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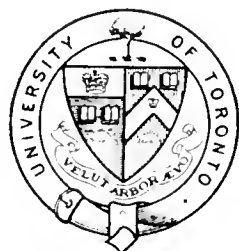
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A TRIP
AROUND
THE
WORLD



BY

GEORGE MOERLEIN

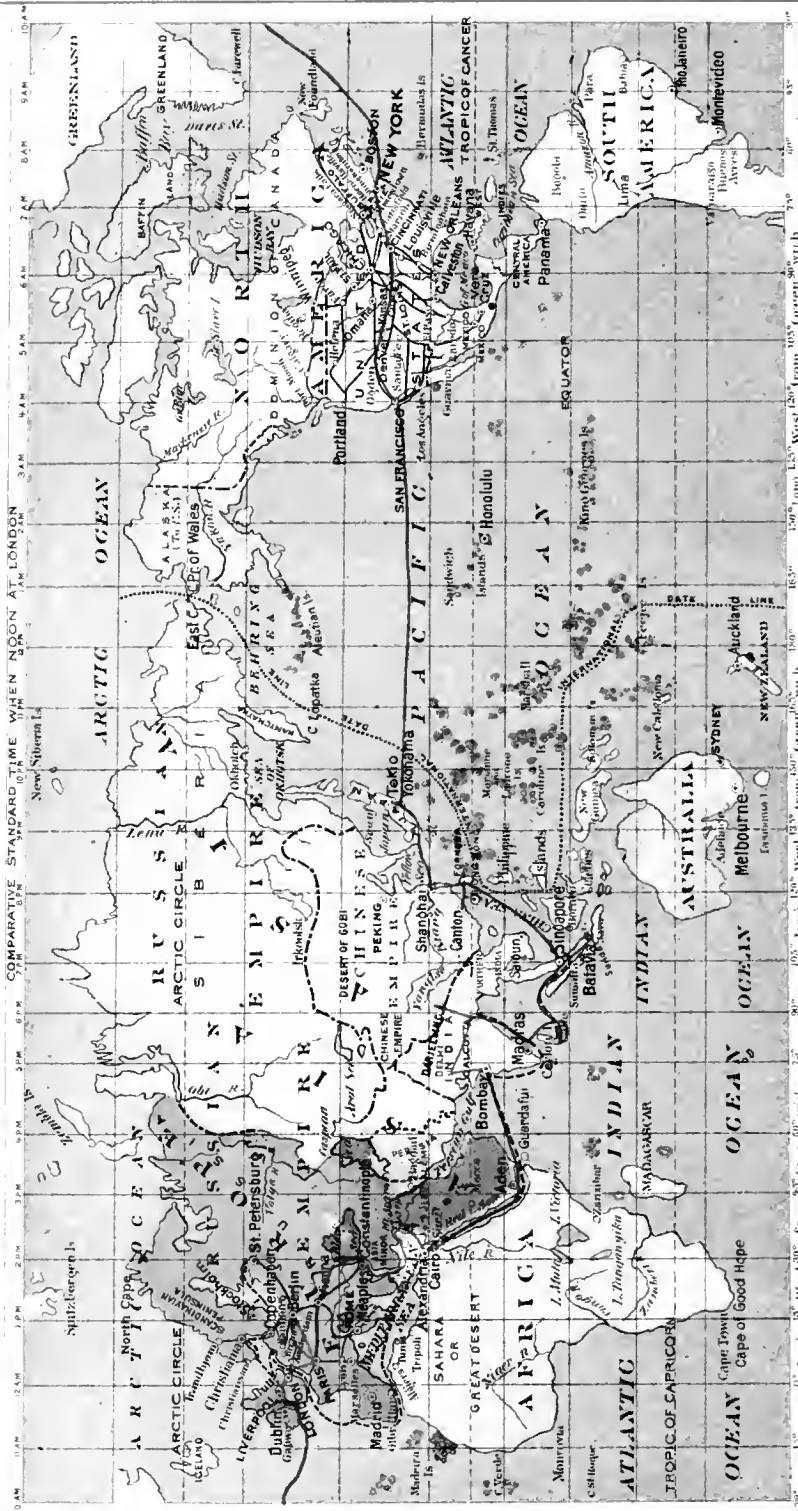


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A TRIP AROUND THE WORLD.

by GEORGE MOERLEIN.

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A TRIP
AROUND THE WORLD.

— BY —

GEORGE MOERLEIN.

WITH 110 ILLUSTRATIONS, PRINTED IN OIL COLORS.

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Dedicated to my dear
Parents in filial love.
George Bourlein.

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Introductory.

Late in the fall of 1884 I was busily occupied, one Sunday afternoon, in studying an atlas for the purpose of informing myself as to the different railroad lines to the Pacific coast, to which section of the country I contemplated making a trip for the double purpose of viewing the scenery and improving my health.

While thus engaged, the idea suddenly dawned upon my mind that the time had arrived for me to undertake a long cherished journey—to make a trip around the world.

After careful consideration I determined that, providing my parents consented and a suitable companion could be found, I would hazard it. That very evening I unfolded my scheme at a family meeting.

At the outstart no one would listen to my propositions, but after several days of importuning and reasoning, pleading and pledging, I succeeded in satisfying all that the journey would greatly benefit me both mentally and physically.

I was not long in persuading two of my oldest and dearest friends, Mr. Charles Cramer and Mr. John F. Leidlein, to accompany me on the proposed tour. We wasted no time in getting ready, for in just ten days after I reached my conclusion, we started, prepared to see and learn.

From time to time during the trip the "Commercial Gazette" and the "Volksblatt," two of the daily papers of my native city,

published letters written by me, in which I related our experiences and the progress we were making.

