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# GLIMPSE OF THE PACIFIC ISLES

BY
W. W. WHEELER


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# A GLIMPSE OF THE
# ISLES OF THE PACIFIC

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BY

W. W. WHEELER

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COPY A.

TO MR. JOSHUA MOTTER,
MY FRIEND AND LIFE-LONG PARTNER,
WHO STAYED AT HOME ATTENDING
TO BUSINESS THUS
MAKING IT POSSIBLE FOR ME TO MAKE
THIS VOYAGE, THIS BOOK
IS AFFECTIONATELY DEDICATED BY
THE AUTHOR.

## INTRODUCTION.

This book, as the title indicates, is a brief sketch of some things we saw on a short trip through Hawaiian Islands, Samoan Islands, New Zealand, Tasmania, Australia, The Philippines, China and Japan.

I have many friends who are fond of travel; but circumstances make it inconvenient for them to leave home for a long sea voyage. One told me after reading my sketches of a cruise around the Mediterranean entitled "Three Months in Foreign Lands," that he had "enjoyed the trip fully as much as I, much more comfortably, and at less expense." It is for such friends as well as all others who enjoy reading Foreign Travels, that I have written this memoranda of what we saw on a voyage on the Pacific Ocean, the greatest body of water on earth, with thousands of islands inhabited by every race of humanity now living. These sketches are neither history nor fiction and I beg you to excuse and overlook all errors as I am not an author or professional writer, but simply a wholesale dry goods merchant out for health and recreation, and made notes as I traveled along of such things as I saw from day to day. There are so many things different from what we see in our own favored land, that I trust you will be interested in reading the book. Many things can be more satisfactorily shown by photographs than by any other means; having this in mind, I took a kodak with me continually, and made snap shots of such views as to me were interesting, scenic or beautiful, also some photos were purchased at different places.

If you are interested in travel, in seeing different countries, their people and customs, come with me and I will tell you as well as I can, a little of what we saw on a four months cruise around the Pacific.

Why did you go to New Zealand and Australia? asked one of my friends. One reason is, comparatively few travelers go there, and I wanted to see that part of the world where the grass was not beaten down in the path of the tourist.

If it affords my friends half the pleasure to read this narrative that it gave me to make the trip, then my object in publishing this little book is accomplished.

Yours sincerely,

W. W. WHEELER.

# A GLIMPSE OF THE ISLES OF THE PACIFIC

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When Columbus left Spain to discover America, no doubt he knew as much about what he would find, as we did when we sailed out of the San Francisco Golden Gate, on our voyage around the great Pacific Ocean via New Zealand and Australia to China and Japan. On February 7th, 1907, our party consisting of my wife, daughter and self, left Frisco, on board the S. S. Sierra, of Oceanic Steamship Company Line (sometimes called the Spreckles Line) (Captain H. C. Houdlette, commander), a ship of about 6000 tons, which is large for the Pacific Ocean trade, but would be called small for the Atlantic. We carried sixty-six first cabin passengers and thirty-six second cabin, besides a cargo of general merchandise. The crew consisted of two hundred and sixty-four officers and men—all Americans.

ROYAL PALM AVENUE, HONOLULU.

## HONOLULU.

After a fair voyage of six days, we landed at Honolulu, Hawaiian Islands, where, much to our regret, about half of the first-class passengers left us, among whom we had formed some very pleasant acquaintances. We went to the Hotel Young for the night and breakfast, then took a White Steamer Automobile to see the city. Much to our surprise, we found it quite up to date. They have a population of 43,000 made up of native Hawaiians, Americans, English, Japanese, Chinese, Portuguese, and a few from nearly all other nations.

There are several fine hotels here, the Capitol building, the Palace of Ex-Queen Liliuokalani, many blocks of store buildings, several hospitals, also many fine mansions surrounded by tropical gardens, being the homes of sugar planters. These fine places usually cover a full block or more, the lawns having a great variety of palms, banana trees, and all the most beautiful trees and flowers, which grow in a tropical climate, surrounded by hedges of Hibiscus, ten to fifteen feet high. This Hibiscus is a tiny and puny plant with us, which only grows with the tenderest nursing, but here it grows to be a small tree with great wealth of blossoms.

They have fine streets, well paved, a good line of electric street cars, and are well supplied with public school buildings, not many churches, and these are Catholic, Congregational and Methodist, also a very good Y. M. C. A., and its membership is made up of Whites, Chinese, Japanese, Portuguese, and Negroes, who, they claim, all work together very well.

NATIVE HAWAIIANS, HONOLULU.

The chief product of these Islands is sugar. They raise fourteen tons to the acre. In this climate the cane ripens at any season of the year the planter may desire, according to the time when it is planted, so that on a large plantation they have work all the year round in cutting and grinding sugar cane. Many very large fortunes have been made here in the sugar business. Mr. Claus Spreckles is one who has amassed millions; also Mr. Alexander Young, who still lives here, accumulated a large fortune in this business, and has built the finest hotel in Honolulu, costing over a million and a half dollars, a fire-proof structure six stories high with a beautiful roof garden, and an elegant block of store buildings on first floor. This is a great winter resort for people from the United States who wish to avoid the winters at home, and it is certainly an ideal climate for a lazy man. The highest temperature during the year is 84 in July and the lowest is 58 in January, only 26 degrees of variation during the year.

We saw great fields of banana trees. These grow, under their plan of cultivation, about ten feet high, and each small tree bears one bunch of bananas. This tree is then cut down and another grown from its sprouts in ten months.

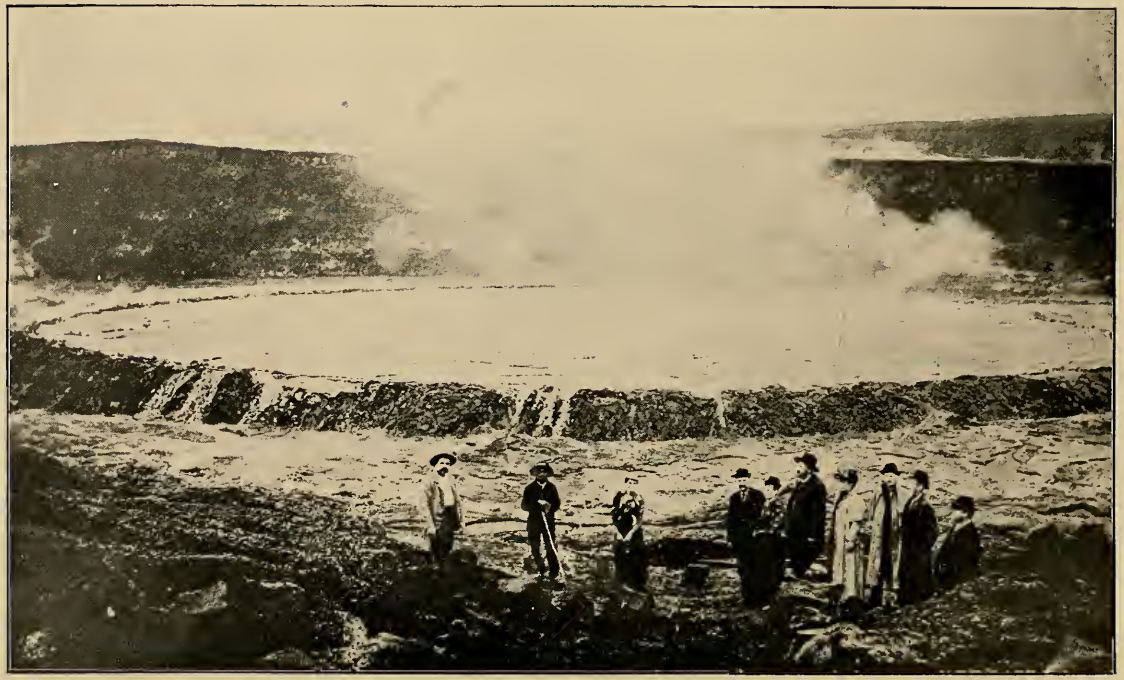
We saw rice fields, and we ate the most delicious pine-apples. These do not grow on trees, but in a garden, like cabbage. They are planted in rows and grow close to the ground. All the trees here are evergreen, and almost anything can be planted at any season of the year, and comes to harvest in a short time.

The native Hawaiians are averse to labor of any kind; in fact are (by themselves) considered above work. Nature has so favored them that very little labor is necessary to get plenty to eat, and the little that they need for clothing.

DATE PALMS, HONOLULU.

They are a kindly disposed, child-like, copper-colored race. They have a pleasant custom of placing garlands of flowers, called leis, around your neck and hat when you depart from them, always smiling when you say good-by, maybe because they are glad to see you go. At any rate as we were about to sail, our steamer friends, those who left the boat at that point, followed the custom of the Islanders, and covered us with wreaths and garlands of flowers when they came down to the dock to see us off. We said good-by with regret, as there will only be thirty first-class passengers now to Auckland, about one-fourth of the number the ship is prepared to carry, and we shall miss our steamer friends very much, as it is a long voyage we now have before us.

At sea February 18th. Were you ever adrift at sea, without power to direct or guide your boat? Last night, just as we were about to retire, the fusible safety plug blew out of one of our boilers, rendering the power of our ship helpless. The boat immediately swung around into the trough of the sea swells and began rolling very heavily, and drifting. We knew not whether they could repair the break in one day, or even whether they could, in fact, successfully repair it at all. We were almost exactly in the center of the great Pacific Ocean, about one thousand miles from the Samoan Islands, our nearest harbor. No ships ever come over this track except the three owned and run by the Oceanic Steamship Company, and the next one in these waters is the Ventura, due in about two weeks. If we should be still drifting, would she see us and pick us up? The chances are that we would be so far drifted out of our course that she would not see us. Fortunately, the sea was not very rough, but a great big swell was on, which nearly threw us out of our berths, as the ship rolled



BOILING LAKE, HONOLULU.

from side to side. To add to our distress, the ship was badly listed to port, and had been for two days. The officers never tell the passengers about what is the trouble in such a case, and, indeed, they had troubles enough of their own. With the ship rolling in such a manner and the temperature at 140 degrees in the engine room, their limit was almost reached, and then, to make their troubles still greater, at 1:30 in the morning the dynamo which makes all the lights for the ship balked, and every light in the ship went out, leaving them in total darkness. Of course, nothing could be done to the boilers until they had light, and the chief engineer then turned his attention to repairing the dynamo, with the aid of a tallow candle and a small hand lamp. He did his best and got the dynamo started at 4 a. m. Then he returned to the boiler trouble again. What if a storm should arise before they could again start the engine, and roll this big steamer clear over? And many times it seemed as if she would go over, but should we take to the small boats before she went over, how many of us would ever be able to reach land, even if the small boats could live in a heavy sea, which is not at all likely. One can imagine that very few of the passengers slept any that night.

The next morning we had breakfast, the boat still drifting and rolling. We made an effort to try to be cheerful and say something to bring a smile and liven up the solemn appearance of our fellow passengers, but it was no go. There was not a smile to be had in that crowd. After TRYING to eat breakfast, we all adjourned to the promenade deck and were then greeted by the sight of more than a dozen big man-eating sharks, ugly looking brutes, as large as a horse, swimming around the boat. To see a

STREET SCENE, HONOLULU.

shark when your boat is in distress is not an omen of good luck, and you cannot make yourself think so, even if you try. It gave every passenger time for reflection. One suggested that he thought of all the sins of his past life. We thought, "Well this is surely seeking pleasure under difficulties," and we wished we were safely home again in old St. Joseph. If we could only get home again, we would say, to use the familiar style, "Missouri is good enough for me." However, all troubles end sometime, and in this case fortune favored us, and after twelve hours of most assiduous labor, the engineer got things patched up so that she would run again at a slower rate of speed, and having fairly good weather, we made Pago Pago, on the Samoan Islands, two days late. The engineer said later that he never worked so hard in his life as he did to get the break repaired, as he knew the passengers would be in a panic if a blow should come up before the engines could handle the ship.

## SAMOAN ISLANDS.

The best harbor in the Samoan Islands is Pago Pago, where we arrived on Washington's birthday and were greeted by the gunboat Adams with a salute of twenty-one guns in honor of the day, and it does look good to see Old Glory, "the emblem of the land we love," floating in this far-away seaport. This Island and harbor is the property of the United States, and we maintain here a gunboat with 150 officers and men. The commanding officer is also Governor of the Island, which is twenty miles long, and about six miles wide. Fourteen degrees south of the Equator, it is always warm. The temperature ranges from 65 to 90 degrees and is very humid. The population, aside from our Navy, is thirty whites, and six thousand native

NATIVE BOATMEN, PAGO-PAGO, SAMOA.

Samoans, who are copper-colored and a fine, shapely lot of humanity. They are, indeed, larger and in better flesh than the average people of our own land, not war-like, but of a kindly disposition. They wear less clothing than any people we ever saw; in fact, the men only wear a breech clout and the women not much more. How quickly one gets accustomed to such garb; it looks all right here for these people to dress in that way.

The Island is covered with cocoa-nut, banana, bread-fruit and orange trees, all growing wild, without any cultivation. Their homes are usually thatched straw, simply to keep the rain out, and it rains there for sure. In the two days before we were there, it rained TWENTY inches, and 230 inches per year is their usual rain-fall. While we were there the sun was bright and hot.

Their food is altogether the fruits of the trees, which they gather with almost no labor, and the fish, which are very plentiful and easily caught. This is all their living expenses, except their clothing, which is very limited, as before mentioned, and to pay for this they cut the meat of the cocoa-nuts in strips and dry it in the sun. Then it is called COPRA and is sold, a large amount of it to our markets, where the oils are pressed out and used for making many of our best soaps.

They are a happy and contented people, excellent divers and swimmers. The prices of railroad stocks, wheat and corn, do not trouble them in the least.

This harbor is quite small, almost a circle about half a mile across, and very deep, supposed to be the crater of an old volcano, surrounded by mountains, about fifteen hundred feet high. Only a narrow strip of level land runs around this harbor, where the straggling town of Pago

TROPICAL PALMS, PAGO-PAGO, SAMOA. FOURTEEN DEGREES SOUTH OF THE EQUATOR.

Pago is built. The only house of much importance is the Governor's mansion, a large yellow frame on a high point to the south as we enter the harbor. Our Government maintains a COAL supply here, which coal comes from England, America and Australia. There is really almost no commerce here, its only value to the United States being Coaling Station in time of war, and it seems that it is very doubtful if it is worth to us what it costs to maintain it.

The London Mission Society established a mission here in 1835, and nearly the whole native population have become Christians under their teaching. They have taught them to read and most of them to write, and have established schools in different parts of the Island. They have several books printed in their Samoan language, and three or four newspapers. One of them is a weekly, printed under direction and at the expense of our United States Government, and distributed free, intended to educate the people. About thirty years ago, the Catholics established a mission here, and later the Wesleyan Methodists and the Mormons. These last three have made some progress, but nine-tenths of the natives are still adherents of the first church—that is, the Congregational. It is an error for the last three Mission Societies to make an effort here, when the field is well supplied, and effectively, by the London missions.

We went to church on Sunday, February 24th, and heard the Post Chaplain, Mr. Frazier, from Richmond, Virginia, preach a very good sermon.

For much of this informatfon, we are indebted to United States Judge Gurr, who dispenses justice over the Island. He is a very pleasant gentleman, a native of Tasmania, Australia, has lived here twenty-four years, is

GOING TO SAMOAN PICNIC. MEN WADED ASHORE; LADIES WERE CARRIED ON BACKS OF NATIVES.

married to a native Samoan woman, and they have two interesting children, a daughter eleven years of age, and a son nine. The Judge invited the whole ship's passengers out to a picnic on his plantation, about three miles from the harbor. Our Captain accepted and took us all in one of the ship's boats, towed by a small gasoline launch. When we arrived at our landing place, the water for about two hundred yards was too shallow for the boats to come to shore. The ladies were carried ashore on the backs of native boatmen, and the men took off shoes and stockings, rolled up their trousers and waded ashore, where we were met by Judge Gurr, his wife, and three native girls, one of whom was the daughter of a Samoan Chief, and by her own right a reigning belle. They led the way through the plantation, which is thickly covered with sugar cane, cocoa-nut, banana and bread-fruit trees, and many other kinds of trees, among them being the cocoa bean tree, the first we have seen of this tree. The cocoa-beans grow in pods, which contain several beans. They have only been planted a few years, and are just beginning to bear fruit. These trees are about the size of a peach tree and have leaves eight or ten inches long, light green color. Our path led us along a clear bubbling mountain brook through a regular jungle of tropical vegetation. We were obliged to cross the brook half a dozen times on cobble stones, and most of us slipped off the stones and wet our white shoes, but the weather was so warm that there was no danger of taking cold.

After a toilsome climb for about a mile in the terrible heat, we came to the picnic ground, situated at the foot of a beautiful little mountain waterfall, about thirty feet high. A good, strong current of water flows over this fall, and

SAMOAN ARMY, CALLED VITA-VITAS, AT PAGO-PAGO.

drops into a little pool some fifty feet in diameter, nearly round and quite deep. We were surrounded by the tropical forest and jungle, many large and small trees, also ferns growing in every possible place where they could catch hold. On nearly every tall tree, there would be a a bunch or more of these beautiful ferns. Wherever a limb was broken off or a knot hole appeared, a bunch of ferns would immediately begin to grow, appearing much like a large bird's nest located fifty feet above the earth.

An awning was spread and under it was placed our lunch, which had been brought from the steamer. The whole company sat on the ground, the Captain at the head of the line, with Mrs. Judge Gurr at his side, and the native girls next. We were very tired after our long walk and enjoyed the lunch, washed down with plenty of ginger ale and clear, cool spring water.

After lunch, the next thing in order was a swim in the pool. We were all invited to go in and swim, but our party declined. The Judge's wife, the three native girls and the little son of the Judge were soon in the water. They are great divers and swimmers, and did many antics in the water for our diversion.

Next we tramped back to the beach, slipping into the brook several times on our way. The Judge took us to his plantation house and spread mats on the ground, for us to sit on, while waiting for our boats to come, and gave us a lesson in harvesting cocoa-nuts. One of his men walked up a cocoanut tree fifty feet high, like a monkey. There were about five bushels of cocoanuts at the top of this tree; he knocked off many of them and prepared them for our refreshment. The shell of the cocoa-nut has a heavy covering, or husk, about two inches thick; to remove this,

OPPOSITE ALBERT PARK, AUCKLAND, NEW ZEALAND.

the native sharpens a stick at both ends and drives it into the ground, then takes the cocoa-nut and strikes it on the sharp point of this stick, driving the stick through the outer shell or husk, and with three or four quick jerks removes it. Then the cocoanut is the same as it appears when it comes to our market. He then takes a long heavy knife and cuts out the end of the cocoa-nut, and hands it to his guest to drink. The milk, which is about a pint, is as clear as spring water, a pleasant drink and quite refreshing.

After returning to our steamer for dinner, some of our party went out for a moonlight boat ride, with natives to pull the boat. They sing their wierd native songs. The singing became monotonous, however, after they had sung the same verse over two hundred times. THEY ARE MUSICAL AND LIKE TO SING.

Mr. and Mrs. Boss, of New York, have been sent here by astronomical societies to make a chart of the southern heavens. They have located their observatory on the top of a small mountain on the seashore near the entrance of the harbor. They live alone on this mountain crag, about two miles from the town, and kindly invited our party to make them a visit, which was enjoyed very much.

The natives have no opportunity to get intoxicating liquors of any kind, but they make a queer substitute, which they call CAVA, from a plant root which grows here. To prepare this for drink, the original plan was for the women to chew it up fine and spit it into a bowl, where it was allowed to stand in water for a time and ferment. The mixture was then strained to take the small root fibre out, and was then ready for drink. Some of our passengers who drank it, say the taste is rather flat, yet it has some of the effects of

ALBERT PARK, AUCKLAND, NEW ZEALAND.

alcoholic drink, not affecting the head so much as the legs; the women and children are not permitted to drink this concoction.

Originally there were no animals, chickens or reptiles on this Island, and scarcely any birds. There are now as many pigs as the natives wish, a few chickens, and very few birds of any kind. There are no cattle except three or four cows, which belong to the Catholic Mission. There are fourteen saddle horses on the Island, and they are a sorry lot in appearance, as they get nothing to eat except grass, and the rainfall is so heavy that the grass is not very nutritious. There are no wheeled vehicles of any kind here, except bicycles. A few of these are used in the town, where they have a narrow road built about eight feet wide. While the walking is not good on account of dense undergrowth, yet the only way to "get there" is to walk, when at Samoan Island.

