

chow. The return trip was made over substantially the same route. All of the territory explored lies in the upper half of the province of Che-Kiang.

The Boxer troubles were all confined to three northern provinces about Peking. The region which I explored in this house-boat trip was not in the range of the Boxer difficulty, nevertheless the Chinese everywhere were more or less savage over the results of the foreign invasions—rightly so, I think—and while in the central and southern provinces they were not openly hostile, they were not exactly kindly disposed toward the foreigner.

While in Japan I had made the acquaintance of some very charming people who reside in Shanghai, and who promised me that when I came to Shanghai they would give me a house-boat trip into the interior. At the conclusion of my investigation in North China, the opportunity came for this house-boat trip, but the gentleman who was to accompany me, Mr. Rainer, was just starting for Europe. Nevertheless, he turned his house-boat over to me, and a very comfortable boat it was, and stocked it with all sorts of provisions, and employed for me a crew of seven Chinamen, including a "Laodah" or captain who spoke a little English, the balance of the crew being coolies who spoke no English at all. In company with Mrs. Marlatt, I started out late one night from the city of Shanghai, my little house-boat being attached to a row of seven or eight Chinese boats, like a train of cars, all towed by a little steam tug. We were thus taken up the river and into the interior canal system.

It may be said that much of Eastern China is a flat country, raised above the level of the sea only a few feet, and all this area is broken up by innumerable canals, which take the place of roads. The Grand Canal of China runs from Hangchow for hundreds of miles northward, crossing the great Yang-tse and Yellow rivers, until it finally reaches Peking. It is an enormous canal, running, so far as I know, its entire length without locks, on a uniform level. We cannot imagine such a condition anywhere else in the world except in China; nowhere else could a canal be run for such a length and across the great rivers on the water level as this and others do in China.

The morning after our start found us in this network of canals, abandoned by our companion boats and little steam tug, and making the slow progress possible with a single stern oar. We passed many Chinese towns and villages, and finally struck the Grand Canal, which we followed