At the solieitation of a number of friends, who expressed a desire to have these letters and a brief account of our travels in convenient form, I decided to have this book published. The letters have been somewhat changed in order that I might introduce incidents, events and facts overlooked then.

I have confined myself almost entirely to the countries of the "Far East," because it was there we sojourned longest and had the opportunity of closely viewing the many, to us, strange sights and scenes.

In submitting this volume to the public, I ask that it be not too critically judged. It is but a plain, fair and impartial recital of what we saw and did, without the slightest attempt at elaboration.

The historical and statistical information was obtained from the most reliable sources.

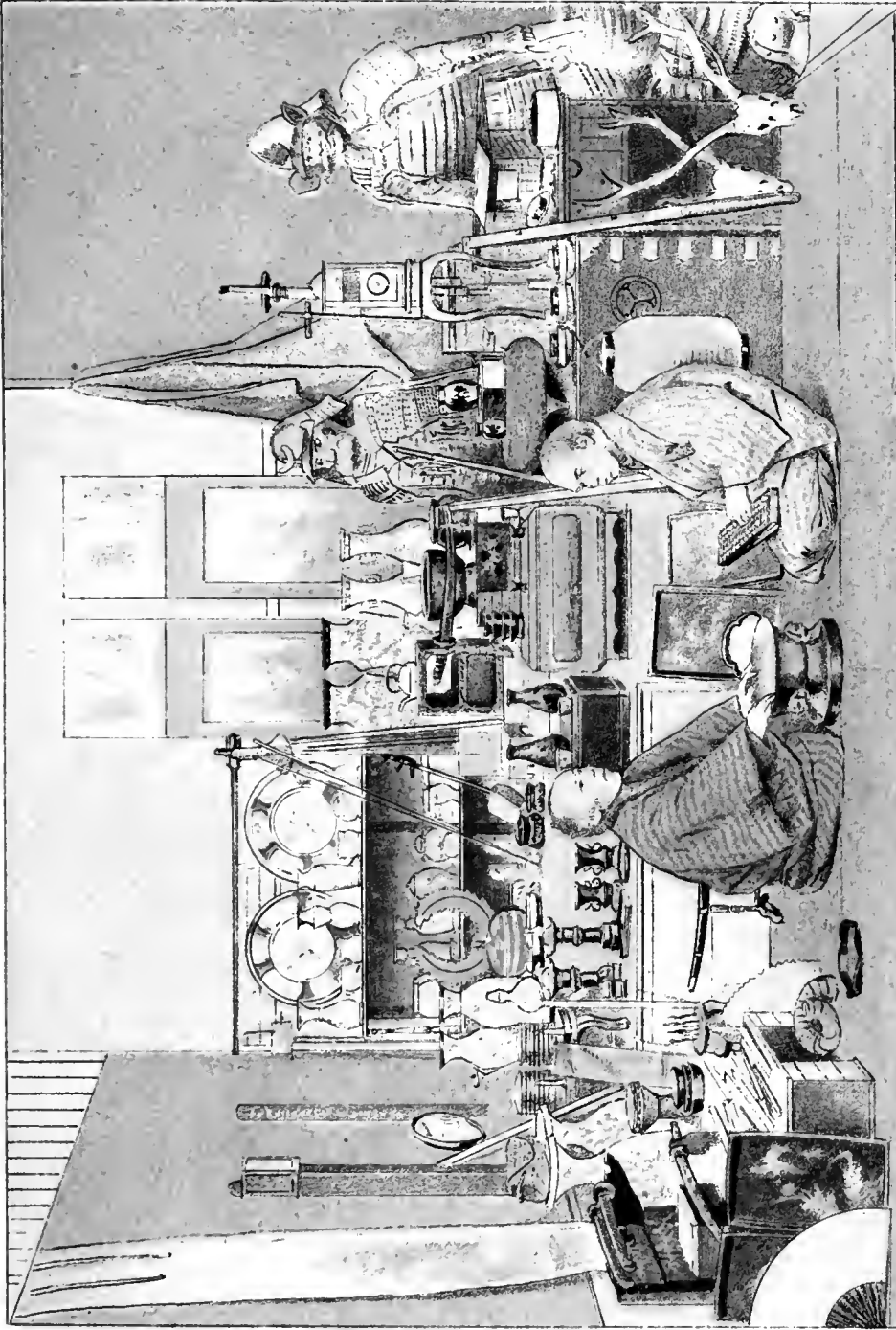
The illustrations were carefully chosen from a collection of over eight hundred original pictures gathered during our travels, and are colored true to nature.

To the Krebs Lithographing Company of Cincinnati I owe much for the highly satisfactory manner in which their part of the work was executed. They secured the ablest artists and spared neither pains nor expense.

My friends and traveling companions rendered me much valuable aid in selecting the illustrations and collecting the data.

That this volume may prove as enjoyable and entertaining to the reader, as did the journey 'round the world to the tourists, is the sincere wish of the

AUTHOR.



CURIOSITÄTEN HANDLUNG

JAPAN

CURIO SHOP



CHAPTER I.

From Cincinnati to San Francisco.

From San Francisco to Yokohama, Japan.