There are only three stores in the town. We visited all of them, and their combined stocks would not amount to more than two thousand dollars in value. In conversation with one of the proprietors, he said business was fair and that there were other places worse than this for trade.

He has been in business here for six years, and is an Englishman; his stock would be worth, at a fair estimate, two hundred and fifty dollars.

As before stated, the natives have almost no use for goods of any kind, and they scarcely know the use of money; they are almost communistic in their ways. While they are not dishonest and will not steal, yet they will take and appropriate anything they see that they want. That is, if one of their number has anything that his neighbor wants, he simply takes it and the owner will not refuse

NATIVE NEW ZEALAND WARRIOR.

him. There are several small villages scattered over the Island; if any of these villages get scarce of food, they all go in a body to the next village and stay with them as long as there is anything to be found there to eat, and the host makes no objection.

We spent three days quite pleasantly in this far-away and queer country of Samoan Islands. The sun is intensely hot during the middle of the day, and one that is not accustomed to this heat should not venture out when the sun is high; he is liable to sunstroke. We did not suffer from heat at night.

The Fiji Islands are located five hundred miles west of the Samoan Islands. We are told there are no cannibals there now, as they have been taught by the Missionaries, and many of them are now Christians, but they were originally cannibals.

The Solomon Islands, which are near here, are populated with savage natives, and they still eat human flesh, not for a regular diet, but when in war they will kill and eat an enemy.

We arrived at Auckland, New Zealand, on Saturday, March 2nd, after a voyage of twenty-two days from Frisco, including the two stops. Omitting the unpleasant times mentioned heretofore, on account of defective machinery, the S. S. Sierra is one of the most pleasant boats we ever traveled upon. Captain Houdlette was most kind and obliging to the passengers, and Chief Engineer McIntosh is a hero. He stood by his task, night and day; the passengers wrote him a letter, acknowledging their gratitude for his arduous services, and presented him with a watch charm at Auckland to commemorate the trip.

THE MAORI, OR NATIVE NEW ZEALANDER, AT HOME.

## NEW ZEALAND.

The name is appropriate, in that the country is the NEWEST on the face of the earth today, having only been settled by the whites sixty-seven years. It is of volcanic origin, and in my opinion, came to the surface of the ocean centuries later than all the large continents of the earth. There are many things which lead me to this conclusion, one of which is that when first settled by the English, there was really no animal or bird or reptile life on these islands, and there is none to the present day, except those which have been imported from other countries, and no fresh water fish in its waters except importations. A friend once told me, "When you are traveling, go to New Zealand; it is the original 'Garden of Eden.'" I had always been of the belief that the original "Garden of Eden" was situated on the River Euphrates, in Asia; however, the very first trip we made after landing was to the top of "Mount Eden", a coincidence which might mean that others had been of the belief that this was the original "Garden of Eden." I do think, however, that it is the GARDEN SPOT OF THE EARTH, TODAY, considering its salubrious and even climate, its beautiful scenery, hill and dale, mountain, farm and grazing land, and the most accommodating and pleasant people to be met anywhere.

We were delighted with the appearance of Auckland as we entered the bay, which is a fine large harbor, and deep, so that ships come alongside the wharf. This is a beautiful city of about 75,000 population. New Zealand is an English Colony, and nearly all the population are English, Scotch or their descendants, and a fine people they

GOVERNMENT PARK, AT ROTORUA, NEW ZEALAND.

are. We did not see a drunken man, or hear any profane language while we were in New Zealand. We stopped at the Grand Hotel, on the top of a beautiful hill overlooking the bay; this hotel is small and has no elevators, but it is scrupulously neat and clean, and the table fare is good.

We drove to the top of the highest mountain in this vicinity, an extinct volcano 500 feet high, with a crater about 100 feet deep. This mountain is situated almost in the middle of Auckland and a grand view is had from this point over the entire city and bay. We never saw so many beautiful small cottages, with fine landscape gardens surrounding them. These cottages are frame buildings, mostly one story, with porches on two or three sides, ornamented with much filigree and neatly painted, usually canary color with white trimmings. They are occupied by the laboring classes and are so far superior to the houses in our own cities, which are occupied by the laboring classes, that there is really no comparison.

The city of Auckland is well situated for foreign trade, and does a large export and import business. It is well supplied with churches, schools and hospitals. A ferry boat line runs across the bay every half hour to a beautiful suburb called Davenport; distance across the bay one mile; fare, twelve cents round trip.

The climate is semi-tropical; they raise some oranges and many palm trees.

On March 5th, we went by rail to Rotorua, the hot springs district. The railroad runs through a fine farming country for the first one hundred miles, then seventy miles through the mountains. This road is a narrow gauge, three feet six inches, and has many sharp grades and curves. The mountain scenery is fine, and there is much

MAORI GIRLS WASHING IN HOT POOL, NEW ZEALAND.

heavy timber along the line, which is being wasted by cutting and burning, simply to clear the ground for farming. There will be a time, not far in the future when these people will find they have made a great mistake in wasting their timber, as they will need it.

Rotorua is a small town, one thousand population, built entirely for the tourist; the Government has expended about a million dollars here, in building hotels, parks, bathing houses, streets and roadways. The Grand is a fine first-class hotel, and many others are good. The park, or public garden, is the finest we saw in New Zealand, ornamented with beautiful trees, flowers, lakes, etc. Hot steaming springs, lakes, drives etc., also the public baths, owned by the Government, are very fine and noted for their medicinal qualities. They have two large swimming pools, one for men and one for women. The water is hot and impregnated with sulphur, said to be very beneficial for rheumatism and skin diseases. There are several beautiful lakes here, surrounded by mountains and well filled with fish. We took a small steam launch and went across Lake Rotorua about nine miles, when we saw a fine stream of water or river flowing from under the mountain; the volume of water is as wide as one of our streets and several feet deep. Next we went with our launch through a narrow river, or channel, to Lake Rotoiti, which is about eight miles long. The outlet of these two lakes forms a good sized river with many rapids and waterfalls; they have utilized a small part of the water to make electric lights and power for the city of Rotorua, which is eighteen miles distant. From there we took a four horse stage and drove to the Hot Springs of Tikiteri. There are no spouting geysers at this place, but there is about two hundred acres covered

MAORI GIRLS DANCE, NEW ZEALAND.

with boiling lakes and mud volcanoes, all throwing off a great volume of steam and sulphur vapor. It has the appearance of being very near the infernal regions.

Next, we drove half a mile to Blue Lake, the crater of an extinct volcano. This lake is almost circular, about half a mile across, very deep, fresh water, surrounded by mountains, and has no outlet; the color is a deep blue and is very pretty in contrast with the high walls of green surrounding it.

Driving back to the city, we passed many small hot springs with clouds of vapor rising from them; immediately around Rotorua, not more than two miles from the city is an important geyser district with a great many boiling lakes and boiling mud baths. A part of this has been set apart for a government park and is free to the public, but the best part is the private property of the Maoris (or original people who inhabited the island before the white settlement); they have a village here of three or four hundred; they use some of these boiling springs for cooking their meals, and in others which are not too hot, they do their washing; they never have to buy wood or coal for fuel.

We left Rotorua at eight o'clock in the morning with the prospects of a perfect day before us; the air was delightful, and the sun shone brightly. We had the box seats on a high drag, which carried twelve passengers. We drove ten miles, part of the time through the native "bush," which is very lovely, as there is an endless number of tree ferns all about; suddenly, through a break in the mountains, we came upon the loveliest bright blue lake imaginable; it was simply hemmed in with mountains. The peculiar color is attributed to the soil and the minerals in it.

GIANT'S PORRIDGE POT, WAIOTOPU, NEW ZEALAND.

Just an eighth of a mile from this is a green lake—quite as vivid green as one could imagine.

At the end of the drive, we reached the buried Maori village of Wairoa, where eighty Maoris and several Englishmen were killed in the great eruption of June, 1886. Tarawera mountain was the center, but nine craters all erupted at the same time. In this village, they showed us the ruins of the school house and hotel where the English people were killed, also the little "whare" or cottage, where one of the chief's wives, "Sophia," sheltered sixty people. Sophia is still alive, although very old. and the Maoris all think a great deal of her.

From Wairoa, we took a naphtha launch and went across Lake Tarawera. All the way the huge mountain of Tarawera frowned down upon us. At the side of this mountain, a huge piece blew out and fell into the lake during the eruption; this leaves a yawning hole, which gives the mountain a ferocious appearance. We walked about a quarter of a mile between Tarawera and Rotomahana, where we took another launch and went across this lake. Here are the sites of the famous pink and white terraces, which were destroyed by the great eruption; this is a pity, because they were very beautiful and quite the sights of New Zealand. The guide shows you where they were, and the hot water and the minerals which form them; there are numerous boiling springs all about this lake, and clouds of steam can be seen in almost every direction. We landed on hot ground and proceeded to walk up an old river bed, seeing, every few feet, little clouds of steam rising from the bank; anywhere along here one could poke a stick into the ground, which was quite soft, and steam would immediately come out. We walked about four miles and climbed two

MAORI GIRLS, COOKING AT STEAM HOLE, NEW ZEALAND.

big hills, saw more steam holes, and one called the "Frying Pan," where hot water was boiling and bubbling up over quite a large space of sand, and looked very like its name.

At last, we reached the crater of the great geyser, Wiamungu, which, at the present time is not active. Up to a year and a half ago, it spouted to a height of from 200 to 300 feet. The guide said it had ceased playing because the two lakes adjacent to it had lowered several feet, and, of course, we were not in a position to question that. About two or three months before it ceased playing, four people were killed because they stood too near and the boiling spray covered them.

We reached the rest house overlooking Wiamungu, very tired and hungry, and were glad that our long walk was at an end. After lunch we drove to Wiatopu, six miles distant, where we spent the night. Here are some more geyser formations, one called the "Champagne Pool," which bubbles furiously all the time, another sulphur pool, which of course is a bright yellow, and several sulphur holes, where one sees bright sulphur unadulterated. In another place there are some very pretty alum cliffs, and in still another spot we were shown some tiny terraces forming. These are only twenty years old, as they have begun to form since the great eruption of Tarawera, when the big terraces were destroyed. Here one is shown the action of the water and minerals which form them; these little new terraces are hard white substance, something like silica, over which the water continually runs; in several centuries, they will probably be as large as the old ones which were destroyed.

The next morning we left Wiatopu early and drove thirty miles through most uninteresting country to

HELL'S GATES, TIKITERE, NEW ZEALAND.

Wairakei, which we reached in four hours. We had lunch at the cozy little hotel and started out immediately afterwards with a guide to view "Geyser Valley." We walked for a mile down a most picturesque path, lined with "bush" on either side, to the Valley. The first thing we saw was the Devil's Chaldron, which was a deep place, seething and boiling furiously. The wonderful part, to us, in this Valley is the way the dainty little ferns and green moss grow quite down to the boiling water. They seem to thrive on the hot vapor, and to grow even more luxuriantly there than any spot we had seen. At all other places where there is any geyser activity, it is quite bare and arid looking, but in this Geyser Valley, the boiling springs are hidden from view by beautiful bush until one simply comes upon them unexpectedly. The effect is almost impossible to describe, but it is wonderfully picturesque.

The first big geyser we saw spouting was the Wairakei. It plays every eleven minutes and was really exceedingly pretty, going up to a height of about forty feet the day we saw it, but often higher than that. Another exceedingly dainty geyser was the Prince of Wales' Feathers, which sprays up like three feathers; it is quite high up on a plateau of rock and makes an effective picture when it plays. At one spot we saw what was called the "Heron's Nest." This is a tiny bubbling pool which comes out of a deep round rock, quite salmon colored, and looking much like a nest. The rock is imbedded in beautiful ferns and moss, and the salmon color against the green is most attractive. Near here, we saw the "Twins," two small geysers which play punctually every four minutes and make a lot of fuss about it. The "Paddle-

MAORI HAKA, NATIVE DANCE, NEW ZEALAND.

Wheel" is most interesting because when it plays it sounds exactly like the paddle-wheel of a river steamboat.

After leaving Geyser Valley, we drove to "Wairoa Valley" where the formations are similar to those mentioned heretofore, except that there are several hot water falls, which are salmon-colored and bright yellow; this is caused by the different minerals in the rocks. We saw "Porridge-Pots," also, where the white mud bubbles up continually in little sprays. In this valley, it is said, one can catch a trout in a clear, cold little stream, and turn around and drop the fish into a boiling spring on the other side and cook it. But the most attractive things to us in this valley were the colored pools of water. As we walked along we saw a bright yellow, then a blue, then a lavender, and lastly a deep claret-colored pool, which looks exactly like claret wine. These are colored by the minerals in the soil, so the guide says; but to us it was a most extraordinary thing. All through this valley, too, we came upon clumps of magenta-colored moss growing close to the hot water's edge; it seemed quite out of place among so much green.

The next morning, bright and early, we drove back to Rotorua, forty miles away. We did half the drive in the morning, with a rest and lunch at Atiamuri, a pretty little spot on the banks of the Waikato River, and finished the drive in the afternoon. As far as Atiamuri, the trip was most interesting, as we went up and down the mountains most of the way, through pretty bush, but after lunch we went across dreary plains covered with "Manuku," or tall coarse grass which is "nevergreen" so we were exceedingly glad to reach Rotorua, a good dinner and a soft bed.

On March 11th, we took up our journey by rail to Taumaranui, the present end of the railroad, arriving there

PAPA-O-KORITO FALLS, WAIKAREMOANA, NEW ZEALAND.

after dark; we found lodging in a hotel that was very primitive, indeed. They used tallow candles for light, which is a novelty in these days; however, they gave us good meals and good, clean beds.

Next morning, bright and early, we were off on our two days trip down the Wanganui River. This is the greatest scenery in the North Island and is called the "Rhine of New Zealand." When we embarked on the river, it was very small and shallow; our boats for the first ten miles were two canoes, one for the passengers and one for the luggage. They drew only six inches of water, yet they had some trouble in getting over the many shallow rapids. Once they put us off and made us walk around the rapids, as it was dangerous for us to go through; in fact, sometimes boats are turned over here and both passengers and luggage spilled in the water. We had many sharp turns to make, and our boats dragged on the bottom frequently; however, we were landed at the first steamboat station about ten o'clock, having made the seventeen miles in canoes in three hours. Our first steamer on this far-famed river is a novelty. It draws twelve or fourteen inches of water and is built for shooting the rapids, and we certainly had a great ride on it. There were rapids at least every half mile, and the water was so shallow that the steamer dragged on the rocks at each rapid; it was built with heavy wooden bottom and slid over apparently without damage.

We went down the river on this first steamer until twelve o'clock, where another steamer was awaiting us. This second steamer is a little larger than the first, and draws fifteen or sixteen inches of water, but built in the same way for shooting the rapids.

MAORI NATIVES, TROUT FISHING, NEW ZEALAND.

After getting a good lunch at the house boat, moored here to serve as a hotel, we steamed on down to Pipiriki, where we stopped for the night. There is nothing at this place except the hotel built there for the use of tourists, and it is very good.

Next morning, we started out early on the largest steamer on the river; it is about fifty per cent larger than the second steamer which we used the day previous. We had here some additional passengers and, including the crew, carried forty people, and the boat was full. I should mention that the crew on all these steamers consisted of the pilot, who is also the captain, the engineer and two polemen, one at the bow and the other at the stern, each with a pole. In many places the turns were so sharp, and the current so swift, that these polemen were needed to push the steamer either to starboard or port.

There is some local business along the river; whenever an individual wishes to ride, all he does is to wait on the bank of the stream and call to the pilot when the boat comes in sight; they are quite accommodating, and will land for one passenger or a box of fruit. We had quite a cargo of fruit at the end of the day's run, probably twenty small boxes; the fruit is very fine here.

We arrived at Wanganui City about two P. M., having traveled, in these two days, about one hundred and fifty miles down one of the most beautiful rivers in the world. The bluffs on either side are nearly perpendicular, and usually from one hundred to one thousand feet high; the river is small and narrow and is a veritable gorge most of its length. The bluffs are covered with semi-tropical verdure of a dark green, and lovely tree ferns, which grow in greatest profusion everywhere along this river.

MAORI NATIVE WOOD-CARVER AT WORK, NEW ZEALAND.

We were favored with two bright sunny days for this trip, and found it extremely interesting and exciting; the views were so grand and beautiful all the way, that we were on the alert every moment, trying to see it all, and also trying to get as many snap-shot photographs as possible. It is the most beautiful scenery in New Zealand, and should not be missed by anyone visiting this country.

From Wanganui City, we went by railway through a fine farming country to Wellington, at the south end of the North Island, and that night took the new Turbine Steamer Maheno, for the South. This gave us but a few hours in which to visit this beautiful young city, which is the capital of New Zealand. It is built mostly on the low ground bordering the harbor, and is surrounded by hills from five hundred to one thousand feet high. We took a carriage drive over most of the city and were surprised to see so many beautiful public buildings and fine homes with extensive lawns about them. There is a cable railway here, which carried us to the top of a very steep hill about five hundred feet high (one car going down pulls the other up, with a little assistance from a stationary engine.) The view from the top of this hill overlooks the city and harbor, and is grand; the harbor is large and deep. The largest vessels come alongside the dock, and the shipping business done here is large. In fact, the traffic done by steamers around the coast cities is much larger than one would expect, probably because the harbors are good and vessels make good time and have been in use many years, while the facilities for travel by railway are comparatively new, and but few railroads are built as yet.

Leaving Wellington at night, next morning we awoke in Lyttleton, which is the port for CHRIST CHURCH. Here

WAIROA GEYSER, WHAKAREWAREWA, NEW ZEALAND.

we took passage by rail, nine miles to this city. The weather was stormy, so that we did not see as much of this place as we desired. The residents claim that Christ Church has more beautiful homes than any other city in New Zealand. At any rate, it is a place to please the traveler, has fine, wide streets, well paved, and does a large commercial business; as might be inferred from its name, this city is well supplied with churches. The population is Scotch, and the most of the churches are Presbyterian. The whole city is neat and clean, and it is a fine location for the International Exhibition which is in progress at this time; it is a great show, fashioned after the World's Fairs we have been having in the United States. The Exhibition is extraordinarily good for a country so new, and a great credit to the wide-awake energy of New Zealand. We had one day to spend here, and could only take a bird's-eye view of the great show, but were much pleased with what we saw of it; THE FERNERY particularly we thought the best exhibit we had ever seen of that kind; the location and grounds are very fine, and present a beautiful scene.

After spending one day at Christ Church and the Fair, we left that night by the steamer Maheno for DUNEDIN, where we landed early the next morning. This is one of the "big four" towns of New Zealand, and is also a beautiful growing city, located on a fine little harbor. Our steamer, which is the largest of the Union Line, comes alongside the wharf, so that her shipping facilities are good, though her harbor is quite small. They have a line of electric street cars, as good as the best in New Zealand, also fine shipping houses and good banks. The population is mostly Scotch, and their churches, or

MAORI WOMAN AND CHILD AT HOME, NEW ZEALAND.

many of them, are Presbyterian, although they have a few of other denominations. They have fine large retail stores and draw trade from a long distance, as they are the largest town of the south part of the Southern Island. Also, they have a public park, or "Botanical Gardens," as they call it, which would do credit to any city of 150,000 population in the United States. Here, also, the most beautiful homes, with fine landscape gardens, are the rule, and when we learn that all the trees, shrubbery and hedges are ever-green and the same all the year around, we can imagine what a beautiful appearance they always have.

Dunedin is said to be the most wealthy city in New Zealand, and is in a prosperous condition at this time. As we are making a flying trip, we only spent one day here, and the next day, which was Sunday, at Port Chalmers, a small town on the ocean which was at one time the harbor for Dunedin. Since then, the Dunedin Harbor has been dredged and put in shape for the largest vessels in these parts. We went to church at Port Chalmers and heard an old-fashioned Scotch Presbyterian preach a good sermon.

That night, we were off again on our ship Maheno for Bluff, where we landed early the next morning; this is the most southerly city in New Zealand, nearly fifty degrees south latitude; it is small, but has a good harbor, also a railway running to Dunedin and Christ Church. Being so far south, we found it quite cold; still, they have no frost here on the coast. The population, like Christ Church and Dunedin, is mostly Scotch.

