

tification, I gave up generalship and bastion-building for the time; though, alas, my next amusement must have worn in the eyes of my youthful compeers as suspicious an aspect as either.

My friend of the cave had lent me what I had never seen before,—a fine quarto edition of Anson's Voyages, containing the original prints (my father's copy had only the maps); among the others, Mr. Brett's elaborate delineation of that strangest of vessels, a proa of the Ladrone Islands. I was much struck by the singularity of the construction of a bark that, while its head and stern were exactly alike, had sides that totally differed from each other, and that, with the wind upon the beam, outsailed, it was said, all other vessels in the world; and having the command of the little shop in which my Uncle Sandy made occasional carts and wheelbarrows when unemployed abroad, I set myself to construct a miniature proa, on the model given in the print, and succeeded in fabricating a very extraordinary proa indeed. While its lee side was perpendicular as a wall, its windward one, to which there was an outrigger attached, resembled that of a flat-bottomed boat; head and stern were exactly alike, so as to fit each for performing in turn the part of either; a movable yard, which supported the sail, had to be shifted towards the end converted into the stern for the time, at each tack; while the sail itself—a most uncouth-looking thing—formed a scalene triangle. Such was the vessel—some eighteen inches long or so—with which I startled from their propriety the mimic navigators of a horse-pond in the neighborhood,—all very masterly critics in all sorts of barks and barges known on the Scottish coast. According to Campbell,

" 'Twas a thing beyond  
Description wretched; such a wherry,  
Perhaps, near ventured on a pond,  
Or crossed a ferry."

And well did my fellows appreciate its extreme ludicrousness. It was certainly rash to "venture" it on this especial "pond;"