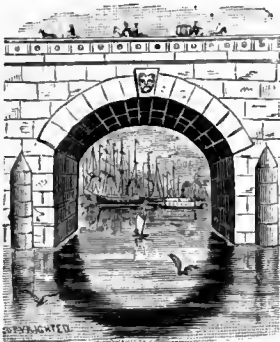


FISH MARKET

JAPAN

FISH MARKET

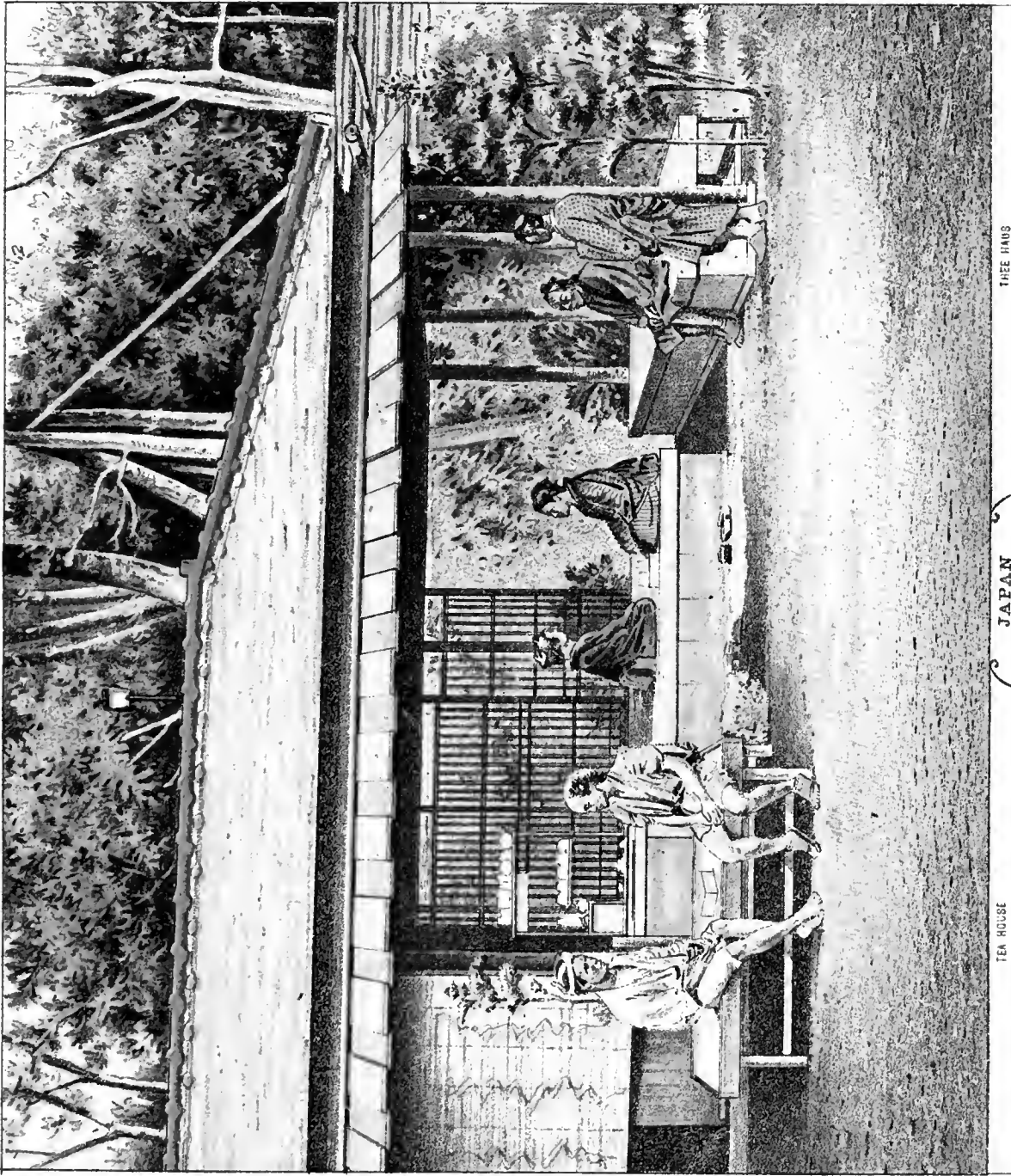




ON the evening of the 8th of November, 1884, our party, escorted by a number of intimate friends, started for the depot. The customary farewells and hopes for a "happy journey and safe return" were exchanged, and in a few minutes we were speeding across the country on an Ohio and Mississippi train. Thus was commenced our journey 'round' the world. We chatted merrily, each one endeavoring to convince himself and his companions that he had no fear as to a safe return and a successful trip. Nevertheless each one left home with some misgivings. The journey promised to be somewhat dangerous, besides instructive and entertaining, and we all had thoughts which were not given tongue. Becoming acquainted with several fellow-passengers, bound for different portions of the country, we became engaged in general conversation and soon settled down to the realities of the trip, satisfied with our chances for a successful termination of the same. We were as school-boys starting out for unknown realms, so the reader can appreciate our momentary hesitancy and trepidation. Just one week was consumed in reaching San Francisco, the "City of the Golden Gate." Our limited time was employed to the best advantage. Short stops were made at Kansas City, Denver, and the Mormon Capi-

tal, Salt Lake City, where friends thoroughly acquainted led us directly to points of interest and historic importance. The majestic beauties of the Rockies and the Sierras—beauties such as no pen can picture—were contemplated and enjoyed as our train thundered up hill and over dale, through forests and across apparently bottomless chasms and tumbling roaring mountain streams. The impression left upon our minds was lasting, though our opportunities for observation were limited to the panorama-like shifting of scenes, on account of the speed and untiring strides of the “Iron Horse,” drawing us willingly or unwillingly towards the point from which at a fixed time we were to venture upon the “briny deep.”

