

# An Interesting Page for the Leisure Hour

## Twenty Dancing Maids from Tahiti Here



GROUP OF TAHITI-DANCERS NOW IN THE UNITED STATES.

SAN FRANCISCO, Cal., Oct. 22.—In gorgeously dyed costumes made from the heart of cocconut trees, twenty pretty maids from Tahiti have arrived in this port. They came to give exhibitions of their native dances, which are not dances as all in the European or American sense, but are a series of graceful postures, not so suggestive as the hula hula, but full of that dreamy Orientalism which renders the women of the East so poetically attractive. These girls are the pick of the islands and were selected for their grace and beauty, so that the rapidly fading costumes and dancing of the South Seas may be presented to the world with all the native characteristics.

The costumes are very rare, each one being woven out of the delicate fibre taken from the heart of the cocconut tree, the gorgeous dyes being extracted from plants known to the natives only. Fifty trees are killed in order that one costume may be made and as high as \$200 has been paid for one.

The girls exhibit two kinds of dances, one the war dance, called "Orea," and the other a rollicking series of postures and undulations of the body. The costumes, although costly, are not complicated, and not sufficiently voluminous to conceal the grace of the figure and movement for which the Tahitian girls are noted. These girls sing as well as dance, and the native songs, many of them of great antiquity, will be an enjoyable feature of their performances.

Several professors of anthropology in Eastern and Western universities have expressed their intention of attending the performances and viewing them from a purely scientific viewpoint. The beautiful girls will remain a short time in this city before going to Los Angeles.

The photograph of the band was taken at Papeete by L. Gausmier, in the gardens of Prince Hinoi. The band is under the management of Soumatia Salmon.

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## The Promised Land---Moses, it Will Be Recalled, Never Got There



—New York Herald.

## New Mile a Minute Skimmer



LATEST EUROPEAN MILE-A-MINUTE MOTOR-SKIMMER BOAT

Many experiments have recently been made, says Motoring Illustrated, with flat bottomed motor boats of the skimming or "ducks and drakes" type. The latest "skimmer" is shaped like a thickened cigar. It has a seventy horse power motor, which, instead of driving a screw, revolves huge fans at either end of a shaft running the length of the vessel. According to report, marvellous results have been achieved, the inventor, M. Forlanini, having attained a speed of 43 miles an hour.

Even travelling against the wind and on days when the lake was rather rough (the experiments were made on Lake Maggiore), the boat going at full speed kept a most regular march, hardly breaching the water, and almost flying over it.

The inventor, though he does not claim to have solved the aerial navigation problem, thinks that his early experience indicates that a successful flying machine can be built on these lines. His experiments have been made on Lake Maggiore. About two years back we described a fan driven boat in use on a French wined river.

## REMINISCENCES OF A TRIP TO THE SOUTH

Along the Coast Recently Swept by the Hurricane---Miami, Havana, and the Florida Coast Winter Resorts---Incidents of a Three Months Experience.

The recent terrible storm on the Florida coast and the loss of the steamer St. Louis, in command of Captain Bravo, with whom the writer was well acquainted, recall many incidents of a trip to Miami, Florida, six years ago. Captain Bravo was at that time in command of the steamer called the Algonquin that was run in the Flagler system along the coast of Florida as far as Key West. He was a most popular commander, and his many friends sympathize with him over the loss of his steamer, the St. Louis, with so many of his men.

At the time of the writer's visit to Florida the steamer Prince Edward was chartered by the Flagler Co. to carry the mails between Miami, Florida, and Havana, and during January, February and March she made twenty-five trips to that port.

The trip across to Havana was very interesting. On leaving the wharf at Miami the steamer had to go out in a channel dug out of the sand, said to be thirteen miles long, before she got into deep water, and at times it would take the Edward longer to get out of this channel than it would after getting into deep water to go to Havana, for the vessel would almost every trip go on the sand banks, and whenever this occurred she was made to go round and round, by her twin screws, thus making a hole in the sand and releasing herself to float off. After getting into the channel of Key West, outside of that place were dangerous ledges and numerous small islands, some of which have disappeared during the recent storm. On the ledge or reef there is a large lighthouse, and water was built on an iron frame work. After making this light the steamer would be put on her course for the island of Cuba, going close in along the Gardens, Mantanzas and other small pieces until Moro Castle was sighted at the entrance to Havana harbor, at which place she anchored. The Edward, every time she went there, lay alongside the wreck of the battleship Maine.

The writer was absent from St. John a little over three months, and during that time the steamer Prince Edward was out in only two severe storms, one of which was a wind storm and caused quite a commotion on board the ship. The other was a terrific thunder and lightning storm, which struck the steamer in the Gulf Stream so suddenly that everything movable was knocked about and broken. The dishes in the pantry also became loose, causing great destruction, and to make matters worse all the port holes were open when the storm burst on the vessel and when the watchman got the last one closed he collapsed with a shock from the lightning. The sea was running mountains high, and one big wave broke over the hurricane deck and flooded the galley. The storm lasted about four hours. The steamer was coming from a trip to Nassau, bound for Miami. After the storm was over the steward lodged a complaint against the night watchman for neglect of duty, but that official when brought before the captain soon cleared himself. The captain heard the charge made by the steward and told him to go below. After he went the captain said to his watchman: "You did well in getting the port holes closed in such a storm." Not long afterward this same steward was discharged at Miami, three thousand miles from his home.