The climate of New Zealand is generally mild, and there are not so great changes in temperature as in the United States. Situated in mid-ocean, between 30 and 50 degrees south latitude, they are able to raise almost

STEAMER OHURA, ON WANGANUI RIVER, NEW ZEALAND.

anything that can be raised in the United States. Yet, they do not raise much wheat, very little corn, and no cotton, which are our three greatest crops. Owing to their mild climate, they have greatly the advantage of us in stock-raising, as all stock graze the whole year round, and while they raise fine horses, yet the most of their land is devoted to sheep and cattle grazing. Their chief exports are wool, lamb, mutton, beef and butter; all the meat and butter is frozen and carried to Europe in that condition. They have many large slaughtering and freezing establishments, where they prepare the meat for export. They have a great reputation for being fine butter makers, and get high prices in Europe for their butter.

We did not have time to view the whole of the South Island, and only stopped at the principal cities. Really, we should have spent two weeks in the interior and on the western side of the Island, as some of the grandest scenery is to be seen in the mountains and lakes of South New Zealand; the central and eastern side of the Island is one large undulating plateau, fully occupied with farms and grazing land, said to be the largest and best body of tillable land in the colony. Down the western part of the Island runs the largest mountain range in this part of the world; many of these mountains are ten to fourteen thousand feet high, their peaks covered all the year with snow; also, interspersed between them are many of the most beautiful clear, cold lakes and several large glaciers. As this range of mountains rises abruptly from the seashore, the view from the sea is said to be grand beyond description, equal to the "Norway Fiords." Steamers only visit these waters in January, which is their mid-summer. At other seasons, the weather there is too

WANGANUI RIVER, NEW ZEALAND.

stormy. As these are the only high mountains in Southern New Zealand, they cause the tremendous rainfall of two hundred and forty inches, or twenty feet per annum, on the west coast, as the rains and winds are almost entirely from the west. The lower part of these mountains are always covered with dense forest and green verdure. The rainfall on the east side of the mountains, where the farming land is located, is only about thirty-five inches, and sometimes less; in fact, this year they are complaining that they did not have enough rain, still they never have a drouth in New Zealand, and the whole country looked like our May or June when we were there.

Immigration is restricted here; Chinese, Japanese and all colored or Negro people are excluded. Labor unions are common, and wages for labor are about the same as in the United States. Living is considerably less, and it would seem that the laborer should make a greater saving here than with us. They have eight hours for a labor day, and with Wednesday or Saturday half holiday. The Government is working on the plan of giving the laboring man every possible advantage, and in some parts of the country they build cottages for the laborers and charge them a very low rental. On account of having restricted immigration, they are having much trouble now to get farm hands; this will undoubtedly check the advance in farming and the opening up of new land. The Government not only discourages the large land owner, but, by law, they now take the large estates from the owner, except a homestead of 500 acres, whether he is willing or not, and pay him the appraised value thereof, cut it up into small farms, and sell or lease to the small farmer. We saw a complaint in one of their newspapers,

WANGANUI RIVER, NEW ZEALAND.

stating that twenty years ago an Englishman came here and bought 3600 acres of wild land from the Government. He worked hard and cleared it up, had some years of light crops, so that he has not made money until the last ten years. Now, when he is doing well after having spent the most valuable years of his life in making an estate and home, the Government takes it from him. He thinks it an injustice and will return to England forever, so that while the Government aims to do the most good to the greatest number, still it works a hardship on some, and is not entirely satisfactory.

The Government owns nearly all public utilities in New Zealand,—the railroad, street cars, electric lights, wagon roads, parks, banks, schools, post-office, telegraph, telephones, some hotels, many improved farms, which they lease out,—in fact, the Government undertakes to own and run nearly or quite everything that is used by the public. How this will come out in the end remains to be determined by years of experience. They claim that at this time the railroads are earning three and a half per cent on their cost of building, equipment and repairs. They are better built than most of our railways; every station house is well built and equipped with fine rain sheds. The roads are gravel or stone ballasted, and their passenger fares are much less than ours, notwithstanding the fact that the roads run through hilly and mountainous country and are more expensive than they are usually in the United States. We did not learn what the freight rates were, but the country is sparsely settled, and if they earn now three and a half per cent, it would appear that when the country is well settled up the earnings will be much greater, or the rates will have to

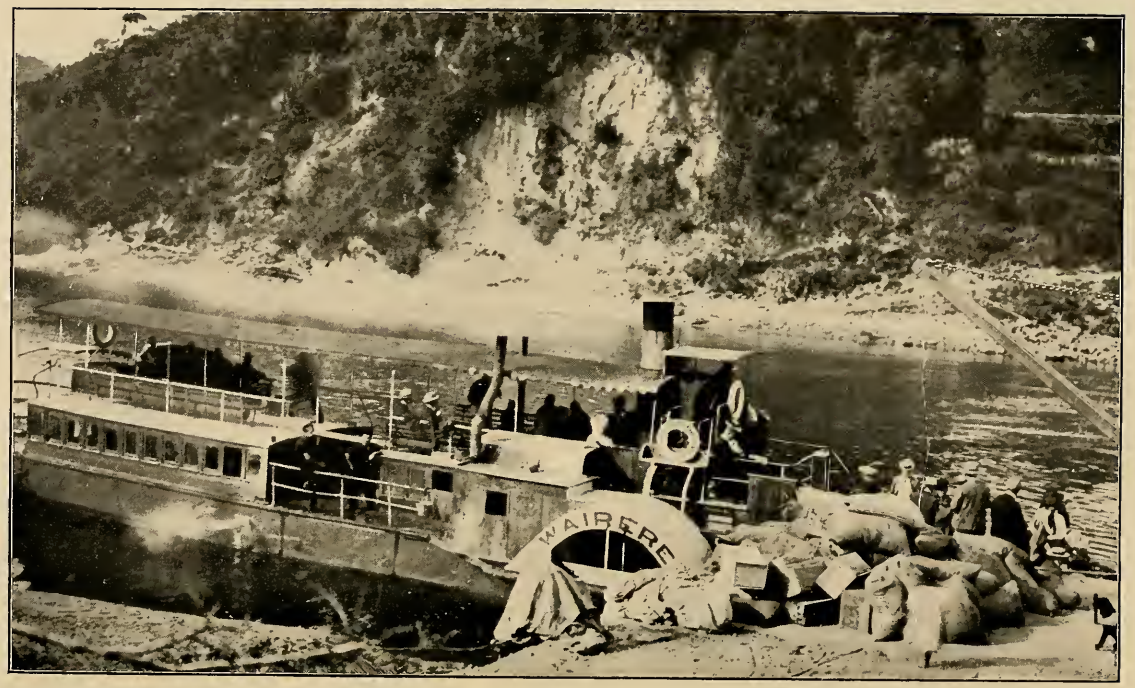
WANGANUI RIVER, NEW ZEALAND.

be reduced below their present low rates. The cost of a telegraph message between any two points in New Zealand is twelve and a half cents in our money. This is not more than one-third our rates. The fares on tram cars, as they are called here, are all less than our street car fares. Their fine gravelled and graded Government wagon roads are free.

Their population at present is less than one million people in all, and the area of the two large Islands, called the North and South Island, is about twelve hundred miles long by six hundred miles wide, only about one-half of which is valuable as farm or grazing land, the balance being rough and mountainous.

The native trees and hedges are evergreen and do not shed their leaves at any season; this gives the country a look of perpetual spring or summer. There are some trees imported from England or America which shed their leaves here the same as they do in their native land. The Eucalyptus trees grow their leaves edgewise, but all other trees grow their leaves flat surface up, same as ours.

Commerce and trade of all kinds is in the hands of the English or Scotch. We saw very few other people in trade. There is absolutely NO POVERTY in New Zealand; at least none that could be seen by a casual traveler, and we often heard the remark, "There is NO POVERTY in New Zealand." We believe they are the most reliable and trustworthy people on the face of the earth today—at least, so far as our knowledge, experience and acquaintance goes. We have at all times heretofore made it a rule to lock our room doors in hotels at night, when asleep or in day time, when away, but here it is not so. We traveled the whole length of the two Islands and never locked our room doors




OUR STEAMER ON WANGANUI RIVER, AT PIPIRIKI, NEW ZEALAND.

at any time, day or night, after the first day, when we were informed that it was not customary to do so; even a hackman will very seldom overcharge in New Zealand.

The money used in New Zealand is the English coinage, both gold and silver, but their banks issue their own notes; one sees very seldom a Bank of England note here. If one gets any New Zealand bills while here, it is better to dispose of them before leaving, as they will not pass at par elsewhere.

Wild animals and fish are numerous in the Islands now, but they have nearly all been brought here from England or the United States. Originally, there was almost no game or fish here. The Duck-billed Platipus is a native, though not very plenty; it is a kind of duck but has NO WINGS. There are no snakes or serpents of any kind on these Islands. The Fish Commissioner of New Zealand came down on the same steamer with us. He had been in the United States for several months and secured quite a cargo of fish eggs, which are to be distributed in various waters of the Islands. Importation of fish eggs has been going on for several years, and their waters are fairly stocked with fish now.

Their public schools are about as numerous as ours, and all have an opportunity to get a good education.

The crescent of the moon opens towards the NORTH in all southern latitudes, while our moon crescent opens to the south. This peculiarity of the moon had never been brought to my attention until actual observation.

The Maoris, or colored natives, who originally occupied these Islands, are still to be seen in goodly numbers in many parts of the country. They are copper-colored, and about half way between our North American Indian

WANGANUI RIVER, NEW ZEALAND.

and the African Negro in physical appearance. They have black straight hair, are kindly disposed people and are treated with the greatest consideration by the whites; in fact, by the laws of New Zealand, the Maoris are to always have four of their people in the New Zealand legislature. They have had lands allotted to them, and live in any part of the country they prefer; they have every privilege that the white men have, and many of them speak English. They are not good workers, but take life easy and are strictly honest—that is, the full bloods—and will not enter a white man's house when he is absent. There are many mixed bloods among them however, called half-caste, which have a bad reputation for honesty.

On March 18th, we sailed from Bluff the south part of the South Island, on the Turbine Screw Steamer Moheno, for Melbourne, Australia, distance thirteen hundred miles. We had often heard it reported that the Tasmanian Sea was awfully rough, but we always had such pleasant sailing weather that we thought we would make the trip with smooth seas, as it only takes four days, and we started with fine weather; however before we had gotten half way across, the usual bad weather prevalent in this sea struck us, and we learned what a storm at sea was. A real sure enough storm came on, we tossed about badly, and the spray washed over every part of the ship, coming through in the social hall and first-class dining room so that everything was wet in that part of the vessel, and the boat pitched and rolled so badly that it was very difficult to keep the dishes on the table; in fact there were but few who had any desire to go to the dining room. Really the whole ship at this time was about the most dreary, wet, cold and uncomfortable place we had ever seen. Our party all

WANGANUI RIVER, NEW ZEALAND.

proved to be very good sailors, but it was running in the mind of one of us, "What did we come here for anyhow? How much more pleasant it would be at home?" I here insert a quotation cut from a paper in Hobart, Tasmania, showing the experience of the Steamer Athenic in the same storm; she came into the Hobart harbor just a few hours behind us:

"Hobart, Friday.—The steamer Athenic arrived here last night, after a rough time off the Tasmanian coast. She made a good trip from the Cape, and would have reached Hobart the day before time, but on Wednesday, with a fast falling barometer, the wind suddenly shifted to the southwest, increasing to a whole gale, with a tremendous sea and heavy rain, which continued throughout the night. By half-past eight A. M., on March 20th, the gale had increased to a storm, and the ship had arrived off Maatsuyker; but conditions were most unfavorable for making land, and the Athenic was hove-to till 6 A. M., on March 21st, when she made for Hobart. Captain Kempson, who has been trading out here for nearly a quarter of a century, states that he had never seen a bigger sea. Notwithstanding the ship's great height (the captain's bridge is 55 feet above the water line), the spray continually broke aboard and over the bridge. The Athenic left for New Zealand tonight, taking a consignment of apples for Rio de Janeiro.

Also, the Ketch H. J. H. had a rough time on the trip from Melbourne to Hobart. She arrived here today, in a battered condition. Her decks on the voyage were continually swept by heavy seas. Her bowsprit and jib-boom were carried away, her main sail split, and a boat washed overboard; the crew are all safe."

AVON PARK, CHRIST CHURCH, NEW ZEALAND.

## TASMANIA.

We arrived in Hobart, Tasmania, March 21st, after the big storm, and when we got into this sheltered harbor the sun was shining brightly, the harbor and surroundings looked very beautiful, indeed. Hobart is one of the prettiest little cities we have seen; population 55,000, all English. We took a carriage and drove over the city, and were much pleased at its appearance. The harbor is very deep and wide; it is really an arm of the sea and extends inland about thirty miles. Hobart is situated about ten miles back from the main coast on this inlet, which is from half a mile to two miles wide. At the time we were there, we saw four large British battleships anchored in the harbor; one, the Powerful, lay fine for us, and we took a snapshot photograph of her.

The whole country around this harbor is so beautiful that it is a great pleasure to view it, as we did, on a pleasant sunshiny day, from the top of a large hill which is included in the public park, or "Domain;" we thought it looked much like the Hudson at the Palisades, a short distance above New York.

The principal source of income to the people of Tasmania is their fruit crop. They raise everything in the way of fruit that we do, and are justly proud of the fine quality and appearance of their apples, pears, peaches and grapes. The Tasmanian apples have a name in all parts of New Zealand, Australia, Eastern South America and Europe, as being very fine in flavor and appearance. One old English lady who lives there told us they were "just as good as English apples." They also have very fine copper and tin mines, which are being worked just now with great profit.

HAWKS CRAG, BULLER GORGE, NEW ZEALAND.

The island was discovered in 1642 by Tasman, a famous Dutch navigator, who gave it the name of Van Dieman's Land in honor of Anthony Van Dieman, who assisted him in his work, and was at that time Governor General of the Dutch possessions in East India. Lieutenant John Bowen, with a party of convicts from Sydney, took possession of the Island for the English in 1803, and it was used for a convict settlement for Great Britain until 1856, when the Government was transferred to the inhabitants, and its name was changed to Tasmania.

## AUSTRALIA.

After a half day pleasantly spent in Hobart, we departed on our way to MELBOURNE, AUSTRALIA, which we reached early Saturday morning, March 23rd. This is a large city, about half a million population, almost entirely English. It has fine wide streets, clean and well paved, and is strictly "up-to-date" in all respects. The harbor is excellent, being really a large river, which is so built up with docks and warehouses that it has the appearance of being a huge canal. This water-way is several miles long, extending through the city, giving Melbourne great shipping facilities. At present it is the temporary capital of Australia. They have many large and fine Government buildings, schools, hospitals, churches, a Coney Island pleasure resort on the sea beach, electric and cable tramways, public parks, etc. In fact we think it looks very much like St. Louis, Missouri, or would if St. Louis did not have the coal smoke, as Melbourne is a bright, clean city. We took a drive over the residence district, made beautiful by their architectural style, and especially by

HAGLEY PARK, CHRIST CHURCH, NEW ZEALAND.

their handsome landscape gardens, which are not excelled by any that we have seen. Everything here is evergreen, and while their season at this date corresponds to our October 1st, yet all these beautiful gardens and lawns look like May or June, and look that way all the year.

The state of Victoria has about 1,000,000 population, and over half of them are in Melbourne, showing that the country districts are sparsely settled, although this is the best part of Australia.

One bright morning, we took the train for a short ride of twenty miles from Melbourne to Frankston, where our friends met us at the station, and drove the six miles to their beautiful country home, "Moondah." This place is 640 acres in extent, and we had a drive of half a mile from the entrance of the grounds to the lodge. The drive was through the native "bush," which is most picturesque in places. From the lodge gates, the landscape gardening is in evidence—the driveway lined with Golden Cypress, which is kept clipped to the same height all the way—and there were a great many beautiful flowers blooming, mostly dahlias, which grow much more luxuriantly in Australia than in America.

The house is a large stone mansion, built most attractively with great arched verandas on both the first and second stories. It is situated on a knoll overlooking the sea, and in plain view of the big ocean liners. All the rooms are big and airy, particularly the billiard room, which is arranged with a raised platform at the end, so that it can be converted into a theatre for amateur theatricals gotten up by the house parties which are often given there.

It was a most glorious day, and we enjoyed to the utmost the hospitality extended to us by these Australian

QUEENSTOWN, LAKE WAKATIPU, NEW ZEALAND

friends. This place is a typical Australian country home, and our hosts were representative of the many Australians we met, who were always delightfully cordial to us, mere strangers, and were always anxious to extend the hospitality of their homes. I do not think there is any country in the world where the people are more sincere, or more universally cordial, than in this great island continent.

We left Melbourne Monday night, March 25th, by railway, for Sidney, distance five hundred miles. This train was made up of an observation car, which is very good for this country, but does not compare with the palatial observation cars in the United States, although they charge four shillings (or one dollar) extra for a seat in it. The others were first-class compartment cars, such as are used in Europe. The track is five feet six gauge, the widest we ever saw. This train runs to the state line between Victoria and New South Wales, at a town called Albury. Here all must change cars, as the track gauge in New South Wales is four feet eight and a half inches. We reached Albury at eleven o'clock at night and found a train of sleeping cars awaiting us. These were better than we had expected to find in Australia, being cross section compartment sleepers, comfortable, but small. One end of the sleeper is set apart for ladies, and the other end for men. This train took us through to Sidney, where we arrived at eleven o'clock in the morning. Time averaged twenty-eight miles per hour for the best and fastest train on the continent.

All the railroads in Australia are built by the different states, and are better built that ours, being well laid with good, heavy rails, and rock ballasted. Each state has a different track gauge. Victoria state railways are five feet

LAKE MANAWAPOURI, NEW ZEALAND.

six inches, New South Wales four feet eight and one-half inches, Queensland three feet six inches. This prevents one road from getting the cars belonging to another and using them for an indefinite period, as they do in the United States. Of course, it forces the reloading of all passengers and freight at each state line, and much delay, but they do not seem to think that of much importance. In fact, each state has its own large seaport city, and most of the shipping is done by sea. We traversed, on the trip from Melbourne to Sidney, a poor country with thin soil, slightly undulating; it lays well enough to make good farming land, if the soil was good. This part of the country is given up to grazing cattle and sheep, and that near Melbourne is so dry at present that the stock find very little to eat, and water is very scarce; no scenery worth looking at.

On arrival at Sidney, we left same day for Medlow Bath, a beautiful summer resort seventy miles west by rail, in the Blue Mountains. This is a most popular resort for Sidney people in hot weather. It is 3416 feet above sea level, very rough and mountainous. Mr. Mark Foy, the Marshall Field of Australia, has built a beautiful hotel here, called "The Hydro." It is a quarter of a mile long and has a picture gallery almost the entire length, containing over three hundred pictures, many of which are real works of art. It also has a fine little theatre, which is used for a dancing hall when needed, and a beautiful billiard room. The hotel and ground is said to have cost seventy thousand pounds, or three hundred and fifty thousand dollars. It certainly is a great thing for the people of Sidney, and is well patronized. The price of room and board is four guineas per week, which looks cheap to us, being only

BATSONS HOUSE AND FRANS-JOSEP GLACIER, SOUTHWESTLAND, NEW ZEALAND.

about half what is charged at our summer resorts. This hotel is open all the year and has much beautiful mountain scenery around it. We stopped here eight days and explored the country in all directions. This is the Easter holiday season, and the hotel is full; the Australians have four holidays for Easter, and everyone who can, skips out to some place like this for rest and amusement; at the same time, all the people from the surrounding country flock into Sydney to see the races, which last about ten days. Business is entirely suspended, and it is just as well to be jolly and happy with the crowd, as you cannot transact any business at such times. As we are on a pleasure trip, it is all the same to us.

I have told you of the immense size of the hotel; well, I went to church on Easter Sunday at the smallest church building I ever saw, if not the smallest in the world. It was certainly in great contrast with the hotel—size 16x24—and it was not crowded. There were twenty-six persons at the service, including the preacher and the organist; the Church of England service and sermon was very good. I trust the final division of the sheep and goats will not be on the basis of the size of these two buildings.