At Denver we were the guests of old friends, Messrs. Philip Zang and Simon Richardt, and at the Mormon Capital, Mr. Henry Wagner entertained us royally. We received the most cordial treatment at the hands of these gentlemen, who did everything in their power to make our short sojourn in their respective cities entertaining, enjoyable and instructive. Our “mutual friends,” Messrs. Herman Wieland, and John F. G. Eggers, met us on our arrival in San Francisco. Our welcome was so hearty and sincere that we were at once assured our visit to the Golden State would be an enjoyable one indeed. Though very brief, less than a week being spent in California, the stay there exceeded our anticipations. San Francisco, with all her wealth, gaiety, and frivolity was an innovation upon the more staid customs and habits of our Eastern cities and rather dazed the three travelers from Porkopolis, but notwithstanding the surprises of the City of the Golden Gate scenes, sights, and experiences awaited us in other parts of California which can be appreciated only by a personal visit. A flying trip to Los Angeles impressed us above all others. We expected much on account of the many descriptions we had read and heard. Half of it has never been told. This is, indeed, a “land of flowers,” “a paradise,” an “elysium.” With perpetual summer, a climate wonderfully salubrious, and surroundings indescribably beautiful, Los Angelos, once seen, will never



TEA HOUSE

JAPAN

THE HAUS

be forgotten. It might be a home for the Gods. We unanimously pronounced it the most lovely place we had ever visited.

Saturday afternoon, November 22nd, 1884, at 3 o'clock, we took leave of our friends in San Francisco and embarked on the magnificent steamship "Rio Janeiro," of the Pacific Mail Line, on which we had engaged passage to Yokohama. We started under very promising auspices, as the weather was the finest we could possibly have wished. But alas! the morning after our departure presented a very different spectacle. The serene sky of the previous day was obscured by dark and threatening clouds, and the sea was very rough. From this day until the end of our voyage the bright sun's rays never warmed our decks. An idea of the roughness of the weather we encountered on this trip may be formed from the statements of the officers of the ship, that it was the stormiest passage they had experienced since sailing the Pacific, and some of them had been on its waters for forty years. On the twenty-fourth day out the storm reached its height, and from early morn until midnight a terrible hurricane rolled the waves mountain-high, so that at times the ship seemed to be literally enveloped in a sheet of water, which poured over the decks and penetrated to our staterooms and even extinguished the fires in the kitchen. The ship was tossed about by the angry waves like a toy, and the passengers who were all kept below, suffered greatly. Progress was almost totally impeded, and the captain told me that for six hours we had not moved forward a mile.

The reader may be assured that all on board were anything but merry. Jokes were at a discount, and prayer-books and joss-sticks (joss-sticks are sandal-wood sticks, which the Chinese burn as offerings to their numerous gods) were at a premium. One lady missionary, a cabin passenger, claimed positively, that it was not human skill, or ingenuity, that kept the boat from going to pieces, but attributed our luck solely to Divine Providence. Be that as it may, one thing is certain: it was a miracle, that the good ship did not go down, for seldom has

there been a more terrible and angry sea to contend against. How anxiously must the poor stockholders of the Pacific Mail Company have looked for tidings of their gallant "Rio Janeiro," and its immensely precious cargo!

Yes, how cheerfully would we have gratified their hearts and eased their troubled minds, had we only been able to send them a message of our safe arrival in Yokohama!

But this happiness was denied to us, and our only alternative was to submit to the inevitable and patiently await events to come.

One day, while seated in my cabin, wrapt in deep meditation over our deplorable situation, my friend John appeared in the doorway and, with such an expression of abject misery upon his countenance as to make me almost fear that he was on the verge of despair, delivered himself in the following strain: "George, I am totally disgusted, 'life on the ocean wave' has lost all charms for me, and as to being 'lulled into a sweet slumber by the rocking of the cradle of the deep'—heaven forbid! I would that it were over," and away he hied himself ostensibly for the purpose of singing his plaintive dirge into the ears of some other patient listener. Poor John!

Friend Charley's cup of bitterness also had been full to the brim for some time. This very day it overflowed, and with wild gesticulations he gave vent to his—feelings by saying:

"This is the Pacific Ocean. From what the word Pacific implies it should be the calm ocean, the still, serene and smooth ocean; but oh! what a deception! what a mockery! what a fraud! The whole sea in furious commotion! Waves mountain-high continuously threaten to destroy us. When are we to be delivered from this evil?"

I answered him by heaving a deep sigh, whereupon, having cast a pitiful look at me, he entered the smoking-room, where he was soon enjoying a sweet siesta, totally oblivious of the very serious discussion that was going on there among the officers of the ship, relative to the probable exhaustion of the coal supply within the next few days.

Our fellow-travelers, whose misfortune it was to be compelled to bear us company on this memorable voyage, numbered eight cabin passengers, all told; four ladies, one a missionary, about fifty years of age, one fifteen, one twenty, and the other twenty-six. There were four gentlemen. This included my friends and myself. The steerage department contained over seven hundred Chinamen, piled one above the other like cordwood.

These Chinese were a horrible set of human beings. One visit to their quarters was enough to satisfy anybody. The majority of them were going to China, to celebrate the New Year, which takes place in January or February. The faith these Chinese have in their religion, may be realized from the fact, that thousands of them travel to China every year, a distance of over six thousand miles, merely to spend the holidays in their native land, and to do honor to the gods of their own construction. Many of the Chinamen on board were in their last stages, and going home to die. This was truly a sad looking spectacle. Some had already succumbed, which gladdened the heart of the ship's doctor, who received \$12.50 for every dead Chinaman he embalmed. The Chinese will not allow any of their number to be consigned to the sea, when dead, as the last wish of every one of them is, that they be buried in their native soil with their ancestors. If not enough is obtained from the effects of the deceased, a collection is taken up among his friends to pay for embalming, and also sufficient to send the body to China.

