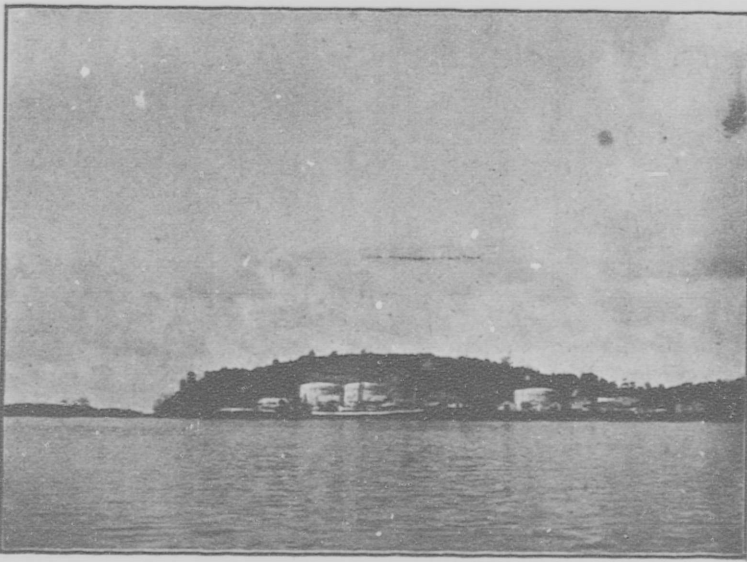


Trieste, an Italian for Genova, and a Russian Volunteer fleet steamer for Vladivostock. The agents for the last steamer are Messrs. Stcherbatchoff Tchokoff & Co. In the graving dock is a Yankee skipper's barque undergoing repairs for her next trip to 'Frisco,' and lastly a host of smaller ships, tugs, and steam launches, tied up at the repairing quarters of the dock, the total length of which is one and a quarter miles.

where many of the large warehouses are situated. Outside of these are a few warships, British, German and Russian, and, John Bull like, though the port is his own, and his interests paramount, his craft is almost as a toy beside these enormous vessels of the mailed first nations.

But all our attention is now required for the host of small craft by which we are surrounded, few of which are more than 500 tons capa-



Oil Tanks near Singapore Island.

Steaming into the roads, and directly opposite the business part of the town, an almost indescribable scene presents itself. To the right, anchored in deep water, are a number of large vessels of varied types, some discharging their freight into tongkangs or barges of 50 tons capacity, and others loading up from similar craft, the wharfage of the port being insufficient to accommodate them, or, as being more convenient to the river

city, the majority of less than 100 tons. Each one has numerous sampans, kotahs, and twakows, holding from one to five tons and manned by yelling Chinese or other natives. Long sampans hurrying to and from the shore with their living freight, huge water boats at anchor requiring careful navigation on the part of our helmsman, splendid Government launches, or smaller sturdy ones belonging to some of the commercial