This hotel is considered a great show place, and visitors come from all this part of the country to see it; a shilling each person is charged for a "view permit" to see the pictures and grounds. They have a farm which supplies the vegetables for the hotel; it is in plain view from the hotel, but far below us in the valley. A wire rope brings the eatables from the farm to the hotel; it takes a walk of three miles to get down to the farm and a drive of seven miles to get back. The drive back from Valley Farm is the most picturesque around Medlow Bath; nearly

MITRE PEAK AND SINBAD GULLY, MILFOED SOUND, NEW ZEALAND.

all the way the road winds through a deep gorge, with the cliffs rising high on either side. On each side of the road are wonderful tree ferns, some of which grow to a height of twenty or thirty feet; there are many different kinds of fern here, the small kind that we have entirely covering the ground.

This whole country, for many miles, is covered with Eucalyptus forest trees, called "Gum" trees by the natives; in fact it is the most common tree in Australia, as well as New Zealand, and it is most peculiar to us, as the leaves hang edgewise instead of flat, like other trees, and it sheds its bark every year, giving the trunk and limbs a bare and uncanny appearance in autumn. It makes good firewood and is used for fences, but is good for nothing for lumber.

Govetts Leap is about five miles from the Hydro Hotel and is a grand view, with abrupt cliffs about one thousand feet high. Wentworth Falls, ten miles from the hotel, is another beautiful scenic place; the view around these Falls is enchanting. There is another trip to the caves forty-five miles up and down the mountains, which is said to be very fine, but we did not have time to go there.

We used automobiles for our trips around this part of the country, as the roads are very finely graded and macadamized; these roads were built by convicts sent out from England nearly a century ago.

After enjoying a very pleasant visit at this very popular summer resort, and meeting many delightful people from various Australian points, we returned for a week in the city.

Sydney is the greatest city in this part of the world, about one century old, and has a population at present over 600,000. We had fine weather while there, neither too hot nor too cold—about like the latter part of

BLUFF, THE SOUTHERN-MOST CITY OF NEW ZEALAND.

September in our country. The Easter holiday sports filled the city from all parts of New South Wales, the races being the greatest attraction. The race course is about two miles from the central part of the city; we went there on Saturday, April 6th. The grounds are the finest we ever saw for races, and there is nothing fast enough to please the Australian sport, except the running races. We saw six races during the afternoon; the course is a WELL-SODDED GRASS PLAT, one and a half miles around. One was a steeple-chase over hurdles, which was very disastrous, both to the riders as well as the horses. Five horses started in this race, which was one three-mile heat or twice around the course; before the heat was finished, one horse had fallen and broken his neck, and two others had fallen and broken legs, so that they had to be shot; only two horses finished. The riders, fortunately were not seriously hurt. They told us it was seldom that so many horses were hurt in a race, but it shows what desperate racers these people are—the horses are forced to their utmost, without regard to consequences.

The attendance was estimated at 30,000. So far as we could observe, everybody—men, women and children (except our family)—were betting on the races. As soon as one race was finished, the whole audience would desert the seats, rush to the betting place, put up their money and return to see the result. They think they cannot enjoy the race unless they have something at risk; it seems to be natural for these people to bet on everything. They do not enjoy a social card game unless they bet on the game; if they win they accept it with good grace, and if they lose, they say, "Never mind; will make it back next race" or

TURBINE STEAMER "MAHENO," 5282 TONS.
CARRIED US SAFELY THROUGH THE WORST STORM WE HAVE EXPERIENCED AT SEA.

"next game." To us, it seemed extraordinary to see the ladies betting on horse races or card games.

This race course is large and the amphitheatre, or grandstand, is amply large, so that everyone is accommodated with a good seat under shelter, without overcrowding. There are eight hundred members who belong to this Jockey Club. The initiation fees are one hundred pounds, and the annual dues are fifty pounds. The Australians say the running stock is better for their climate than the trotter, but I think that the qualities of the runner do not compare at all with the trotting horse for general utility purposes.

Next day being Sunday, we attended the Church of England, which is a large edifice, and heard a grand, good sermon; subject, "Christ Driving the Money Changers Out of the Temple." In his remarks, the preacher mentioned that he had heard that some churches in Australia had raised funds for church work by having public balls, keeping the young people out nearly all night, also by private theatricals, and by horse-racing. He compared these ways of raising money for church work with the occupation of the Temple for merchandise purposes, which Christ disapproved.

The harbor of Sydney is one of the largest and best in the world. Sidney people say it is the most beautiful of any, and the largest except that of Rio Janeiro. The entrance is between two high head-lands less than a mile apart, and the coast line inside is over fifteen hundred miles all deep water, so that ships of any draft can go anywhere, and docks without number can be built to accommodate all kinds of shipping trade. The bay or harbor is not a wide, unbroken sheet of water, but is usually half a mile to

HOBART HARBOR, TASMANIA. ENGLISH BATTLESHIP "POWERFUL" IN DISTANCE.

two miles wide, and has a great number of arms cutting into the mainland. Also, two small rivers empty into this bay; both are deep and navigable, for the largest steamers, twenty miles or more.

On this coast line is built the city of Sydney, and its beautiful homes. The coast is almost always rock, and rises from nothing to one hundred feet above the sea. Outside the business part of the city, along the water's edge, many of the most elegant homes are located, surrounded by the most beautiful grounds, greatly improved by the art of the landscape gardener.

We had the great pleasure of being invited to tea at one of these handsome homes lying on a small promontory in this never-to-be-forgotton harbor. This home covers about four acres and is reached by steam ferry from the central business part of Sydney in ten minutes. The residence and grounds face south and east and gradually rise to about fifty feet above sea level, with a private swimming pool and boat landing at the water's edge. Two landscape gardeners are continually employed to keep the grounds, flowers, shrubbery and grass plots in the most perfect order; being a semi-tropical climate, the whole place has the appearance of perpetual Spring; this is only one of a thousand such homes. We were royally treated while in Sydney by many of our newly-made Australian friends. One of them took us for a half day's excursion in his small steam yacht, which enabled us to get a bird's-eye view of this beautiful harbor and its enchanting shores.

Sydney has several very fine lines of steam ferry boats, which all start from Circular Quay, and all street railways start from the same place, in the heart of the business district, and from this point one can reach any part of this

HOBART HARBOR, TASMANIA.

great harbor very quickly. We counted seven large British Men-of-War, lying at anchor, while the ocean liners and freight steamers were many times too numerous to count.

This harbor with its great shipping facilities, is what has built up this great city, and with the greatest island continent behind it, which has only just begun to expand, there is not the slightest doubt of the continued prosperity of Sydney. There is one unpleasant thing about this harbor; its waters are infested by sharks, which cause the death of several persons each year. Bathing, except within fenced enclosures, is not safe; some time ago, while a pleasure party were out in a yacht, a lady put her hand over the side of the boat in the water, and the hand was snapped off by a shark.

They have a fine training ship here for boys, between ten and eighteen years of age, who have been arrested for misdemeanors. We visited this ship and were much pleased at the appearance of the boys—three hundred and seventy-eight in number, and not one in the hospital, which is a fine record for the commander. They are under the regular navy rules; everything on the ship is neat and clean, and many of the boys enlist in the navy when they are discharged from the training ship. The captain showed us every courtesy; he also mentioned that his boys were so fond of swimming near the ship that the sharks usually got one or two of them every year.

There have been several cases of bubonic plague in Sydney during the last few months. The authorities are very careful and keep every case which appears in a hospital for this special disease, and disinfect all premises where it appears. It is now on the decrease, although there were


WEST COLLINS STREET, MELBOURNE, AUSTRALIA.

two new cases reported during the week we were there, and we were warned to be very careful about our diet. Of course, when one is a long way from home, such things do not sound pleasant, and if we feel slightly indisposed for a day, we begin to think perhaps we have the plague. It is a deadly disease and much more feared in this part of the world than cholera, yellow fever or small-pox.

We sailed from Sydney April 10th, on the S. S. Eastern (Captain W. G. McArthur), for Hong Kong, China, regular run twenty-three days, with six stops on the way. After two days, we anchored at the wharf of Pinkenba, which is the port for Brisbane, nine miles up the harbor by rail. This harbor is not good, the water being too shallow; large steamers do not go higher than Pinkenba, and cargo is brought down on lighters.

Brisbane is the capital of the state of Queensland, population 125,000, a beautiful young city with a rapidly developing country around it. Nearly all the sugar in Australia is raised in this state; the soil is very fertile, and the climate is semi-tropical. The city in appearance is more like St. Joseph, Missouri, than any we have yet seen. There is one peculiar thing about their homes: On account of high water, which is liable to overflow the lower parts of the city and suburbs, they build their houses about four to six feet above the ground, on posts. They say this is also more healthy than to have the houses built on the ground, as the wind has free circulation under and keeps them dry and cool. The water coolers here instead of using ice, are hung on a rope, so that they swing in the air, which has the effect of keeping the water cool.

There are a great many fine public buildings in Brisbane, and the Central Railroad Station is quite as good

AUSTRALIAN COUNTRY HOME, FRANKSTON, NEAR MELBOURNE.

as the Union Depot in St. Louis. The railways are built and owned by the state and fares are much lower than with us.

We spent one day here and drove over most of the city, also drove out to the home of the Supreme Court Justice, whose family we had met at Medlow Bath, where we were very cordially entertained. The Judge has an elegant country home with beautiful landscape gardens, finely located on a hill overlooking the city. The River Brisbane flows into Moreton Bay here; it is a beautiful stream and is navigable for small steamers twenty-four miles above the city of Brisbane. The Labor Party has control in politics in Australia, and they have passed laws deporting all colored laborers, and have actually deported all the colored laborers that were working on the sugar plantations, taken them by force and sent them to the Fiji and Solomon Islands, where most of them originally came from. They also passed laws giving the sugar planters six pounds (or thirty dollars) per ton bounty on the sugar raised, thinking this would make up for the extra wages the sugar planters would have to pay for white labor; but the planters are now in great trouble, as they cannot get enough white labor to work in the cane fields in this tropical climate. Unless these laws are changed speedily, the raising of sugar cane will have to be abandoned entirely. In fact, the planters say that there will never be any more cane planted in Australia.

Our steamer called at Townsville for cargo, but the harbor is shallow, and we were compelled to anchor some distance out; the freight was brought out in small boats, or lighters.

We also called at Cairns. The water there is shallow, and we were compelled to anchor seven miles out to sea.

HYDRO HOTEL, MEDLOW BATH, AUSTRALIA. (Rear View.)
EUCALYPTUS TREE IN FOREGROUND; SHEDS ITS BARK, BUT NEVER SHEDS ITS LEAVES.

As the scenery there is fine, we took a small steam tug and went ashore, then took the railroad and went twenty miles up the mountains to the Barron Falls. This water-fall is seven hundred feet high, and a beautiful sight, it is the finest water-fall in Australia, has a large volume of water flowing now, and this is their dry season. All the scenery in this mountainous country is fine. The Barron Falls are ten hundred and sixty-five feet above sea level, and that is as far as we went, but the railway continues to rise for many miles, and on the top of the mountains is twenty-five hundred feet above sea level. We saw two other water-falls which were beautiful, but the volume of water flowing over them at this season is small. This is a narrow gauge road, three feet six inches; the grades are steep, and curves sharp; the Horseshoe Curve here is a fine sight. Then there are fifteen tunnels which we passed through in our twenty mile ride. This railroad has two hundred miles of track in North Queensland, and does a big freight business, transporting the products of mines along its lines. They have copper, tin, gold and silver, in good paying mines; also, they raise a large amount of cane sugar, some coffee, and considerable corn (they call it maize). This is a tropical country, and they grow all the tropical fruits, such as bananas, pine-apples, etc. The country is comparatively new and will, in time be of great importance in mining and agriculture, provided they change their laws so that they can get colored labor to work on the plantations. Labor is scarce here now, and the country will be very slow in developing until the labor laws are changed.

The weather is excessively hot in Cairns, but fairly pleasant when we got up in the mountains.

THE CASINO, HYDRO HOTEL, MEDLOW BATH, AUSTRALIA.

We called at Cooktown next, named in honor of the great navigator, Captain Cook, who discovered all this country; did not go ashore, as the harbor here is shallow, and our steamer anchored quite a distance out and took her cargo off in lighters.

The Great Barrier, as it is called, is a coral reef extending about twelve hundred miles along this coast from Brisbane to Thursday Island. At some places it is only about five miles off the coast, and some places it is over a hundred miles. There are many openings, where ships can go through, but the ships in this trade steam along the coast inside the coral reefs, and the water is almost as smooth as a river. These reefs are usually out of water at low tide, but most of them are covered with water at high tide.

Along this coast, Neptune has forced up many rock Pyramids, one or two hundred feet high, looking at a distance almost exactly like Egyptian Pyramids, probably to mark the location of some great submerged mountain.

The sea here is GREEN in color instead of the usual sea blue. There are so many rocky mountain heads in this channel that it is not safe for a steamer drawing twenty-four feet of water, as the Eastern does at present, being heavily loaded with cargo, to run during the night. Therefore, we anchored two nights while in this dangerous part of the ocean. It seems strange to be anchored while out to sea, but there are many places here where the sea is so shallow, that we found no trouble in making the anchor take hold in ten to fifteen fathoms of water, and, the sea being calm, we lay quite easy until daylight.

We had a concert entertainment on board ship, and, much to our surprise, found some pretty good talent for

CHURCH OF ENGLAND, MEDLOW BATH, AUSTRALIA, SIZE 16 FEET BY 24 FEET; ONE OF THE SMALLEST CHURCH BUILDINGS IN THE WORLD.

singing, cake walk, dancing and comic recitations. A pleasant evening was spent, and a collection of four pounds was made up for the benefit of the Sailors' Home in Sydney.

We counted five wrecked vessels in plain sight, as we passed through this dangerous channel. Some of them were wrecked many years ago, and some recently. There they lie, with their blackened hulls, masts and boilers in plain view, as a daily warning to the mariner to be ever on the alert to avoid similar disaster. We were invited up on the bridge by the Captain to get a better view; he lent us field glasses to scan the horizon, but requested us to take position on one side of the bridge and not to speak to him, as he must give every instant of his attention to the course of the ship, and his orders to the man at the wheel required a change in the direction of the steamer almost every moment. "Well," said the Captain, "I always heave a thankful sigh of relief after passing that place."

We passed a fleet of pearl fishing vessels off Thursday Island (which is the most northerly point of Australia). They are small sailing vessels, about sixty feet long, with five men to each boat. One of these is the diver, who goes down to the bottom in a diving suit with a rubber hose fastened to it, so that they keep him supplied with fresh air by use of an air pump, also an apparatus to haul him up whenever he gives the signal that he wishes to come to the surface. In these waters where pearl fishing is going on, the sea is from thirty to one hundred and twenty feet deep, and the diver can remain under water ten hours a day if he chooses to do so. He creeps along on his hands and feet with his face about two feet from the bottom, searching for pearl shells. These are brought to the surface and opened

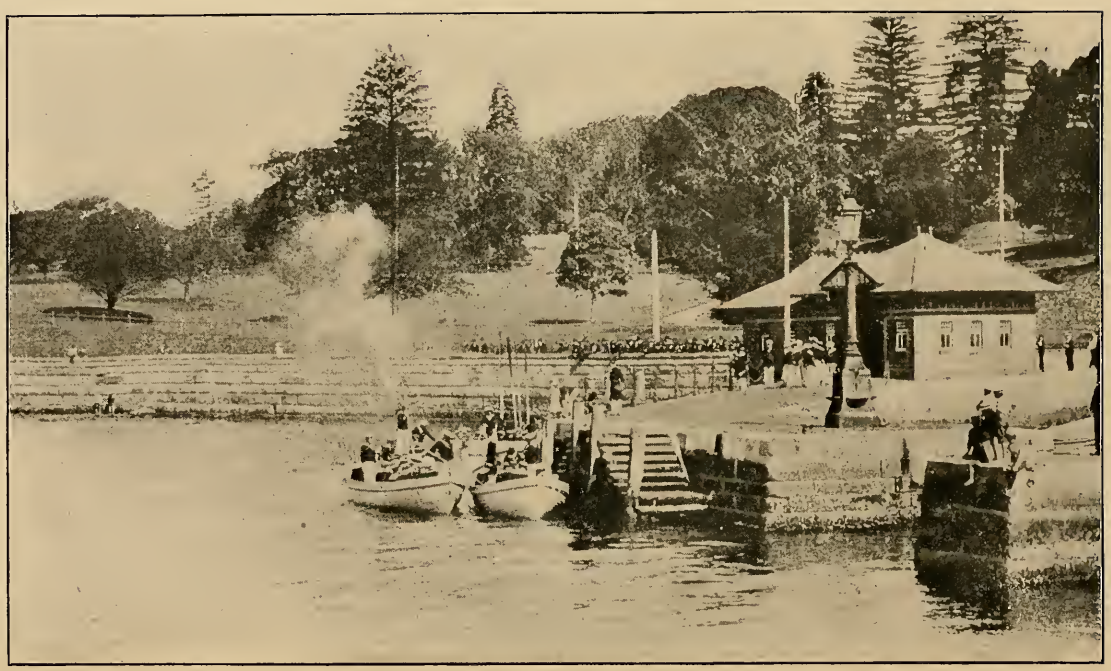
CIRCULAR QUAY, SYDNEY HARBOR, AUSTRALIA.

in search for pearls. The shells are also sold for a good price; at present they sell for one hundred and fifty pounds (or seven hundred and fifty dollars) per ton. The value of the pearls themselves may be very small or very large, all depending on the luck they have in finding pearls. These pearl fisheries are not nearly as productive now as they were several years ago, as they have been pretty well fished out. Occasionally a diver is fortunate enough to find a very fine, large pearl which sells in the London market for two thousand to five thousand dollars, but such finds are extremely rare. Although there are plenty of sharks here, they will not attack a diver in his suit.

After rounding Thursday Island Light-house, we steamed almost directly west across Carpentaria Gulf, about five hundred miles to Port Darwin, the most northwesterly point in Australia.

On April 20th, our fellow traveler, Colonel A. H. Kellogg, of Brooklyn, N. Y., who has been one of our party since leaving San Francisco, celebrated his sixty-seventh birthday. The passengers gave him a fine dinner, having the usual birthday cake, with lighted candles and the United States Flag in the center, and played Dixie and Yankee Doodle on the piano, giving three rousing cheers for the Colonel and one for the United States. One of our passengers, Mr. H. Seal, of Australia, who is a natural born artist, but not a professional, drew a comic sketch, showing the Colonel on horseback, which was presented to and will be highly prized by him.

Last November, the S. S. Australian, belonging to this line, and a sister ship to the S. S. Eastern, on which we are now sailing, was wrecked one hundred and twenty miles north-east of Port Darwin. This northwest coast of



MAN-O'WAR STAIRS, SYDNEY HARBOR, AUSTRALIA.

Australia has the most terrific tides, rising from twenty-seven to thirty feet. What is the cause of this tremendous tide, we have not been able to learn. The Australian, which was running in the night, and too near the coast, was swept on the rocks by this great incoming tide. A big hole was stove in near her bow, and another near her stern. Fortunately, there was no loss of life. Part of the crew and passengers rowed to shore, about a mile distant, that night, part remaining on board and were taken off next morning. That part of the cargo which was not ruined by water has since been taken off, but the ship still lies upright and has not been broken up, although she has been swept by the waves and tides for the past five months. Our Captain says possibly she might have been floated again if she was nearer to ports which have appliances for doing such work, but it is twenty-five hundred miles to Sydney, Australia, and same distance to Hong Kong, China, and the expense of bringing wrecking boats so great a distance has prevented an effort being made to float her. It is likely that she will remain where she is for years, another constant and unpleasant reminder to all mariners who sail this coast to be on the alert to avoid a similar fate.

We arrived at Port Darwin, Sunday night, April 21st, and landed early in the morning, Monday, to look over the town while the S. S. Eastern discharged about eighty tons of her cargo. This harbor is fine; we tied up alongside the wharf at low tide. The town is called Palmerston and is beautifully situated on land about a hundred feet above the sea level. Located only eleven degrees south of the Equator, they have real tropical weather and raise all the tropical fruits and vegetation. The place is situated on the extreme northwest corner of Australia and is quite new,

MARTIN PLACE, SYDNEY, AUSTRALIA.

as compared with the eastern part of the continent. They have a railroad running back one hundred and fifty miles into the interior, but it is not overloaded with business and only runs trains twice a week. They have fine tin mines here, also some copper and gold mines; although the weather is intensely hot, the people told us that the place was healthy.

