diameter tied to their backs. I was told these were life preservers, and that if the child fell overboard he could float till his mother or father came to his rescue. I was surprised to see that many of the girls of the boats had no such protection; and upon asking why I was told that it was considered by some of the people, a piece of good fortune to lose a girl, as they would in this way save the expense of raising her. I doubt this, however. It is a fact, though, that poor girls are of little account in China. This is especially so among the boat population. I visited one place just off the river at Shanghai where there were perhaps five hundred Chinese babies in a foundling asylum. One of the people in charge told me that you could buy girl babies all the way from a cent to a dollar apiece, and that they took babies from their mothers upon the payment of twenty cents apiece by the mothers. Girls are sometimes bought this way and raised for improper purposes. Women are sold regularly by their parents for wives and concubines, and I was told that a full grown maiden of fair beauty was worth from \$25 and upward. There are hundreds of boats at Canton upon which dinners and banquets are given, and which have numbers of girls connected with them who are kept for the amusement of the guests. There are boats which are owned by beggars, and I was told by one of our consuls that babies were sometimes bought and their eyes put out in order that they might be raised as blind beggars.

#### OFFICIAL BARGES AND CHINESE JUNKS.

Each of the high officials who live along the Chinese rivers has his own boat. This is decorated with flags, and the bigger the man the more flags and bunting. Li Hung Chang has a steam

launch. When his wife died, not long ago, a gorgeous funeral barge was made for her. This was decorated with white, which is the Chinese color for mourning, and it looked gorgeous to American eyes. The Chinese have boats which are worked by the feet, and which are shaped just like a slipper. These are used as dispatch boats. They are not much bigger than the ordinary canoe, and they can be made to go very fast. At Canton I was shown boats which had paddle wheels at the sides, and which were worked by man power. The tugs turned the wheels inside the boat which connected with the paddle wheels outside, and a half a dozen men were doing the work of an ordinary gas engine. I could fill this column with descriptions of the different kinds of boats used by the Chinese. Each section has its own peculiar make of boats, and a Chinese sailor can tell to what part of the country a ship belongs as soon as he sees it. There is a vast boat traffic in the far interior of China. I saw boats at Hankow which had come down almost from the borders of Thibet. They were made so that they could jump the rapids and work their way through the great gorges of Ichang. These gorges are two hundred and seventy miles above Hankow and nearly a thousand miles from the sea. The great Yangtse river here flows through immense canyons, the rocks of which rise for hundreds of feet straight up above the water. The gorges are in places less than a thousand feet wide, and the great river rushes through them at the rate of nine miles an hour. It rises and falls ten and twelve feet in a single night, and it boils and seethes as it goes through. Here is an eddy, there a whirlpool, and there against the rocks it dashes in a spray almost like that of the sea. The rocks are filled with all kinds of ferns; they are of granite, and along the edges blue gowned, pig-tailed workmen are quarrying great blocks of granite, which are shipped down the Yangtse-Kiang. There are miles of these gorges, and the scenery about them is the most beautiful in China. The boats are tracked through the gorges, and there is quite a population along them whose main support is from such work.

#### DUCK AND GOOSE BOATS.

The queerest boats I saw during my trip on the Pearl river were those devoted to the raising of geese and ducks. The Chinese are the best fowl raisers of the world. They raise ducks by artificial incubation, and they know just how to feed and care for them. For five days after they leave the shell they are not allowed to hear any noise, and their food consists of boiled rice water. After this they are given boiled rice. For the first two weeks they are kept in a coop, and then they are put on the boats and made to shift for themselves. The boats are very clumsy, and they are somewhat like rafts. One boat will sometimes hold more than a thousand ducks, which are in charge of one or two keepers. The duck farmer rows or sculls the boat to the low land along the banks of the rivers or creeks, and he drives the ducks off from time to time to feast on the worms and snails which are here to be found. He has the ducks so trained that he can call them back to the boat at will, and he hurries them up by giving the last duck a blow with a stick. After the ducks are grown he carries them from one market to another