The doctor was daily expecting the demise of several more unfortunates and was in high glee over the prospect of reaping a rich harvest from dead Chinamen before the ship reached its destination—Hong Kong. The worthy doctor even had designs on me, at least, I had good reasons to suppose so; but I completely frustrated his plans by positively refusing to avail myself of his services.

Our missionary lady passenger was a highly interesting personage, stately and sociable. The impression she made on us was that of

a good and pure Christian woman, sincere in her calling. She had lived with her husband in China, to which country they had been sent to spread the Gospel among the almond-eyed children of the Flowery Kingdom by one of the New England missionary societies, for many years.

Shanghai was their home, and, judging from her remarks, they had no intention of ever coming back to the United States to live, but would spend the balance of their days in the far East.

"We suffered many hardships and braved many dangers in the early days of our service, but, thank God, things have taken a brighter turn, and the hope we have ever so long fondly cherished, that we will soon be placed in the position of spending the evening of our lives in ease and comfort, seems to have been realized," said she one evening while a few silent tears rolled down her cheeks.

This was her third visit to the United States since her attachment to the Chinese station, and twice had she made the trip around the world, the first time by way of Singapore, Ceylon, Suez, Malta, Gibraltar, Liverpool to America, returning by way of San Francisco. The second time she took the opposite route.

Her husband had never left China since landing there many years before, nor had he at any time expressed the slightest desire of again seeing the land of his birth.

The missionary society had granted him leave of absence a number of times, agreeing to defray all of his expenses, but he could not be tempted to undertake the journey.

Many pleasant hours were spent on board the ship in her company, listening to the vivid descriptions of her experiences, whereby we gained much valuable knowledge, particularly of the Chinese people, their manners and customs, and other peculiarities.

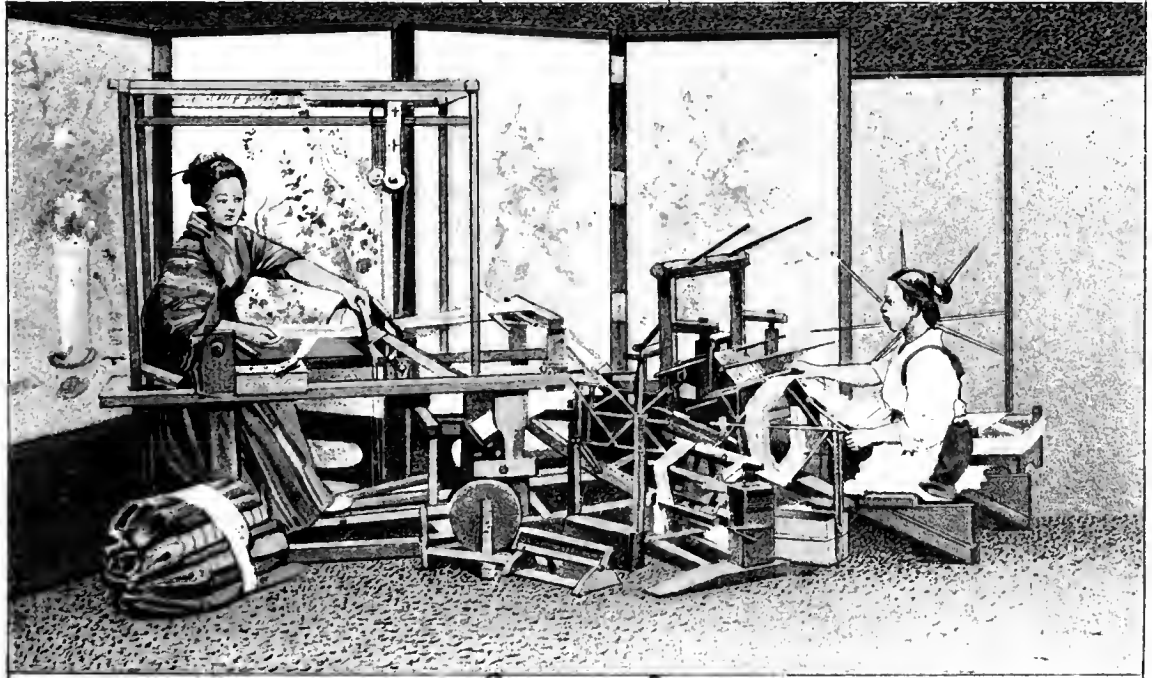
We also received much information in reference to traveling accommodations in China, together with a list of the interesting sights in and about the immediate vicinity of Shanghai.