There are many Chinese laborers here, and we saw many Aborigines, or the people who inhabited Australia before its occupation by the English. They are negroes, much like the African negro, but not as robust in appearance, and of very low order of intelligence. As this part of the country is very sparcely settled by whites, the most of these native negroes have drifted to this section. The Government does not give them as much consideration as we have given our Indians; they give them a blanket each, every year, and a little food once a year, not enough to last them long; however, the weather is warm, and they do not need much clothing, so they exist with very little assistance; their numbers are becoming less every year; they will not work.

The most of this part of Australia is given up to grazing; there are many cattle on these ranges, and in this part they are not so much troubled with drouth, as they are further south. One cattleman who lives near Palmerstown told me that they DRIVE their cattle to Sydney to market, and that they are just now starting the fat cattle to Sydney, as this is the cool part of the year and they stand the drive better than in summer, as it is fifteen hundred miles by land to Sydney. The drive must be a big undertaking; they ought to ship them on steamers.

BEAUTIFUL HOMES ON SYDNEY HARBOR.

They have a great many wild buffaloes in this part of the country; these are not like our buffaloes, but like the Egyptian and India buffalo cows, which they use in Egypt as milk cows, and work cattle, called water-buffalo; they are not native to this country, but have been brought here. The kangaroo is a native wild animal to be found in all wild parts of the country. There are a great many in this section—good, big fellows, as large as a six-foot man. Australia also has a very large bird, much the size and appearance of the ostrich; they call it the Emu. They have no value, as their feathers are worthless; the Aborigines eat their flesh, but it is not considered fit to eat by white people.

The exports from this great continent are principally wool, frozen mutton, beef, wheat, gold, tin and copper. Their gold production last year was sixteen million pounds sterling, making them the third largest gold producers in the world, only Africa and the United States being ahead of them, and their gold production is increasing. Australia, being only about one hundred years since first settled by the English, is comparatively small in manufactures. Most of her manufactured articles are brought from Europe. England furnishes the largest part of her imports, and the United States comes second; most of their agricultural machinery comes from the United States.

The commonwealth of Australia is divided into six states, viz: New South Wales, Victoria, South Australia, Western Australia, Queensland and Tasmania. These were each separate colonies of Great Britain until about six years ago, when they were permitted to form a Federal Government. In many respects, they have followed the forms adopted by the United States, but the home

MANLY BATHING BEACH, SYDNEY, AUSTRALIA.

Government of England appoints the Governor of each state, and the Federal Governor of the whole. Each state elects by vote of the people five Senators to the Federal Congress, and the Representatives, or Congressmen, are elected on a population basis. They have not yet built their Federal Capitol buildings, in fact, they have not yet decided where their permanent Capitol is to be located; at present, the seat of the Federal Government is temporarily located at Melbourne, and there is considerable strife between Melbourne and Sydney as to where the capitol shall be located.

Each state has its own banks, which issue their own bank notes, but the notes or bills issued in one state, are not good in any other state. To illustrate, while we were in Melbourne, we used bank bills issued in the state of Victoria, but before going to Sydney we must exchange any of these bills we had on hand for gold sovereigns, for if we take the Melbourne money to Sydney, we would have to immediately go to the Sydney banks and pay a discount to exchange it for Sydney money.

Australia uses the English coins of gold, silver and copper. The people are nearly all English or their descendents, and are to-day more like people of the United States than any other people in the world. They are energetic and pushing in business, and very hospitable. We have never had so much cordial entertainment extended to us by any people outside of our own country. Although we have only been in this great island continent one month, yet we formed many most pleasant acquaintances, which we hope to see some day in the United States.

The commonwealth of Australia at present has a population of less than four millions and good territory

PARK, OPPOSITE WENTWORTH HOTEL, SYDNEY, AUSTRALIA.

enough to support twenty millions without crowding. Part of her territory is subject to such severe and long protracted droughts that her progress has been retarded. Her people can to some extent, avoid loss by droughts, by sinking artesian wells, by irrigation, and by putting up hay to feed their stock in such emergencies. The labor laws are at present greatly retarding the progress of this great country; eventually, these laws will, without doubt, be set right, so that labor can be brought here under proper restrictions, and when that is done, Australia will make more rapid progress than has ever been dreamed of by her most wide-awake citizens. The climate is so delightful, and the soil so productive, that when they get plenty of labor and plenty of water, their permanent prosperity will be assured.

Our Panama canal, when built, will be of untold benefit to both Australia and New Zealand. It will be much the shortest and quickest route to London. The Oceanic Steamship Company, which has been running between San Francisco and Sydney, Australia, for several years, have decided to discontinue the line, as they did not get a subsidy from Congress, which they claim they should have for carrying the mail. New Zealand has been giving them one hundred thousand dollars per year for carrying their mails. We should have a first class steamship line in this trade, and it should belong to the United States and carry our flag. A subsidy should be given them, enough to justify good steamships, quick and regular runs, as Australia and New Zealand will continue to increase their trade with the United States, if we give them the proper facilities. Being new countries, they would be great customers for us in the future. However, if we have no steamship line

CORNER OF RESIDENCE, WITH FAMILY GROUP, BRISBANE, AUSTRALIA.

between Frisco and Sydney, this trade will be mostly diverted to other countries.

We have often heard of "flying fish" but never saw them until coming here; we thought they did not really fly, but JUMPED out of the water a few feet. In fact, they are a small silver-colored fish, from six to eight inches long and have wings about half their length. They jump out of the water and fly along quite near the surface, sometimes one hundred feet, and sometimes as much as one thousand feet. Many of them fly in a bunch, but usually singly.

We crossed the Equator, April 25th; the Captain blew the steamer whistle to let us all know when we crossed it; but the sea was as placid as a mill pond, so that we did not feel the "bump" which is usually felt in crossing the equator(?) Speaking of "placid sea," we have been jogging along on this steamer from Sydney to Manila, four thousand five hundred miles, for three weeks without the slightest swell. I never saw so calm an ocean—many days so smooth it is glassy, and reflects the clouds hanging lazily in the horizon; no breeze except that made by the headway of our vessel; weather warm enough for thinnest clothing; still, we keep fairly comfortable by getting on the shady side. With such a lazy boat, on such a lazy sea, what could be more ideal for a lazy man?

There are so many islands on this course that we have only been out of sight of land one day. We have fifty first-class passengers, who are pleasant fellow-travelers, twenty second-class and two hundred Chinese coolies in the steerage. These Chinese are rather interesting to us, as they are the first we have seen—that is to notice their customs. They are as cleanly in appearance as the usual

BARRON FALLS, AUSTRALIA. 700 FEET HIGH.

steerage passengers on Atlantic liners, but they are all gamblers and spend the most of their time in gambling with dominoes; they enjoy it greatly, and talk and laugh very much; they are as noisy as a lot of magpies. We notice them at their meals, eating with chopsticks. They eat boiled rice as their principal diet at every meal, and three vegetables. At some meals they have meat; each Chinaman has his individual bowl, holding about a quart; this he fills from the tub of rice. They sit on their legs on the floor in bunches of about half a dozen in a circle, having the vegetables in pans in the center of the circle. Each then proceeds to shovel from his bowl into his mouth as much rice as his mouth will hold, then they each dip their chopsticks in the pans and take a mouthful of vegetables or meat, if they have any, and so continue until their meal is finished. The crew are all Chinese, and they do their work quietly and satisfactorily. Nearly all the steamers that touch at China ports use only Chinese for seamen. Not long since, Australia and New Zealand have passed laws prohibiting all Asiatics from entering their countries, except when a bounty of one hundred pounds (or five hundred dollars) is paid, and that is equal to prohibiting their coming into the country, but they did not deport those who were already in the country, so that there are in some parts of Australia, many Chinese coolies, or laborers, at this time. They are keen after the money, and, labor being so scarce, they get good wages, same as the white men, usually seven shillings (or one dollar and seventy-five cents) per day. Many of them have small garden farms, raising vegetables near the cities. They are very economical, living on about one-fifth the expense of a white man,

A BUSY DAY IN PORT DARWIN, AUSTRALIA. PRINCIPAL STREET AT 11 A. M., SUN SHINING BRIGHT AND HOT.

and, when they are old, they invariably go back to China to die, and if they die while away from China, their bones are sent home for interment.

## PHILIPPINE ISLANDS.

The first glimpse we had of the Philippine Islands was in passing through the Basilan strait, where we were quite close to shore and saw the town of Zamboangi, on the Island of Mindanao (which is about one hundred miles northeast of the great Island of Borneo). A small number of United States soldiers are stationed here; we did not stop, but could easily see "Old Glory" flying on the flag-pole over the parade grounds.

"Oh! of course I don't always rave,
Whenever I see the old flag wave,"

but it's the emblem of the land I love, and looks mighty good to me, especially when I haven't seen it for three months.

The country around Zamboangi looks better than any we have seen since leaving Australia, and we have seen islands almost without number. This part of Mindanao Island is covered with cocoa-nut groves, and the ground is kept clean of undergrowth; further back, the mountains rise to a height of ten or fifteen hundred feet, and are planted half way up with banana trees, all being deepest green, which makes a very pretty picture.

About forty miles south of Manila, we passed Mt. Halcon, 8865 feet high, situated not far from shore. The top is high above the clouds, which hang lazily half way up

GROUP OF AUSTRALIAN ABORIGINES.

its side. This is the highest mountain in this part of the Philippines, and is a fine sight, as it is covered with green verdure to the top.

We anchored in Manila Bay, about two miles out from the city. This bay is almost like an ocean, as it is about forty miles wide. The water is usually about one hundred feet deep, but is shallow near Manila, so that boats carrying large amount of cargo have to anchor well out and unload into lighters.

We were at Manila, the so-called "Pearl of the Orient," or the "Venice of the Far East," April 29th and 30th. This is the greatest city in the Philippines, and the capitol; population 265,000, mostly Philippinos, a few Chinese, and other nationalities, also the headquarters for the U. S. army and navy, which are stationed in this archipelago. It is a better place than we expected to see. The original city lies on the south bank of the Pasig river, and is surrounded by an old Spanish wall built of stone, about thirty feet high, but the most of the business is on the north side of the river. Nearly all the business buildings are two stories high. The oldest are built of stone, but those built during the last few years have the lower story built of stone and the upper story of wood, that they may the better stand the earthquakes. In these buildings, the upper stories are used as residences. There are many pretty looking residences in the suburbs, surrounded by tropical trees and gardens, mostly occupied by Spaniards or their descendants. They are built of stone the first story, and wood second story, with tile or galvanized iron roof. The native homes, however, are usually built of wood the first story (and frequently on wood posts about six feet above the ground, for free air circulation under the house), and the second

MID-DAY STREET SCENE, MANILA, PHILIPPINES. TOO HOT IN THE SUN.

story of bamboo poles thatched with grass, and roof made of same materials. Sometimes the whole house is made of this material. Nearly all the poorer houses are one story high, made of bamboo poles thatched with grass. They keep out the sun and rain if kept in good repair, but we saw many which were sadly in need of repairs.

On April 18th, just eleven days before we were at Manila, they had a severe earthquake, which lasted fifty minutes and did much damage by cracking buildings. Fortunately, no one was killed, and no buildings were thrown down. Earthquakes are frequent here. It is one of the hot places of the earth; temperature ranges 75 to 96 degrees. It was 94 the two days we were there, and humidity great, which makes it too hot for exertion until the sun goes down. Then everyone who can, goes out on the Luneta, a very pretty drive alongside the City Park, and the barracks. The bands play in the park, and the whole populace, as well as our soldiers, come out for a little fresh air and recreation, and drive, walk or sit, until about eight p. m. when it is time to go home for dinner.

We were at the Metropole Hotel, the best in the city at this time, only been open about a month and has the merit of being clean, but the cooking is Spanish, and if there is any kind of cooking that is always bad without any exception, it is the Spanish. The beds are bamboo frames with a light cotton pad about two inches thick for a mattress, and awfully hard; yet I was tired and could have slept had it not been for the mosquitos, as I had a revolving fan overhead, which ran all night, and made a little breeze. The Philippino servant carefully placed the mosquito net and tucked it under the mattress all around. I guessed that we would have trouble, and, when ready for

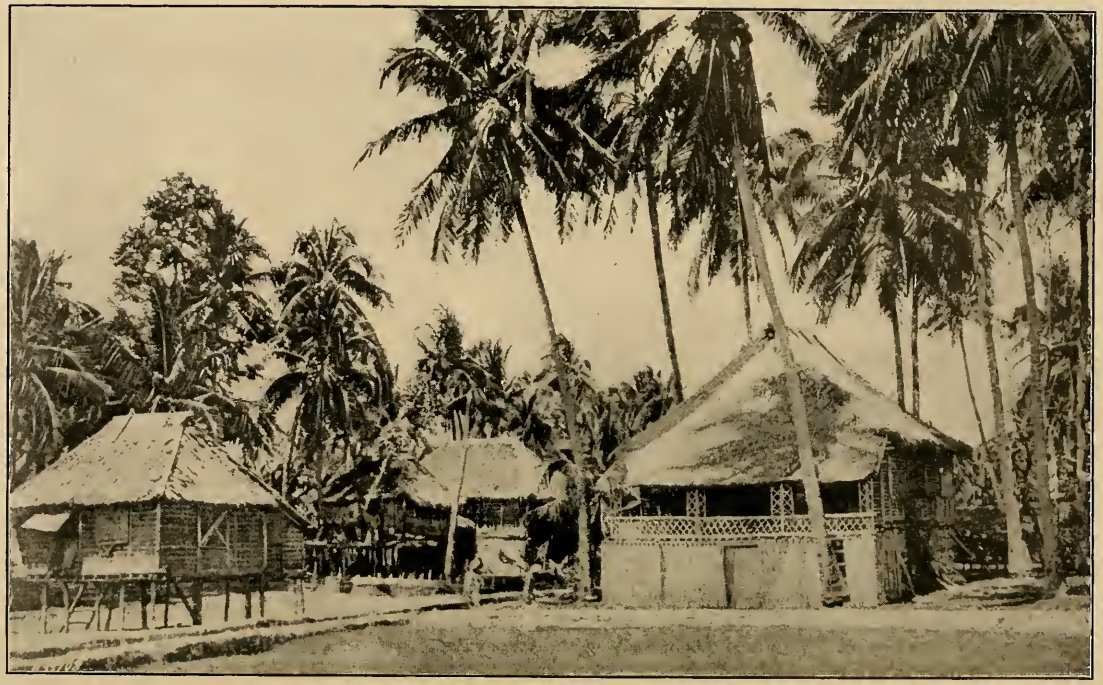
OLD CATHEDRAL, MANILA.

bed, made a quick rush and flank movement, intending to leave Mr. Mosquito on the outside, but it was no use, as this insect knows the ways of humanity and made it a point that we should not be separated. He does not make any great noise about what he can do, but quietly and persistently does his best to make it lively for his victim. I have fought mosquitos in temperate climes where we always have frost every winter and kill off the old ones, so that we only have one season's crop at a time, but here these insects never die, unless by chance one can hit them a good heavy blow; therefore, we had them of all ages and sizes, from the ordinary yearling up to the ninety-nine year full-grown driller, and a solid army of them. I thought I could reduce their numbers by a good long fight, but in the end, had to give it up; they were too many for me.

Manila is in latitude fifteen degrees north, and has an annual rainfall of eighty to ninety inches. The rain begins about June first and continues most of the time until December. From December first to June first is their dry season, and during this time they have almost no rain.

Since the United States have taken charge of the Philippines, they have done much for Manila, by building good streets with pavements and keeping them clean, and have built many sewers. They are still building sewers, and have made the city quite a healthy place, as compared with what it was in old times under Spanish rule. We did not hear of any cholera or plague in the city while we were there, and if any contagious diseases were at that time in existence, they were so well under control, as to be no menace to the general health of the city.

A tramway, or electric street railway, has recently been built out to Fort McKinley, six miles, where our



DUMAGUITTE, ISLAND OF NEGROS, PHILIPPINES.

government is doing a great and good work in building permanent barracks for our soldiers, on high ground (Manila is perfectly flat), where they will have good sewerage and good air, and will, without doubt, be of great benefit to the health of our soldier boys.

A fine electric tramway runs to all important parts of the city, fare twelve centavos (equal to six cents) for first-class and ten centavos, second-class; Philippino motormen and conductors and very good service. All the policemen of Manila are Americans, dressed in the army uniform—fine large men and the most polite, accommodating policemen I have ever met.

There are several fine bridges over the Pasig River, which is navigable for many miles above the city. In the American quarter, there are several American stores, which carry fair stocks of goods, handled same way as in the United States, with good sized store rooms and plate glass show windows, and clerks wearing shirts and trousers, but the principal business of the city is done in small shops, size about ten feet wide and twelve feet deep, mostly by Chinese and native Philippinos, and their clerks are half naked; in fact, the most of them only wear trousers and sandals while waiting on their trade. There are a few shops owned by Germans, Spanish and English, where the proprietors wear European dress and the clerks wear shirts and trousers, but these are few, and their stocks are small; in fact there is no need of anything in this climate but the thinnest clothing, and not much of that, so that the dry goods shops cannot have a big business. The most of the trade is in groceries, coffee, wines, tinware, crockery, hardware, rope, etc., usually only one class of goods in each store.

NATIVE PHILIPPENO HOMES, NEAR MANILA.

The Philippine Islands are extraordinarily fertile. With heavy rainfall and tropical heat, they raise great crops of sugar, rice, coffee, fruit, hemp and tobacco, also there is much heavy timber here, which will sometime be of great value. The principal exports at present are sugar, cigars and hemp.

The Philippino pony is a first-class wiry little horse, about seven or eight hundred pounds in weight. He is a good pony for the saddle and is the only animal used for driving, mostly driven single to a two-wheeled cart. Some very nice pony teams are driven to a light four-wheeled Victoria. They give good satisfaction and move along at a good pace for this hot country. The beast of burden for heavy loads and all kinds of farm work is the water-buffalo, a large animal about ten or fifteen hundred pounds in weight, with a hide like a rhinoceros, and horns growing side-wise and turning back, frequently five or six feet across. In the city, he is usually hitched in shafts, with a crooked stick across his neck for a yoke, and a strap hitched to his nose as a rein, and worked to a two-wheeled dray. He is patient and moves very slow, and the same can be said of his driver; they make a good team, never in a hurry, but get there some time, and it is too hot to hurry or worry. This animal does good work in the hottest weather, but must be unhitched part of the day to roll in the water and mud. When permitted, he will lie in the water with his head only sticking out, and is perfectly contented.

As we passed out of Manila Bay, we saw four of our fine battle ships, each with four funnels, anchored near Cavite, about six and a half miles west of Manila. That is where the spanish fleet lay when our gallant hero, Dewey, annihilated it nine years ago. We passed out through the

STREET SCENE, MANILA.

regular channel just to the north of a big fort on a fine elevation of two hundred feet, standing directly at the entrance to the bay. The channel here was filled with submerged mines at that time, and Commodore Dewey, having a pilot who was well acquainted with these waters, went in through a small channel south of the fort and very close to it. This narrow channel, it is said, was not mined, and the Commodore slipped in very early in the morning before the Commander of the fort comprehended what was going on.