The storms in the south come up so quickly that one has hardly time to get things secured on board ship, which no doubt caused the great loss to life and property in the recent one.

At another time the writer had quite an experience at sea. The Edward had just left Havana on the return trip to Miami, and was a little outside of Moro Castle when she met a heavy cross sea, which tossed the steamer about greatly.

I was sitting on a truck between decks, near the after hatch, talking with the chief engineer, and smoking a cigar, when the ship took a sudden lurch to port. A large trunk fell from the top of those piled up and struck me across the back, knocking me against the gangway, the rail of which had just been put on or I would not now be writing about it. As it was, two or three of my ribs were injured, and I was laid up for some days. We had a man on board who was a student from one of the Boston colleges, and who was roughing it down south. He was my nurse, and took great care of his patient, rubbing the bruised parts with wood alcohol. This liquor was a great deal by the Cubans as a drink, and among our crew were a number of them. One night when the student or doctor, as we used to call him, came to rub his patient the alcohol had disappeared. You may guess the rest.

This student was, as the sailor called him, a land lubber, though a thoroughly good fellow. One day at sea he wanted some empty five-gallon cans to work with. In the galley he saw three filled with what he thought was dirty water, so he took them out three what was in them into the sea, not knowing until afterwards that they contained fifteen gallons of oysters the steward had received that day from the St. John river near Jacksonville. Speaking of these oysters, one would think one was at long eating oysters from Rhode, for they are of the same flavor.

Miami is a beautiful place in the winter months. It has one of the best hotels along the east coast of Florida. It is called the Royal Palms, and will accommodate a thousand guests.

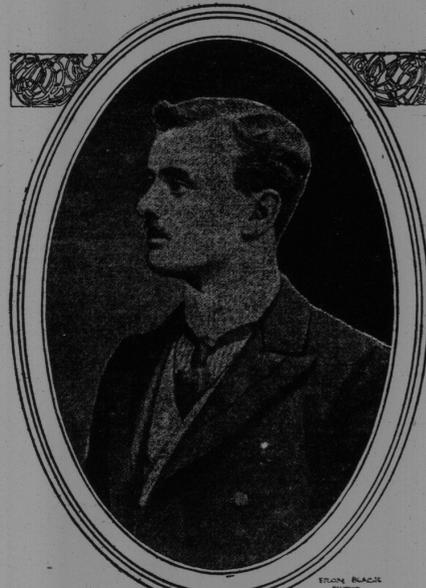
When the writer was at Miami hand concerts and balls were given nearly every night, on the beautiful palm-tree lawns. Only the rich could enjoy this palatial hotel which charged from \$5 up per day.

When the warm weather set in I left the steamer Edward at Miami and started for home. I did up all through the east coast watering places, seeing some of the most beautiful spots on earth, going to Palm Beach, Ormond and St. Augustine and many other places. St. Augustine is thirty miles south of Jacksonville, and is America's oldest town and a most popular winter resort. After reaching Jacksonville I visited the ostrich farm, where some three hundreds of them were confined. It was a great sight.

"Ah!" said his deceived darling, after having snuffed a long snore, "you did right to shoot the poor thing. It was time it died!"—Spotting Times.

Just because a man gives us a dollar to hear a lecture down town, it doesn't signify that he cares for free lectures at home.

## Cup Race Contestant, Whose Position Causes Dispute.



MR. ROLLS

NEW YORK, Oct. 23.—The Hon. Chas. Stuart Rolls, known the world over as an automobilist and aeronaut who finished third in the recent race for the Coupe Internationale des Aeronauts arrived in New York last week.

Mr. Rolls, who is a son of Lord Llangatock of Monmouthshire, is accompanied by Captain C. E. Hinton and Miss Hinton, and has come over to introduce into the United States the Rolle-Royce automobile, in the manufacture of which he is interested.

Mr. Rolls, who drove in several races for the international automobile cup, recently won the tourists' trophy race on the Isle of Man with one of his automobiles a 20-horse power car. He has brought over two automobiles and expects to open branch offices in New York.

"It is an excellent thing for aeronauts in the United States that an American has won the first of the great races for the international cup," said Mr. Rolls. "In no other way could such a great encouragement be given the sport of ballooning over here. The Americans struck a more favorable current than the rest of us."

"Though the recent race may not directly bring nearer the solution of the problem of flying, it is bound to have its effect. You cannot get the support of the public for flying machines unless you introduce the element of sport. This is certainly present to a large degree in a balloon race, and that is why the international cup means so much. Winning the cup this year insures your having to race over here next year. What is needed is to increase the interest among the public and in this way to get your Aero Club large and in a prosperous condition. The race will aid in the development of the real flying machine which I myself am firmly convinced will embody the aeroplane idea."

"Ballooning is going ahead fast as a sport, and it cannot be denied that aerocists are doing a lot to popularize it. It is reasonably safe, though perhaps a little more dangerous than almost any other form of sport."

"Shall I be in the race over here next year? Well, I should like to, and shall, if I am selected for a place on the British team."

Mr. Rolls is not only the founder of the Aero Club of Great Britain, but was one of the first three men in England to own automobiles.

## Andrew Carnegie in Doctor's Robes at Aberdeen University Celebration



Andrew Carnegie, in his robes of Doctor of Philosophy, was a prominent figure in the recent celebration of the fourth centennial of the University of Aberdeen at which King Edward officiated. Mr. Carnegie, who has given large sums of money to the university, was one of a distinguished company, among whom were prominent educators from all over the world.