LADY ASLEEP

JAPAN

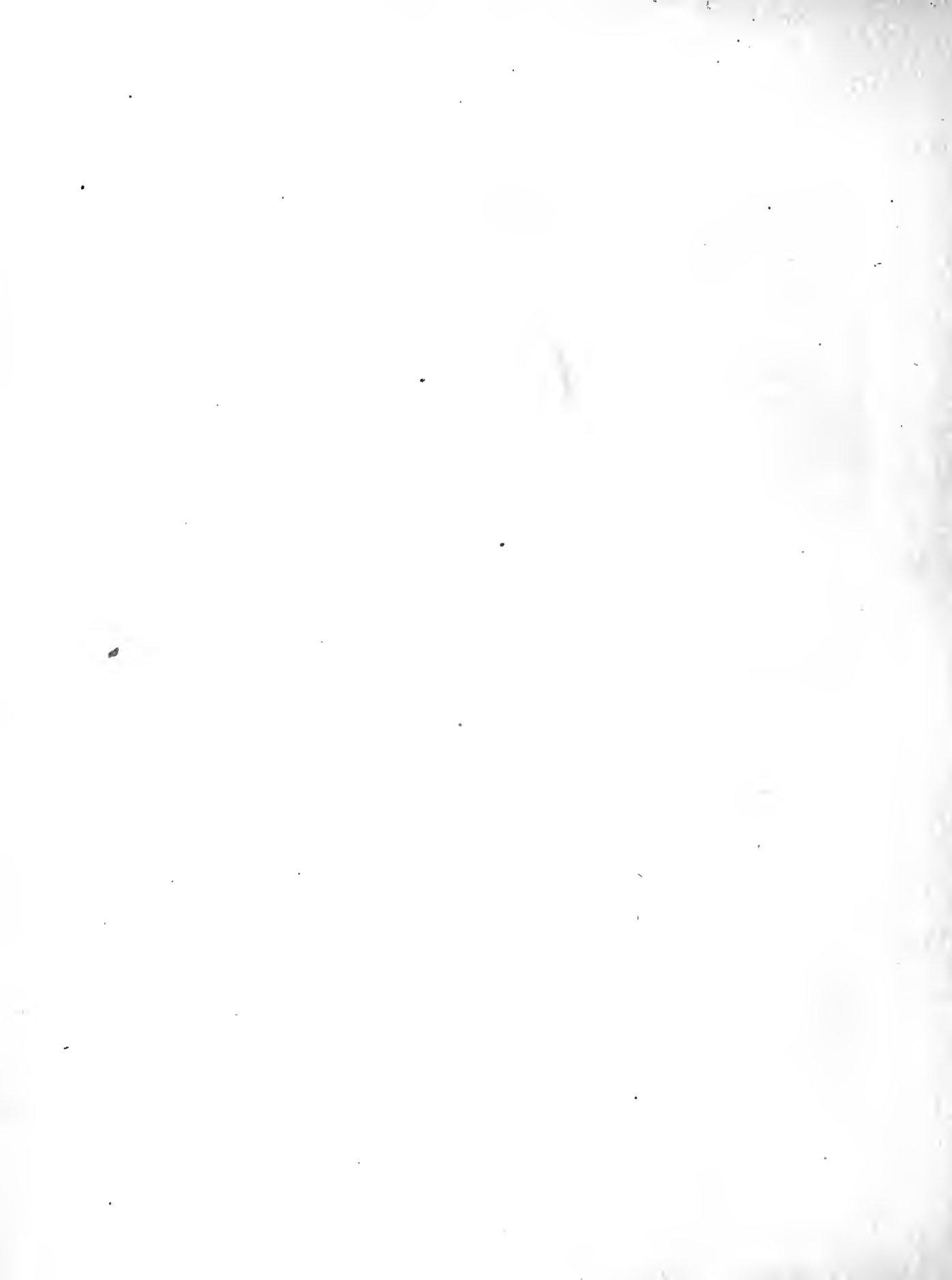
SCHLAFENDE FRAU



WEAVING SILK

JAPAN

SEIDENWEBEREI



Our young lady passengers, by their modest and lady-like behavior, won the respect and admiration of all on board. The eldest of these young ladies was also destined for Shanghai, China, where she was to enter into the missionary service, to which calling she had sacrificed her future life, in the capacity of a music teacher, to instruct the Chinese youth to sing Christian hymns. We all wished her success with a feeling akin to pity. I understood Pittsburgh was her native city. The youngest female passenger was the daughter of a missionary stationed at Amoy, China, where her parents have resided for years. She was on her way home after a sojourn of six years in the United States, where she had completed her education. Our third young lady passenger, of whom we saw very little, she being confined to her cabin during the greater part of our voyage, was destined for Yokohama, where she was to accept a responsible position in some large business-house.

Our male fellow-passenger was Captain Nelson of the U. S. Navy, who was "under orders" to join the Pacific Squadron for a three years cruise. Captain Nelson was a companion, indeed. Many and valuable were the instructions we received from him relative to our trip through China and Japan. He was always cheerful, no matter how gloomy the outlook. Never could one detect in his countenance the slightest sign of anxiety or fear.

He and the lady missionary were the only first class passengers who "bobbed up serenely" at every call of the bell for meals. They were on hand always, continually complaining of a bad appetite, yet, as Steward James informed me, never passing a course.

Referring again to our voyage I would state, that at about two o'clock on a Sunday afternoon, the twenty-ninth day out, the joyful tidings came to us that our fondest hopes were soon to be realized, and that within a comparatively short time our destination, Japan, would be reached. Faint outlines of the "promised land" could already be distinguished in the far, far distance.

Everybody rushed on deck. The wildest excitement prevailed for some time. All eyes were strained looking westwardly, in which direction, on the horizon, rose out of the angry sea, what at first appeared to be a cloud, but which, upon close observation through the officers' glasses, proved to be the faint outline of the rugged Japanese coast.

"We will cast anchor before Yokohama some time to-night," said the captain. One and all expressed the fervent hope that his prediction would come true, for surely our taste of wild-ocean life was such as to make even an old sea-dog wish for land.