Our Government has placed schools in parts of the Philippines, where it is safe to do so, and are teaching the English language and trying to make the native Philippino fit for self-government. When this object will be attained is hard to foretell. These natives are not inclined to work, and insist on payment for their labor before the work is done. Many capitalists have ventured at different times to start plantations in these islands, "where every prospect pleases and only man is vile," and have suffered great loss because of lack of labor. While those natives near Manila are rather intelligent, after many years contact with the Spanish, and the last nine years with our own people, still, taken as a whole, it would be folly to expect them to be self-governing at this time. The natives of the interior would rather fight than work. One of these natives, who had been captured recently while in warfare against our army, was asked what he was fighting for. Reply, "Am fighting for my country." Question, "What country is yours?" Reply, "I don't know." Another was asked what he was fighting for. Reply, "Am fighting because of the land tax." Question, "Have you any land?" Reply, "No." It would seem that such people as these have not sufficient civilization and education to be

PEAK BUILDINGS AND WATER TANK, HONG KONG.

self-governing, and such schemers as Aguinaldo can easily stir them up to armed resistance to the United States, who are doing so much for them. We should at the earliest possible time give these Philippinos their independence, and let them govern themselves under a Republican form of government, but when will they be fit to entrust the governing power to them? It now looks like it would be several years, and in the meantime, our Uncle Sam is spending the lives of many of his soldiers and many millions of dollars every year, for no return either now or in the future, except for the civilizing of these poor, ignorant people. ARE THEY WORTH THIS GREAT SACRIFICE? The climate is such that our soldiers cannot live here without much sacrifice of life by sickness. Really it is not a white man's country. No white man can stand the heavy work of a laborer here; at least, but a short time. Still, we have the Philippinos, and how can we honorably get them off our hands? I think we should gradually make soldiers of them, under white officers, starting with one regiment of Philippinos, picked from those best educated and civilized, and increase their number as they seemed to be suited for soldiers, until all the army in the Philippines would be natives, with white officers, except perhaps one regiment; and change the laws regarding this country, so that Chinese laborers can be imported to work under competent direction, no Chinese to become permanent residents, but to be returned to China when his labor contract expires. The Chinamen are good workers, and they would in time greatly improve the country. Two hundred thousand Chinese laborers could readily be had on contract, and in ten years they would make a different country of the Philippines. Perhaps, by the end of ten years, the natives

EXHIBITION OF CRIMINAL IN "THE STOCKS," STREETS OF HONG KONG.

would begin to work, after having a good example before them. Also, take the brightest of the natives and send them to the United States and educate them thoroughly in our schools in large numbers, then return them to the Philippines; and make school teachers, native officers and Philippino congressmen of them. If our Government would persevere along this line long enough, we could entirely withdraw from these islands with credit to ourselves, and, we might hope, with great benefit to the Philippinos, but it would require years to accomplish this much-desired end.

Another thing: The United States should at once abolish all custom duties on the products of the Philippines when imported into our country. This would greatly assist in the development of the country, and would be a long step toward the final independence of these islands. It would not ruin the sugar planters of Hawaii, or the tobacco growers of the United States, as these commodities are not at present raised in such large quantities as to overstock our markets, and our consuming power will increase faster than the Philippinos' ability to increase their output. We should give these people a fair chance to make an honest living by work.

## CHINA.

We crossed the China Sea in fair weather and pleasant sailing, although this sea is swept by typhoons and is nearly always very tempestuous, and landed at the great city of Hong Kong on May 2nd. This city and island on which it is situated belongs to England. The European part of the city is built up with fine stone structures from four to

CHINESE CREW ON BOARD A SAMPAN, HONG KONG. THIS SMALL SAIL BOAT IS THE HOME OF THIS FAMILY.

six stories high, with well paved streets, cleanly swept; it looks much like the best parts of Paris. The harbor is one of the best, and this is one of the largest shipping ports in the world; ships ply regularly between Hong Kong and nearly every important port on earth. All ships anchor out in the harbor and discharge their cargo into lighters. The harbor is about two miles wide and many miles long, and so filled with ships that it is the busiest port I have seen—large ships and small ships, steamers and sailers, Chinese junks and Chinese sampans, with a great number of small steam launches and pleasure boats. This is a FREE PORT for all nations—free in every sense—no duties or quarantine regulations. Any ship can come and go as she pleases, provided, of course, that she does not attempt to trespass upon the rights of others, and the whole harbor is under the British guns, which are planted in all desirable places on the hills. The city is built on a narrow strip of land along the south side of the harbor and extends nearly half way up the side of a mountain, which rises eighteen hundred feet abruptly. There is a cable tramway part of the way up the side of this mountain; we went up to the end of this line, then took a Sedan chair, carried by two natives, for about a mile, always climbing, then walked about a quarter of a mile, still climbing. When we reached the top, we expected to have a fine view of the city below us, but a cloud interfered, so that the view of the city was not good, but the view of the harbor and the other side of the island was very good. The mountain tops are fortified, and the position is a commanding one. They could sink any ship in the harbor in a short time; I would call these fortifications the Gibralter of the East.

NINE-STORY PAGODA, CANTON.

We stopped at the Hong Kong Hotel, a large stone structure in the central part of the European quarter; it was filled to overflowing with English and American tourists.

We saw no horses or oxen in Hong Kong. All the carriage business is done by Jinrikshas, or Sedan chairs; fare, for short distances, five cents in Hong Kong money, equal to two and a half cents our money. The coins used in Hong Kong are called dollars and cents. They are coined by England, but the coins are like the Philippine money, worth just half as much as ours. The banks also issue bank notes of the denominations one, five, ten and fifty dollars; in these banks the Chinese are clerks, tellers and cashiers. They are quick about their work, and have a good reputation for ability and honesty. Whenever one comes out on the sidewalk, about a dozen rickshaw men run around shouting in Chinese that they desire to haul you wherever you wish to go. Most of them cannot speak English, and if you hire one of them you must know the city well enough to know where you wish to go, and then direct the rickshaw man which way you wish to turn at each corner. These rickshaws are in great numbers in all parts of the city. Any merchandise like boxes, barrels, or casks, or material for building, such as stone, timber, or any heavy freight, is placed on trucks or carts and pushed or hauled by men.

The sampan is a small boat about twenty or thirty feet long with a few bamboo sticks bent over the middle of the boat, and covered with canvas; under this there are seats for four to eight persons. The fare on a sampan is twenty cents Mexican or Hong Kong money; they usually carry one large sail and are manned by the whole family. One

A DOZEN PASSENGERS ON BOARD STEAMER "EASTERN."

we were in had the father in the stern to guide the boat, and two big lusty daughters to hoist the sail and pull on oars, also a little daughter, FOUR YEARS OLD, with an infant three months old strapped to her back. We asked the father how long this little girl carried the baby; he said all day. Usually, the whole family live on the sampan and sail it, and there are a great number of them always ready to take you in a short time to any place in the harbor. The tourist usually goes up the river from Hong Kong, one night's run on the river boats, to CANTON, a purely Chinese city of one and a half million population.

Upon reaching Canton, we were greeted by our guides, Ah Kum and one of his sons, who were to take our party of seven through the maze of Canton streets. We were each seated in a Sedan chair carried by three men; the streets were so narrow that we were carried one behind the other, with Ah Kum in front, and his son in the rear; if we met others in chairs, there was barely room to scrape by.

It is impossible to really give anyone who has never been in Canton any idea of this great, teeming population, shut up in the little boxes of houses. The streets simply look like a comic opera scene in reality, and one feels as if really on the stage as a part of the setting. The tiny little open shops, with their big, gaudy hangings inscribed with Chinese characters, the small round-eyed children who rush out when they see the foreigners, to call "Ching Ching" in their soft little voices and hold out their hands beseechingly—the entire scene was picturesque in the extreme. There is nothing to mar the real Orientalism of the place; everything is so thoroughly Chinese, that one feels as if one had stepped out of the nineteenth century back centuries and

TEA-HOUSE, SHIMONESEKI.

centuries. In the first few hours, we felt a little nervous; one hears so many stories of the foreigners who have disappeared here, etc., but after going from one narrow street to another and watching the faces of the fast moving population, this feeling passes away, for the people all seem an orderly lot, and either paid no attention to us, or greeted us with stares of curiousity, in which no malice is mingled. We went to two big temples, one called the "Temple of the Five Hundred Gods;" there we saw rows and rows of big gilt gods; each person can pick out his own particular god to worship. The one that interested us most had an abnormally long arm, and when asked the reason for it, our guide said, "He was the god that put the moon up into the sky, so he needed a long arm." These temples are very elaborately decorated with pottery moulded into the shape of animals, men, trees and the like; these decorations stand out from the wall proper and are very ingenious. Another temple was dedicated to the ancestors of one family; this family has now thousands of members, and as they die, their names are inscribed in Chinese characters on a thin strip of wood and placed in pockets on the wall. Some places are more expensive than others, and it depends on the wealth of the person which particular part his name will be in when he dies; in this Hall of the Ancestors, there is a big court, around which are built numerous rooms, some of which are used for a school.

We visited several shops in the morning, to see the painted rice-paper pictures, the old embroideries, the linen and ivory, which is all worked in Canton in the small shops and houses. Visitors usually eat their lunch in the five-story Pagoda, which is on the top of the highest hill,

NAKAJIMA CANAL,, NAGASAKI, JAPAN.

but the day before our visit, there had been an explosion of gun-powder, which damaged the Pagoda so much that we had to eat our lunch in the Governor's picnic garden, which is quite a pretty place.

After lunch, we went to see the "City of the Dead," which was so terribly damaged by the explosion; this place is a huge building on top of a hill, divided into small rooms, built around a court full of plants and flowers; in each little room is placed the coffin of some distinguished personage. The explosion destroyed the roof, and we had to walk around piles of debris, but everything was being repaired as quickly as possible. When we asked if any people were killed by this explosion, the guide said, "Very few, only forty." That is the way they regard life in China. We saw the famous water-clock among other things; before the present day of clocks, this was the time-keeper for the city; there is a huge cask full of water, and a spigot fixed to it. through which a drop of water falls every second. The bucket into which it falls has a float in it, inscribed with Chinese characters, and this indicates the time of day; at each hour, an enormous board, on which is written, in Chinese, the time, is hung out on the tower so that all the people may see it. We were there at twelve o'clock, just as they were changing this sign; we felt as if we were back in the middle ages. The only disagreeable thing was the numerous unpleasant odors we encountered, but, taken as a whole, the Chinese in Canton are really very clean; most of them have clean faces and bright eyes. The fruit and vegetables in the shops were washed clean, and we saw pans and pans of little slabs of rice cake. It is an exploded theory that the Chinese eat rice only. They have all sorts

JAPANESE TEA CEREMONY.

NAGAYA, JAPAN

YOKAHOMA, LOOKING DOWN FROM THE BLUFF.

and kinds of food. They say, "Eat dog to make Chinaman strong, eat cat to make him stronger, and eat rat to make him strongest." We saw several dogs being boiled, and that wasn't very attractive.

There are, however in Canton, over sixty Protestant churches, many of them with regular congregations larger than ours, also a fine, large hospital, costing over a hundred thousand dollars, where there are over two thousand surgical operations every year, and THIRTY THOUSAND applications for medicine per year; also a women's hospital, fully equipped, and a hospital for the insane. These medical missionaries are acknowledged by all to be a great power for good, and have converted great numbers who would have been reached in no other way. There is a small hotel here, where Europeans or Americans may stop, but the best plan is to go up on the river steamers in the night, see the city during the day, and come down the next night to Hong Kong; you will see all you wish of Canton in one day. The river steamers are very good and give one good meals going either way, and leaving Canton at five p. m. you have a view of the rice fields along the river, and many pagodas. Their story is that whenever a Chinaman gets enough of this world's goods, he undertakes to do good to his fellow men by building a pagoda, and builds it as high as his money will go; this has the effect of bringing a blessing to his countrymen in that vicinity by keeping off the insects from their crops.

In harbor at Hong Kong, a joss boat passed us, gaily decked with Chinese flags, colored papers and flowers, they fired a few firecrackers, had some Chinese music, and one man on the bow of the boat danced. After the dancing

JAPANESE LADIES OUT FOR AFTERNOON PLEASURE DRIVE.

stopped, another burnt some paper in a small bowl held on the end of an iron rod; this is supposed to scare the evil spirits away.

In the Chinese quarter of Hong Kong, where the people are very much crowded, one Chinaman was sitting with his feet in the stocks, and a placard on his breast, on which was written the offense for which he was being punished. For minor offenses, this may be more effective than our plan of jail sentence, as public opinion evidently is a matter of much importance in China, as well as in our own country. Then as a punishment for serious offenses, they simply cut the head off. While to us that looks like a ghastly and uncivilized way of dispatching criminals, I am not sure but it has a better effect than our way of punishment.

We sailed on the good ship Eastern, May 5th, from Hong Kong for Moji, Japan. Sorry that we did not have an opportunity to stay longer in Hong Kong, but during our short time in China, and our observation of the Chinese there and elsewhere, for he is in almost every port in this part of the world, we formed a very good opinion of John Chinaman. To illustrate: While in Hong Kong, a lady of my acquaintance lost her purse, containing sixty-five dollars, and, of course, was much distressed about it; however, she went back through the shops where she had been, and when she came to the place where the purse had been left, it was restored to her with entire contents. This is mentioned to demonstrate the generally accepted belief that Chinamen are honest. Also, he is, as a rule, quiet, inoffensive and industrious. He needs the white man to direct him, but is ready to do his work cheerfully.

TEA GARDEN, SHIZNOKE, JAPAN.

SACRED BRIDGE, ACROSS RIVER DIAYA-GAWA, NIKKO.

THE 101-STEP JAPANESE TEA HOUSE.

On our way to Japan, we cruised along the China coast for two days and saw THOUSANDS of small Chinese fishing boats. Sometimes there were three or four hundred of these boats in sight at one time, and as much as ten or fifteen miles out to sea. Usually there were four men in each boat, and the fishing was done with nets; fish are the the principal meat they have in China, and there is greater demand than supply.

## JAPAN.

Our first sight of Japan was at Moji, the western entrance to the Inland sea, where we anchored in mid-harbor for half a day and one night, to take on coal. The coal used by steamers here is what we would call slack in the United States, but is fairly good for making steam. The small boats loaded with coal come alongside, and the Jap women load it into the steamer. They use small baskets holding about half a bushel each, and form a line, passing the baskets from one to the other, keeping a continual stream of coal going into the steamer; they handle the stuff quickly.

A Geisha dance having been arranged for us, we went ashore at Shimionoseki and took "rickshas" to the daintiest little tea-house imaginable. Before entering, we were asked to remove our shoes, which we did, and were then escorted by pretty tea-girls across the soft straw matting, through the house and upstairs, where we were asked to sit upon flat cushions which had been placed all around the room. The rooms in a Japanese house are divided by sliding rice-paper partitions, so that it is a simple matter to

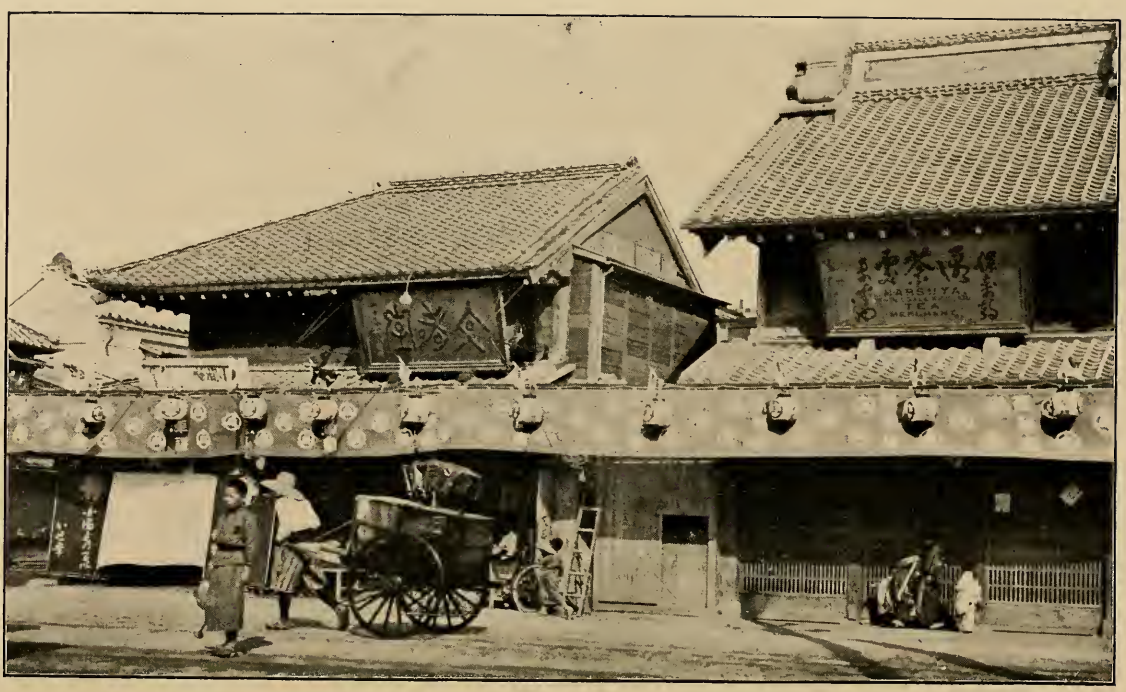

JAPANESE FRUIT STORE.

convert the whole floor into one large room. The outside blinds were also pushed aside, disclosing a narrow little balcony all around the house, which overlooked a miniature garden filled with dwarfed trees, attractive flowers and a dainty little waterfall (we afterwards found that this was simply a representative tea-house, as there are many of them, just as charming, all over Japan). While we were looking about, the little tea-girls had been moving noiselessly around, serving their guests. Each person was first supplied with a "tabako bon," a tray holding a tiny bowl with live coals lying in ashes, and a section of bamboo stem. This is used by smokers instead of our commonplace matches and ash receivers. Then came the Japanese green tea and sweetmeats, made of rice-cake and bean jelly. After that, with great ceremony, they passed around the "sake" or rice-brandy, which tastes and looks like the weakest sherry, although it fills the air with alcoholic fumes; the Japanese drink it from shallow little porcelain cups that hold barely a tablespoonful. With the "sake" we were served with apples and oranges, which the tea-girls peeled for each guest. After we had finished eating, the musicians and dancers appeared. The musicians sat in a row at the back, while the dancers occupied the center of the floor. They were all prettily dressed in dark kimonas, embroided in gold or light colors, with brightly colored "obies," or sashes. Their blue-black hair was beautifully arranged in big loops, like all the Japanese women, and decorated with flowers, or colored pins. The Japanese women do not wear hats or bonnets; a milliner would starve to death there. The Geisha dance is a series of slow, gliding movements, changing from one attractive pose to another. It is accompanied by wierd, slow airs, played on

STREET SCENE, YOKAHOMA.

queer Japanese instruments, and a very monotonous song, which explains, in Japanese, the meaning of the different parts of the dance. These Geishas are professional dancers and singers, and necessary to every entertainment. A Geisha dances as soon as she is old enough to be taught the figures, and to chant the poems which explain them. When she begins to fade, she takes her place on the mats to play the accompaniment for her seccessors. We were much interested in it all, more particularly because their ideas of a "dance" were so totally different from what we expected to see. When we left, the troop of maidens followed us to the entrance, and as we went down the street, we heard their sweet sayonaras (farewell) ringing after us.

We were all day winding through the Inland Sea, and fortunately had a beautiful day for it. The fame of this Inland Sea is world wide, and I do not think it has been overdrawn. There are great numbers of islands so closely studded together that it requires a special pilot to get through safely. They are from one to five hundred feet high, with little valleys between the hills, often a little village and sloping sandy beach, where numbers of fishing boats are drawn up on the pebbly shore. All these islands are covered with green verdure, and in every available space is a little patch of rice or barley. The cultivated places are terraced one above the other, to the tops of the hills. In places where the ship's course lay between two high hills, the Japs have located forts and planted canon, so that the place would be very uncomfortable for an enemy in time of war. Along the ridges or tops of these highlands are frequently planted a row of trees close together, which gives a very artistic appearance to the landscape. There




STREET SCENE, YOKAHOMA.

are some manufacturing towns scattered among these islands; one has many factories with tall chimneys. On another they have a dynamite factory with five large buildings and a tall smoke-stack to each, and many small houses for the storage of the dynamite; one of these factory towns is devoted to smelting copper. The fishing industry is the most important of all in these parts, and wherever one turns, there are many fishing boats in sight.

The varied island views were so beautiful that the day seemed too short for us, and we regretted to spare the time, even to take our meals. We arrived at Yokohama on a bright, sunny Sabbath morning, and a beautiful sight met us as we steamed into Yokohama Bay. This bay is almost a sea in size, and when we arrived it was filled with all manner of ships, large and small. Among the lot were two of Uncle Sam's battleships, the Colorado and the West Virginia, also one French man-of-war, as well as four British men-of-war, several large passenger steamers, many cargo steamers, some beautiful pleasure yachts standing out to sea under full sail, and small craft too numerous to count. Also, on land, looking straight away over Yokohama, was the giant snow-capped mountain FUJIYAMA, exactly like it looks in the many pictures of it which nearly everyone has seen. Standing out boldly against the sky, it is, no doubt, the most symmetrical cone shape of any large mountain. It is 12,400 feet high and covered with snow, except in July and August. A friend was telling us of a party that recently started to climb to the top of "Old Fuji." They traveled one day on the upward journey, when they were caught in a snow storm and compelled to camp in the storm for two days, then they were delighted to get a chance to come down. In July and August, the

MISSISSIPPI BAY, YOKAHOMA.

ascent is made by any good mountain climbers without great danger, and a great many natives then do this pilgrimage. This mountain looks quite near from the bay, but is seventy-five miles from Yokohama.

This city is the largest shipping port of Japan and has over 300,000 population. The Grand Hotel (European), where we stopped, is very finely located on the Bund, and sitting on the front veranda one has a splendid view of the whole harbor. There is a telescope for the use of the guests, which enables one to bring the ships so close that you can count the men on deck. The rooms are large and comfortable, and many have bath rooms, which are the first private bath rooms we have seen since leaving the United States; also, there are several other good hotels here.

We were glad to have an opportunity to attend the Church of England service, as we had been on the steamer nearly five weeks from Sydney.

I do not consider Yokohama a beautiful city, as the streets are only twenty or thirty feet wide, with a few exceptions, and the most of the Japanese houses are one story frame buildings, although there are several new stone blocks recently erected, four or five stories high. Most of the streets are kept remarkably clean and frequently swept and sprinkled; there are very few horses here; nearly all the carriage driving is done in jinrikshas, and the most of the trucks for hauling heavy loads are pulled and pushed by men; man power is cheap here. The usual fare for the "rikshaw" is ten "sen" for a trip, equal to five cents in our money. The vehicle is quite comfortable and moves along at a good fast trot on the level ground, but cannot make much headway going up hills without two men—one to pull and one to push. How quickly these Jap rikshaw men

STREET SCENE, YOKAHOMA.

learn the tricks of our own cabmen; on going ashore, I took a rikshaw for the Grand Hotel; the trip was made satisfactorily; I asked the rikshaw man how much I owed him, and he replied; "fifty sen," which I paid, and learned afterwards that the correct fare for the trip was TEN SEN. There are many quaint, pretty places about the city which can be readily reached by getting a rikshaw man that can speak English, and jogging about at your convenience.

Yokohama is built mostly on a level plateau, only a few feet above sea level, but the European and American residences are built on the bluff which rises about a hundred feet high, just back of the city proper. I have seen but one beggar since coming to Japan, and, strange as it may seem, he was a poor drunken hobo, and an American. The Japs, although most of them are in poverty, are energetic and industrious, and do not beg. There is a good street car line in Yokohama, but the natives usually walk, and those who can afford it ride in jinrikshas.

After a few days in Yokohama, we left for Tokyo, only twenty miles north by train; the railway passes through a level plain, or valley, which is in the highest state of cultivation, all under irrigation, much of it planted to wheat and barley, which will be ready to harvest about June first. There are many other crops of vegetables, and occasionally a field of tea plants, which grow about three feet high and look like a hardy shrub tree, also a few fields of mulberry bushes, to raise leaves which they feed to silk worms; but most of the tillable land here is used for growing rice, which is just being planted now. The rice fields at present have about three inches of water over them, and the farmers are digging up the mud, getting the ground in readiness to plant. They work all day in the water and

PRIVATE GARDEN, YOKAHOMA.

mud up to their knees, with a long hoe, turning over the soil. One would think this rather unhealthy work, but these people think it is all right. Notwithstanding the large amount of rice grown, the Japanese do not raise enough for their home consumption, and annually import about 17,000,000 yen in value, of rice. The poorer people cannot afford rice as a diet, but use barley, with rice occasionally as a luxury. All this plain is cut up by small canals for irrigation, and sub-divided into small lots of about an acre each, with a little earth bank raised around the plots so that they can be flooded when necessary without interfering with other fields.

In this vast plain, we saw no horses or oxen; the men, women and children do ALL the labor, planting, weeding and harvesting, without the aid of horsepower, and where the ground is a little too high to flood the field, they raise the water by man-power pumps. They cannot afford to have animals to do such work, as it would cost too much. I have seen women in the mud and water a foot deep, hoeing the ground for rice, with babies strapped on their backs, and children begin work as soon as they are old enough to understand. Wherever there are hills that have soil enough to raise anything, they are cultivated clear to the top, one terrace above the other, and weeds are not permitted to grow at all; they need all the earth will produce for crops. It seems strange that they grow scarcely any fruit in this part of Japan. Small fruits like berries, are plentiful. We had many strawberries, which have the finest flavor, but there are no fruit trees at all in this part of Japan; no apples, pears, peaches or grapes, and while there are thousands of cherry trees, which are noted for their beautiful blossoms, THEY NEVER BEAR CHERRIES.

STREET SCENE, YOKAHOMA.

Why this peculiarity I did not learn, but the climate in the southern part of Japan is fine and many of the hillsides, when the soil is too thin to raise grain, would, no doubt, bear fine apples, pears, peaches and that class of fruits, and as they need all that their land will produce, it seems to me that they should do a great amount of fruit raising. Also, they have no sheep in Japan, while five-sixths of all their country is so mountainous that it cannot be cultivated.

Tokyo is the most important city; population nearly two millions (about as large as Chicago). In the central part of the city is the palace of the Mikado; the grounds about this palace are very large—I should think one hundred acres. There is a rock wall about thirty feet high surrounding these grounds, and a moat, or canal, outside these walls, about one hundred feet wide, and the water in it is about six feet deep. The palace is reached by bridge; ordinary mortals are not permitted to visit the palace or call on the Mikado without special permit from the proper authorities; hence the Mikado did not have an opportunity to meet us.

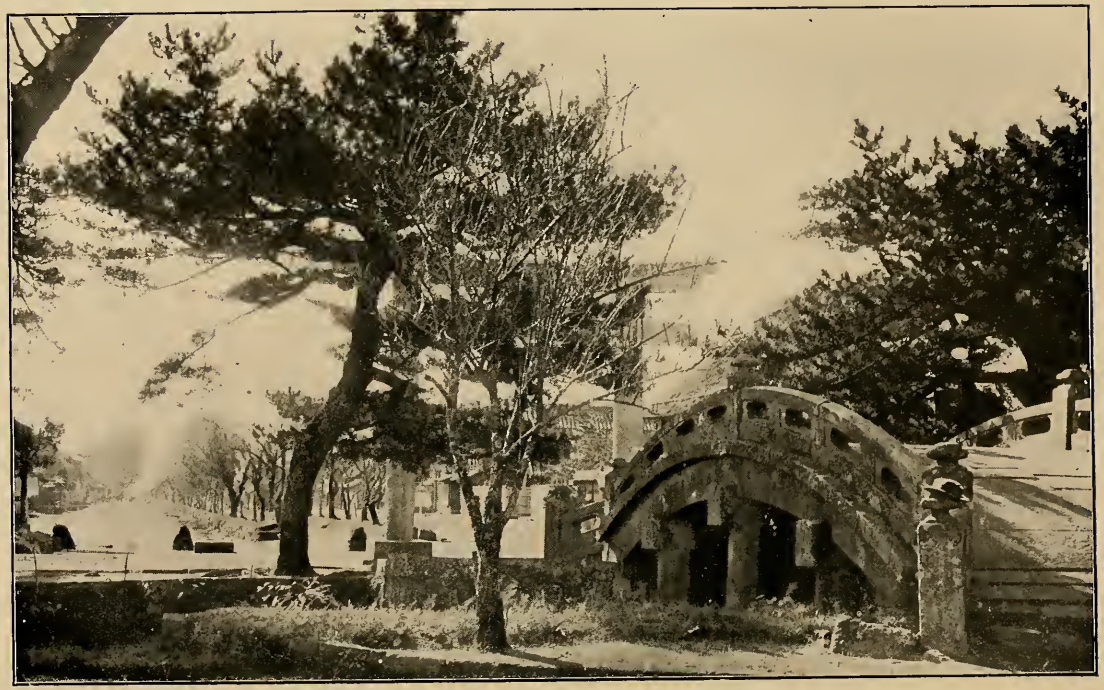
The House of Commons and Senate Chamber are in the central part of the city, and are quite ordinary in outside appearance, and rather old buildings, but the judicial, navy, army and treasury departments are all fine new stone structures, evidently up to date in all respects. All these public buildings are near the palace grounds, and in this part of the city, which has evidently been rebuilt during recent years, the streets are about one hundred feet wide, well paved, and look like a modern city. The Imperial Hotel is located near these public buildings and is the best in Tokyo, although the Metropole Hotel is said to

STREET SCENE, YOKAHOMA.

be about as good, and both are managed by the same company.

There is an electric tramway in Tokyo, and it does a great business; cars crowded like they are in our large cities; fare "four sen," equal to two cents, and is a good paying investment at that. They are now building an elevated tramway through the central part of the city, carried on massive brick arches—very expensive to build, but this is such a great city that anything of this kind will pay a profit. The most of the old part of the city is narrow streets twenty to twenty-five feet wide, with one story frame houses and open sewers on each side. While they keep these streets well swept and sprinkled, yet these open sewers have a very bad odor, and I would think would be very unhealthy. They sometimes have fires here, which destroy vast areas of their tinder-box houses, and when this occurs, in rebuilding the streets are laid out regular and wide; much of the city has already been improved in this way, and the remainder will be when they have more fires.

Tokyo lies on Tokyo Bay and is flat or level; we took a carriage to do the city with our guide; this is an extraordinary thing, as there are very few horses in Tokyo; we did not see half a dozen carriages, while in the city. The jinriksha is the popular way of traveling here, and it is a very good way too; however as we wanted to do a large part of the city in a short time, we hired a two-horse carriage with a driver and footman, or out-runner; this footman was for actual service and not for style. Whenever we came to a crowded part of the street, he would run ahead and yell to clear the street, and give us important personages room, and the good natured Japs would take



SACRED BRIDGE, KAMAKURA, JAPAN.

his word for it, and immediately make room for us, so that our horses usually went a good trot.

We visited a flower show, which was good, although it was a little late in the season; the Wistaria, however, was at its best and very beautiful. We also visited a SHINTO TEMPLE, a wooden building of not prepossessing appearance, but gaudily painted, with a small canal in front and a sacred (?) bridge over the canal; the bridge being too steep for mortals to walk over, we crossed on a small foot bridge.

There were no idols in sight at this temple, but a few Japs were occasionally calling and would throw a small coin on the matting at the front of the temple. When this was done, a boy who stood by the side of the gateway would strike a gong loudly.

The Tokyo Exposition is now going on, and it is a very creditable exhibit of the manufactures and artistic work of Japan, and well worth a careful inspection. The general plan of the buildings and the scope of the exhibits is much like the many World's Fairs we have in the United States. We made two visits to this show and would have been glad to view it more thoroughly if we had time. It is a Japanese exhibit and shows only Japanese materials, manufactures and products. We saw many very fine water-color and cut velvet pictures, all done by Japanese artists. They have the usual side show entertainments, including a Ferris Wheel over a hundred feet high, and a large theatre, where we saw the far-famed "Geisha" dance. The Japanese band at this theatre was composed of fifty musicians, and their music was much applauded by the large Japanese audience, but I think these people are fully two thousand years behind the rest of the civilized world in music; at least,

HACHIMAN TEMPLE, KAMAKURA, JAPAN.

this was the poorest music I have ever heard, and I have heard the Chinese tom-toms and Turkish music. The dancing girls were beautifully dressed in Japanese costumes, and while it was not much of a dance, still that part of the show was good, as their motions were very graceful and pretty.

The city of Tokyo is a great manufacturing center, and has several large factories which work wood and metals, but the most of the manufacturing in Tokyo is done by the Japanese in their own homes, where the whole family work, in fact, the most of the city is occupied by people who are doing some kind of work on the first floor and live upstairs. Comparatively little machinery is used, everything being made by hand. Although this is one of the greatest cities of the world, it is a silent city—no factory whistles, no ringing of bells, no rattle of wheels on the streets. The jinriksha man trots along like a man in his stocking feet, or in hauling a loaded cart, moves noiselessly; on waking at seven in the morning, the only noise to be heard was the cawing of big black crows, or ravens, and there are a great many of them in Tokyo. They seem to be quite at home and are not molested by the people.

From Tokyo, we went by rail to Nikko, distance eighty-eight miles, time five hours, on express train. The railroads here are four foot gauge, and first-class cars have the seats lengthwise of the car; this is not as comfortable as our plan of seats. The express trains run seventeen miles an hour; don't know when we would "get there" on the ordinary train. The country is not so fertile as we near the mountains, but the hillsides are covered with the most beautiful wild azalias in full bloom. Nikko is small, only has one well paved street, but that is about two miles long

"DIABUTSU," THE GREATEST BUDDHA IDOL.
(See Our Party in Lower Part of Photo.)

with a rushing mountain brook running down the gutter on either side. It is situated on a small mountain river, the Daiya-gawa, which has water enough in it to make a continual roar as it leaps over the boulders. There are a great many curio stores along this street, and some factories where they are making more curios, also a cotton mill run by water power, which employs five hundred hands. There are two good European hotels and a number of temples; in fact, the temples are the attraction for the tourist, as well as the Japanese visitor, and they are said to be the finest in Japan. There is an avenue of cedar trees over twenty miles long, leading from the valley up the mountain to these temples; these cedars were planted two hundred years ago and are the finest specimens of cedar I have ever seen; they average about two feet in diameter, and over one hundred feet high. The trees are planted in two rows and the branches meet over the well gravelled road; they stand quite close together, about six feet apart, and are very uniform in size and shape. It is said they were planted by one of the Shoguns, who was too poor to build a temple; Nature has assisted him, so that his work shows better at this time than the best of the temples.

After lunch, we climbed the mountain about half a mile to view these temples. The first we visited was a Buddhist temple, called Iyayemitich. There are three long flights of stone stairs to climb before we reach the temple, which could not be called a place of worship after our ideas. First, you pass through a gateway, which is guarded by two huge statues about ten feet tall, with ferocious faces and horns, looking much like the images of His Satanic Majesty. These two face us as we approach the gate, and two others of the same kind face us after we pass the gate.

ISLAND OF ENOSHIMA, AND BRIDGE CONNECTING WITH MAINLAND.

This is the usual style of gateway to all these temples. Both outside and inside of this gateway are a great number of LAMPS, which have been presented to the temple. There are at least three or four hundred of them, about ten feet high, lamp and pedestal of the Japanese pattern, most of them cut out of solid stone. Many however are made of bronze and are artistic. These lamps are placed close together and cover a large part of the court; they have been there so long that many are covered with moss, and, being a rainy country, everything has a damp forest moss if long exposed to the weather. Another long flight of stone steps, and we are at the door of the temple, where we take off our shoes and put on felt slippers and enter. This removing shoes is not a form of reverence for the place, but to protect the floor and matting from being soiled or damaged. This temple is about sixty feet long and twenty feet wide and twenty-five feet high, and empty, except for four cylinder-like metal boxes, which are said to contain the Scriptures. There is a fee of a few cents for admission, and one seedy-looking Jap, called the priest, but I think he was the janitor, sat near the door. Just back of this room, and a part of the same building, is another room which we were not permitted to enter, a kind of Holy of Holies. The Buddhist does not preach sermons, and the people do not gather in numbers at the temple, but a few sometimes kneel before it and "pay their respects" (they do not offer prayers) and leave a few copper coins of very little value. On leaving the temple, we climbed two very long flights of stone steps to view the tomb of the Shogun, Ieyasu Ieyasu, who built this temple three hundred years ago. The monument which marks his resting place is made of bronze, about twenty feet high, of a fanciful pattern, some-

UYENO AVENUE, TOKYO.

thing like a Japanese lamp. The burial place, about fifty feet square is paved with flat stones and enclosed with a high stone wall. Just before the gate to this enclosure is a small chapel about forty feet long and twenty feet wide, quite pretty in appearance. This temple and tomb, and, in fact, all the temples at Nikko are situated in a forest of Cedar trees, which are very high and cast a deep shade over the whole place.

On leaving this we visited a Shinto temple. Here we pass a fine pagoda one hundred and four feet high (six stories), through a Japanese stone gateway, then another gateway, or arch, guarded by devilish looking stone images, both inside and outside the gate, and take off shoes as before. At this temple, there were nearly a dozen Japanese kneeling, "paying their respects," and leaving a few copper coins. This room was about forty feet long and twenty feet wide; the walls were decorated with wood carving, and floor covered with straw matting. At one end was a small waiting room, where the Mikado rests when he comes to the temple. There was a similar room behind the first where we were not permitted to go. Our guide told us there were three images, or idols in this room; we saw no images or idols in any of the temples. There are two buildings near this temple, same style of architecture and appearance as the temple, which are used by people who care for the grounds and temple, as their living rooms, and another small building, same style, where a Japanese woman dances the "sacred dance" if one gives her a small coin. The dance consisted of a slow and graceful movement of the arms and body, and the tinkling of a small baby rattle with one hand, and waving a fan with the other—not

TEA HOUSE, TOKYO.

much of a dance and not worth the money. Another temple was visited, but was similar to the Shinto Temple just described.

All these temples are gaudily painted in red and gold lacquer. This painting stands the weather extraordinarily well; while they are repainted every two years, they look as fresh now as if the paint was applied yesterday. Such bright colors make them a dazzling show when one first beholds them. Also the sacred Red Bridge which spans Diaya-gawa River at Nikko is painted in the same dazzling colors; this sacred bridge is closed to the public except twice a year, when pilgrims to the temples are allowed to cross it. About one hundred feet down stream is the temporary bridge, which common people use every day—a very good bridge, too, but does not shine with paint like the red and gold-lacquered sacred bridge.

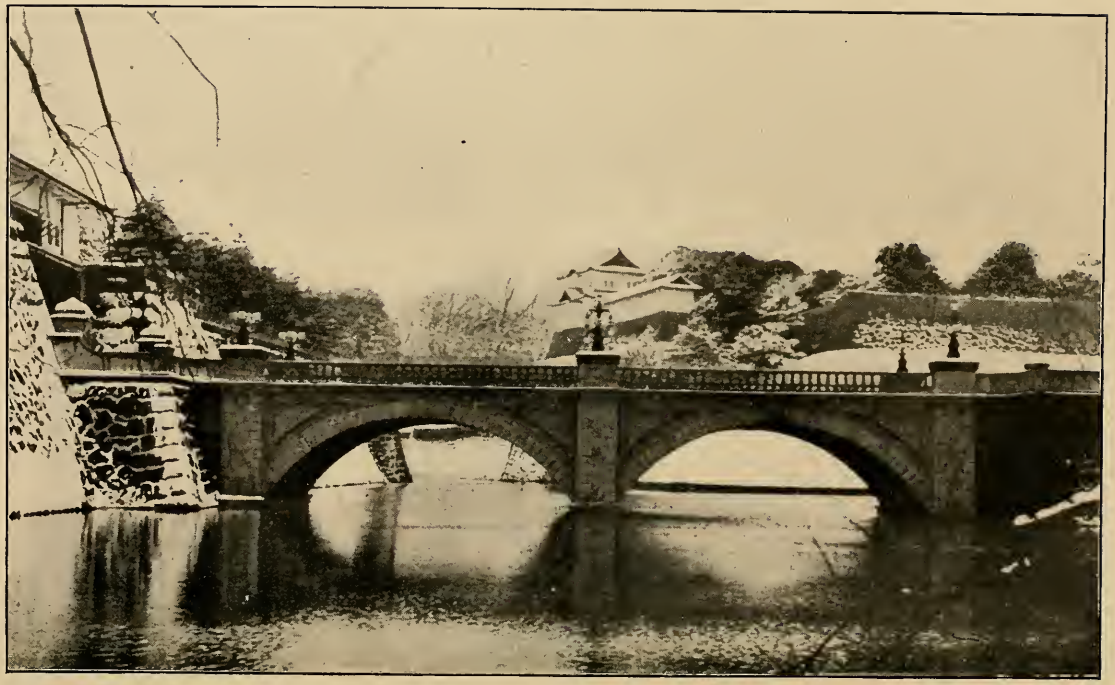
The town of Nikko is very prettily situated in the mountains, two thousand feet above sea level. The air is fresh and invigorating; there are many country homes here, and in this vicinity, where the officials and wealthy Japanese of Tokyo come to spend the heated term. A mile up the river, on a stone wall built along the river bank, we saw three hundred STONE IMAGES, all alike, being the bust or image of Buddha in a sitting posture; they are five feet high and placed ten feet apart, made and placed there by one of the Shoguns about three hundred years ago, "in honor of the temples"—a rather queer way to honor the temples. Some of them have had their heads broken off, and a few have tumbled over into the river. I asked the guide who kept these temples so well painted, and who paid the priests who attended them. He replied that it was

ASAKUSA PARK, TOKYO.

done by the town. This is done to keep the tourist and Japanese pilgrims coming to Nikko. It is one of the show places of Japan, and they have to keep things bright and in repair to draw the crowd.