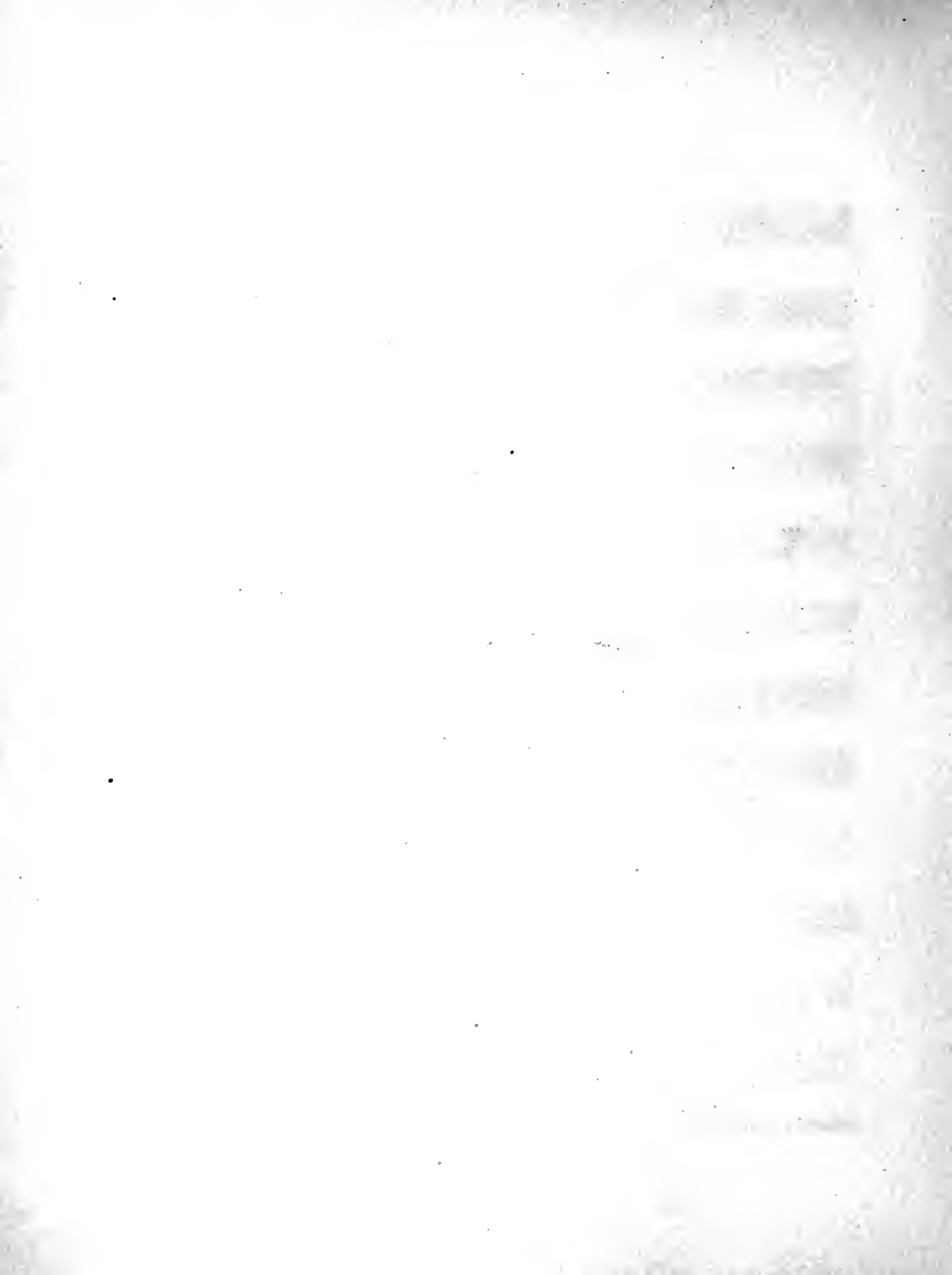
We cannot speak in too high terms of the splendid treatment we received at the hands of the officers of the ship. Captain Cobb, Purser Freeman, First Mate Hart, Freight Clerk Donohue, Clerk Wells, Dr. Reardon, Engineer Herland and especially Steward James, Assistant Steward Bede and Watchman Scott, did all in their power to accommodate us and make the surroundings cheerful. They vied with each other in showing us favors, and nothing on board the ship was too good for us. In fact, we owned the ship for the time being. We shall ever feel grateful to them for their kindness, and we sincerely hope that some day the opportunity will be offered to reciprocate the many favors shown us.