After a good night's rest and a hearty breakfast, we set off for a trip up the Valley of Daiya-gawa to Lake Chuzenji. Each member of our party took a sedan chair, which was carried on bamboo poles on the shoulders of four stalwart Japanese coolies, our guide taking a jinriksha with one man to pull and two to push, our party requiring fifteen men to take us up. They wear very little clothing, these Japanese coolies—a cotton shirt and cotton pants, so short that their legs and feet are bare. These sturdy fellows worked all day, and hard work, too, carrying us up to the lake ten miles and back for thirty-seven and a half cents each. I mention this to show the very small wages paid in Japan; we gave them each a tip in addition. The road is very rough and steep, and rises twenty-five hundred feet in going the ten miles. These fellows, who subsist on barley, with a little rice as a luxury, sometimes a little fish (as they are one hundred miles from the sea), very seldom any meat, have good strong muscle and did their work cheerfully, laughing and chatting between themselves most of the time. They were delighted to have such a good job.

This Daiya-gawa valley above Nikko is impassible in winter, on account of the heavy snows, which blockade the narrow roadway. When winter comes, everybody deserts these mountains and goes down the valley where it is warmer. The coming of Spring and the tourist brings the natives back to open up their tea-houses, carry sedan chairs and pull jinrikshas. The Aisho copper mines in



BRIDGE ACROSS MOAT, SHOWING IMPERIAL PALACE IN THE DISTANCE, TOKYO.

these mountains are the most productive in Japan; their output is 7000 tons smelted copper per year; they have built a small tramway two feet wide down the valley, and use oxen to haul the small cars on this track, bringing the copper ingots, each weighing sixty-eight pounds, down to Nikko for shipment, and hauling supplies back.

The trip up this valley is one of the finest for beautiful scenery it has been my pleasure to see; it reminds me very much of the valleys between the Alps in Switzerland. While not so wide and covered with rough rock, yet the continuous mountais peaks on either side, and the ever-present rushing, roaring stream of water, is much like the Swiss beautiful. Most of the distance, we wound along a road near the stream, crossing it several times, passing many pretty tea-houses on the way, where refreshment is waiting for the traveler. When half way up, we stopped and took tea and gave our hard-working chair carriers a short rest, in fact, we were many times compelled to walk awhile to get rested, as the sedan chair is not easy riding; it is very much like riding a hard trotting horse. After a good hard pull of three and a half hours, we reached the beautiful Chuzenji Lake, size, three miles by eight miles, and it is beautiful, very much like the Italian lakes, nestled between the tops of mountains at an elevation of four thousand five hundred feet above sea level. Although quite warm weather in the valleys, an overcoat was very comfortable here; we were close to the snow capped mountain Nantaipen, nine thousand feet, which made the air exhilarating. We were hungry enough to enjoy the good lunch which was ready for us at the Lake hotel. Some tourists stop here a week, as the air is fine at this season, and the scenery grand. We had no time for a long stay and were off again

CANAL, SCENE, TOKYO.

GATEWAY APPROACHING SHINTO TEMPLE, NIKKO.

WISTARIA GARDEN, TOKYO.

soon after lunch, for our return, going by way of the falls, where the lake waters start on their tumultuous and noisy way over the rocks, down to the sea. We made the return trip in three hours and felt that we had done a big day's work, seeing the most beautiful scenery in this beautiful scenic land.

Our next visit was to the town of Miyanoshita, said to be the most popular summer resort in Japan. We took the URGENT EXPRESS TRAIN for Kodzu; this is the best railway train in Japan, the track is good and but few stops are made. It is the through train from Tokyo to Kobe, and makes the unprecedented time of twenty miles an hour; an extra fare of one yen is charged to ride first class on this train. There were several "high up" Japanese on the car with us; I noticed that the one sitting next to me was riding on a pass, while a plebeian like myself paid full fare and one yen extra. This pass has, no doubt, been issued to influence trade. Where is the Japanese Interstate Commerce Commission? The seats in this car run lengthwise, and it is used as a sleeping car on night trains, having a drawing room compartment in the middle, which was occupied by Chinese Mandarins; very good looking fellows they were, too.

From Kodzu, we took an electric tram car about ten miles up the mountain to Yumoto. On the way we had a very good view of the great snow capped mountain, Fujiyama, fifty miles distant. From Yumoto, we climbed the mountain in rikshas, four and a half miles; this part of the trip is very scenic and grand; the road for the most part was up a small valley, beside a rushing river, which we crossed several times, all the time climbing. In many places the road is cut into the rocky side of the mountain and overhangs the valley, several hundred feet below. We

BUDDHA TEMPLE, NIKKO.

had one man to pull and one to push; they carried us up to Hotel Fujiya in two hours. It was good hard climbing all the way, and most of the road rocky and rough. We arrived in time for lunch and were greatly pleased with the place; the hotel is, no doubt, the best mountain hotel in Japan and would be considered first-class in the United States. It is kept by a Japanese lady who knows how to keep a hotel, and the location is a delight to the eye. The air is a tonic to the system, the rooms are the most pleasant we have had since leaving home, and the meals are good. The elevation is fourteen hundred feet, with mountains in all directions a thousand feet higher. There are many hot springs in this vicinity; the hot water for the baths here is brought from these springs in pipes made of bamboo poles. Punch the pith out, and these poles make a good strong water pipe. As our time in Japan was limited, we were compelled to leave for Yokohama after one day at this delightful place; we would have been glad to spend a week here.

One day, we made a trip from Yokohama to KAMAKURA, a few miles by rail. The first thing we saw there was the temple of war, "Hachiman;" this is reached by jinriksha in a few minutes from the station, passing through the main street of the city. The approach of this temple is up three broad flights of steps, very high. In going up, we saw the "Icho" tree, very large, about seven feet in diameter, and a hundred feet high, said to be a thousand years old; it is still vigorous and seems to be good for another thousand years. The temple is seven hundred years old and has a corridor running all the way around it, in which are placed many of the war curios, such as coats of armor, spears, shields, guns, several miniature temples, which look much

OUR PARTY, ON THE ROAD TO LAKE CHUZUNJI.

like the Ark of the Covenant which the Israelites had in ancient times; they may have been patterned after it. These are carried on bamboo poles by four men during processions, and are popularly supposed to contain a god. We did not enter this temple, as it was closed on account of a holiday (we simply walked through the corridor), but it seemes to be much in need of repairs and paint. Then we went about a mile through the city to see the well known image of DAIBUTSU; this colossal bronze statue, or Buddha idol, is situated in an open garden; originally there was a temple built over it, and the stone foundations are in view now, but the temple was swept away by a tidal wave, and rebuilt, to be again swept away, and has since been exposed to the sun and storms for centuries. The statue is located only a little above sea level and about a mile from the sea; it is the greatest of the idols in Japan, and the photograph of it is well known to all readers of Japanese history—"A statue solid set and moulded in colossal calm, no other gives such an impression of majesty, or so truly symbolizes the central idea of Buddhism." It is, indeed, a remarkable statue, being forty-nine feet seven inches high; made of bronze plates two inches thick and solidly welded together, it has withstood the waves, wind, and weather for six hundred and fifty-five years, and looks like it would stand the wear of a thousand years to come. The exclusive privilege to take photographs of these statues and temples has been sold to the Japanese attendants; therefore, we could not use our kodak here, but got the attendant, or priest, to take a photograph for us; he is prepared with a good camera for that purpose. We went inside the statue and climbed a small stairway to the top, where they keep candles burning, at least during the

CHUZUNJI LAKE, NEAR NIKKO. 4500 FEET ABOVE SEA LEVEL.

hours when visitors are expected. These attendants have no more respect for this god than we have, and that is none at all, and really, from my short observations, I do not think the Japanese people have much, if any, respect for any of these so-called gods, or idols. They keep an attendant, called a priest (I call him a "care-taker") at the temples, but they are more to protect the temples and idols from being marred or damaged by visitors than for any purpose of worship, and at the same time collect a small fee from sight-seers. Many names are written on the inside of Daibutsu by enterprising tourists who like to see their names written in high places.

The Temple of Ewanon is located on a small hill a short distance from Daibutsu. It contains the great image of the "Goddess of Mercy," which is kept behind folding doors. By paying the attendant a small fee, he opened the doors and lit up tallow candles for us to see the Goddess. She is thirty feet, five and one-half inches tall, is made of camphor wood covered with brown lacquer, and gilded over—looks like bronze. Although 1178 years of age, time has dealt gently with her, and she still has a placid, pleasant look for all who will pay for the candle to see her face.

After a good lunch and rest for an hour at the hotel, we again took our rikshas for a pleasant ride of half an hour through the hills to the sea-shore electric tram, which runs around by the beautiful summer resort, Enoshima Island, which is connected to the mainland by trestle bridge. It is one hundred feet above the sea, with rocky bluffs on all sides, except towards the mainland and is covered with summer homes of Japanese, also a good hotel for tourists.

HOTEL MIYANOSHITA.

One night, while in Yokohama, we went out to view the Japanese Holiday Festival. These festivals occur on the first, fifteenth, eighth and twelfth of each month, and are observed by decorating their homes and store-fronts with Japanese lanterns, by social visiting, and by the shops in greater display of goods inside, and on streets, for there are no sidewalks in Japan. We walked at least a mile through the street, densely packed with a moving mass of laughing, chatting, good-natured Japs—men, women and children—some pegging along with wooden sandals raised on strips of wood about three inches high, making a rattling noise against the pebbles as they shuffled their sandals, many others walking silently with straw sandals, their costumes varying greatly, some wearing the full Oriental Japanese dress, and others wearing American style clothing. Many divide it and wear an American hat and coat, with bare legs, and feet with Japanese sandals. Others wear American shoes and hat, with Japanese kimono. Any mixture, or lack of mixture, in dress is in order. I think this manner of dress illustrates the transition now going on from old to new customs as well as costumes. Their small shops have the fronts entirely open; the floors are raised about two feet above the street and covered with soft straw matting. The shop-keepers who handle cloth and clothing usually have no goods in sight, but bring them to you by the basketful if you express a wish as to what kind of goods you desire to see. Others have many goods piled on the floors; you may sit on the floor, and they will spread their goods before you, but most of their wares are the little things, such as toys, small Japanese fiddles, with one or two strings, a large variety of knives, fancy shells, men's hats, hemp cordage, lamps, canes, rice, beans, cigars,

JAPANESE GEISHA GIRLS.

cigarettes, and a great variety of china and crockery ware, Japanese cooking utensils, such as copper pans, charcoal brasiers, in fact, almost no end of variety in small wares. Many articles are laid on the street for inspection. So many Japanese lamps make everything as light as day; the festival seems to be the great opportunity to display and sell goods. No one will ask you to buy unless you stop and ask the price. These small shops are often attended by an old woman, young girl or boy, very few of whom can speak English, but all are anxious to learn it. It was certainly an interesting sight to walk up and down this crowded street. Near the end of the street was a Shinto temple, lit up with candles and paper lanterns; we climbed a flight of steps to the second story, which was the main part of the temple. There was no idol in sight, but there was a Jap boy with a gong and drum-stick. Whenever anyone tossed a coin on the straw matting before the temple, the boy would strike the gong a heavy whack with the drum-stick. This is said to call the notice of the Shinto god to the donation; otherwise he might not know who deposited the coin; it also serves notice to the people on the crowded street that it is time for them to make similar donations. The temple service did not seem to be popular that night, as there were not more than half a dozen persons present.

We took a carriage ride out to Mississippi Bay one afternoon. This is a southern suburb of Yokohama, and about three miles distant from the central part of the city. The road most of the way lies along the big canal, with stores, workshops and residences on one side. The Bay was named by our Commodore Perry when he visited here and opened the port. On the way, there were a great number of canal boats, or large sampans, loaded with

SHINTO GATEWAY. MT. FUJI-YAMA IN DISTANCE.

merchandise and building material, or empty. These boats are pushed along with poles and are very convenient for distributing materials along the canal, which is too shallow for steamers or sailing boats. At the bay, we had tea, cakes and candy in a Japanese tea house, quite refreshing, after a ride that was so long we thought we were lost before reaching destination. Coming back, we took a round-about road alongside the Bay and up a valley, which is in the highest state of cultivation in wheat and barley, nearly ready for harvest, and a very large crop will be gathered. Much of the ground is being dug up, preparing it for rice planting. Part of our return trip was over the bluff, and here are most of the beautiful homes of the foreign residents of the city, built in European style, with fine landscape gardens.

At Tokyo, the temperature ranges from 22 to 95 degrees, and the annual rainfall from 50 to 70 inches; as five-sixths of the land over the whole empire is mountainous, the rainfall is over-abundant nearly everywhere. In the northern portions, the snow is heavy in winter, and weather very cold, while the southern portion has a mild climate, yet it is hardly warm enough to be called semi-tropical, although they raise some oranges. The Japanese houses are very tiny and flimsy; usually bamboo poles are set on stone foundations and tied with bamboo poles crosswise, making a frame; the walls are thin weatherboards, except the front and doors; these are bamboo frames covered with tough white rice paper, set in grooves, so that they slide sideways very readily. The roof of their BEST houses is TILE, and it is very heavy for so slight framework. The poorest houses in the cities, and nearly all in the country, are roofed with thatched straw, very heavily and

thickly thatched, so that it turns the water very well. No paint is used on these houses, either outside or inside, and, in consequence, they present a worn-out and dilapidated appearance, but their lumber seems to stand the weather fairly well without paint. They use almost no furniture at all; their floors are covered with straw matting, made in sections, six feet long, three feet wide, and two inches thick, and bound with cloth around the edges. Their beds are simply a heavy cotton-wadded comfort laid on the matting floor, with another cotton-wadded comfort for a cover. With such slight houses and such poor bedding, they must become inured to the cold weather in winter, as the only fire they have is a little charcoal in an open brasier, and over it they do their cooking. They have no chairs or tables, but sit on their legs. Their houses catch fire and burn very quickly, and, when built closely in cities, conflagrations are frequent; however, if they have a little notice, they can load all their clothing and furniture on one two-wheeled cart, which they usually keep for moving heavy articles, and get away before the fire reaches them, so that a fire may, and often does, sweep over large portions of their cities without causing great loss, and is rebuilt in a very short time.

Their religion is Buddhist and Shinto. There are many temples of both kinds. The Shinto is the Mikado's faith and may be called the state religion. They do not seem to be a religious people, and care very little for their temples or gods, and seem to have but little regard for anything religious. Missionaries from all parts of the world are represented here, and from their reports are making many converts. These people are very anxious to learn the English language, and Mission schools, taught in

English, should result in great good and eventually Christianize the nation. While the number already converted to Christianity may be considered large, yet, compared with the total number of the people, the percentage of the converted is small, and the missionary work here has really only just begun. We should not delay, but put as many Christian teachers as possible in this field, while the opportunity offers for results.

There are forty-eight letters in the Japanese alphabet, and, in addition, they use over two thousand Chinese characters, which stand for words. They use the "soroban" for all mathematical calculations; it is simply a frame with wires running across it, and buttons sliding on the wires—really a Chinese commutator, adopted by the Japanese; it is much more simple than our high-priced patented computating machines, and for many commercial calculations is operated quite as rapidly.

The Government has no FREE public schools; pupils are required to pay tuition; children are put to work very young, and education is not as general as it should be for above reasons. The English language is taught in all their schools, but being mostly taught by Japanese teachers, the pupils do not learn the accent and cannot speak English, except quite indifferently. It is like our children learning French or German from American teachers; they do not learn to pronounce foreign languages correctly.

Bamboo is the most useful wood in Japan; it is useful from the size of a cane to the size of a large flag pole fifty feet long; they make toothpicks, canes, waterpipes, sunshades, umbrellas, house frames, baskets, chairs, poles for pushing boats and carrying chairs, fences and many other things. Rice, tea, barley and wheat are largely cultivated;

silk culture is an important industry; fishing is carried on largely on all coasts, and the natives eat scarcely any meat, except fish.

The people are small, all their houses are small, many of their manufactured goods are small wares; we get the impression that they are a toy nation. Their railroads are narrow gauge, only four feet, engines and cars built narrow in proportion. Yet, if we think they are small in their ideas, we are mistaken, as they have demonstrated that they are among the great fighting nations of the earth, and certainly there are no more brave men in battle, either on land or sea. Their recent success in the Chinese war, and the Russian war, has made them of much more importance in their own estimation, as well as in the estimation of all the great world powers, and when fighting is to be done on the Pacific, they must be considered. They are increasing their navy and their army, also greatly increasing their merchant marine, paying large subsidies to mail steamship lines in all parts of the Pacific. All these things have a tendency to increase their national debt, which is already very large, and their income from customs duties, and internal revenue, must of necessity be moderate, so that I do not think there is much danger of the Japanese indulging in war for many years to come. There are forty-eight millions of them now, and as the marriageable age of their daughters is fifteen years, they are increasing at a rate never dreamed of by our "race suicide" people. They are destined to become THE great manufacturing nation of the Orient, being ingenious imitators of other nations, very artistic in their workmanship in copper, bronze, silver, gold, wood and ivory carving, also in silk goods and embroidery. The cost of labor is about one-fourth what it is in our

country; they are rapidly increasing their factories for the manufacture of cotton goods, and now import many million dollars worth of raw cotton annually from the United States.

We saw only two oxen and about a dozen horses in Japan. The common people have no domestic animals at all—no horses, cattle, sheep, pigs, goats or geese, and very few chickens. They are too poor to eat meat, and they do all their labor without the aid of animals; there are no Sundays for these people; the usual work goes on just the same Sunday as any other day of the week. There are, however, many festival days, or holidays, on which they do not work; as banks and foreign offices are closed on Sunday, the Japanese government also close their offices on Sunday. While this is not done because of any respect for the day, it will, no doubt, in time, have effect for good.

Let the Christian world make haste to convert this nation. Under Divine guidance, with their aggressive spirit, they would be the greatest missionary force the earth has yet produced for Christianizing the untold millions of the far East.

As we sailed out of Yokohama, May 24th, for home, on the good ship, Minnesota, the masts of her sister ship, the Dakota, could be seen at the entrance of Tokyo Bay, where she was wrecked on March 3rd, 1907. We have some of her passengers on board with us now; they tell a sad story of how this palatial steamer, one of the finest and best ever built, valued at three million dollars, carrying a valuable cargo of over 20,000 tons, was run upon the rocks in broad daylight, in a calm sea. Passengers and crew were all saved, but ship and cargo, a total loss. Such inexcusable

carelessness, neglect or incompetence on the part of the commander of this ship has not before been known on the sea.

After a short voyage of fifteen days on the Minnesota, we landed at Seattle, Washington, and I must say for the Minnesota that she is the steadiest steamer we have ever had the pleasure to sail on—six hundred and thirty feet long, and seventy-eight feet beam, with all three first-class passenger decks built above the main deck, good large state rooms, with three promenade decks, the top promenade deck very wide. It is a delight to sail on this palatial steamer.

## HOME, SWEET HOME.

We have now completed a most pleasant voyage of four months since we sailed from Frisco on February 7th and landed at Seattle on June 7th. In going out, we dropped one day in February, so that we had a month of only twenty-seven days, and, on our return we added one day in May, making it a month of thirty-two days—the longest and shortest months that anyone ever saw. We have, during these four months, sailed about twenty thousand miles, practically all around the Pacific, and it has been a voyage of great benefit to us all. We have learned much about the earth and its inhabitants—the most interesting and educational trip that anyone could have in four months' time, and now we are home with renewed health and strength to again take up the battle in the commercial world. While we have visited countries where the climate is better than ours, and other countries where one can live, or rather exist, with less exertion than here,

other countries where the scenery was a delight to the eye, and the air a tonic to the lungs—still, in all these foreign countries, there are many things that are not nearly as good as in our own United States, and while many times we do much complaining that our own country is not as it should be in every respect, still I am sure that any fair-minded American who travels the world over, will come back to his own country satisfied that it is, beyond all doubt, the best country that the sun shines upon.

"My Country, 'tis of thee,
Sweet land of liberty,
Of thee I sing.
Long may our land be bright
With Freedom's holy light,
Protect us by Thy might,
Great God, our King."

HARDMAN PRESS,
ST. JOSEPH, MO.

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