KINDERGRUPPE

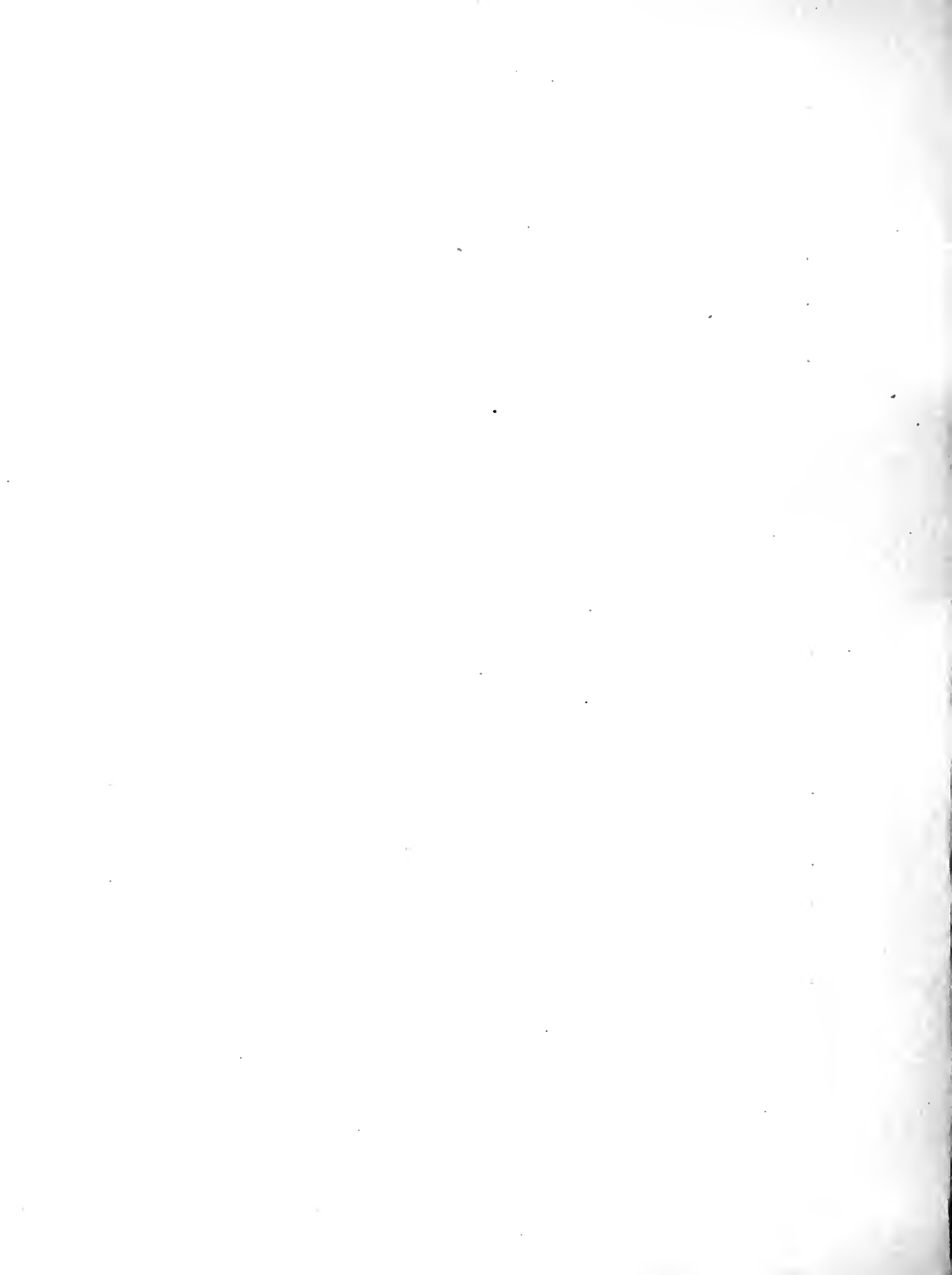
JAPAN

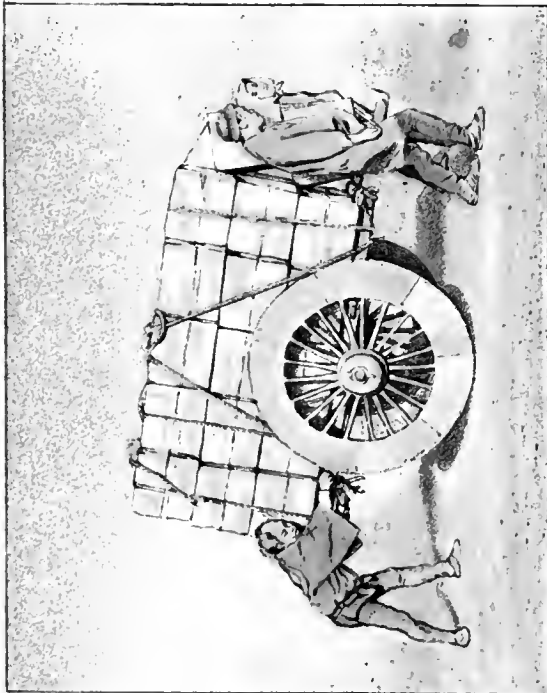
GROUP OF CHILDREN



CHAPTER II.

Life in and about Yokohama, Japan.





FREIGHT TRANSPORT

FRACHTBEFÖRDERUNG

JAPAN



BARBER

BARBIERE



LADY HAIRDRESSER

WEBLICHE HAIRKÜSTLER

JAPAN



JINRIKISHA



THE captain, true to his promise, brought us into our destined harbor that very night. At exactly eight o'clock on Monday evening, December 21st, the engines were shut down and the anchor cast. The lights of Yokohama were in sight. The noise of a busy city could be heard.

The city was within hailing distance and it took but little imagination to place ourselves on land.

It is impossible to describe the feeling of relief we experienced, when our trusty steamer was safely anchored. The hardships and dangers of our voyage were instantly forgotten, and we began to look upon our stormy passage over the Pacific as a sort of interesting experience. The dangers of the voyage were now treated lightly and spoken of as an instructive demonstration of Nature's awful grandeur.

Within a half-hour after anchoring the boats from the Grand and Windsor Hotels appeared by the side of our ship to take us on shore. Although we were very anxious to take immediate advantage of the opportunities to land, we were compelled to remain on board until after breakfast the next morning.

The cause of our detention was the impossibility of taking our baggage with us, owing to the custom-house being closed.

Steward James, upon being informed of our intention to remain aboard, immediately dispatched his able assistant, Bede, ashore, to lay in a supply of Japan's delicacies of the season for next day's breakfast.

"I will set you a farewell meal to-morrow," said he. "fit for emperors, kings, mikados, and even Cincinnatians."

It was nearly midnight when we turned in and sought our bunks. Sleep was out of the question. We were too excited at the prospect of soon setting foot on terra firma again, to allow Morpheus to gain control over us.

We impatiently awaited day-break, which finally appeared, sluggishly creeping above the eastern horizon. With it came a terrible noise from the hold of the ship—an uproar, as if Bedlam had broken loose. It was but the work of a moment to spring out of bed, dress, and start toward the scene of the disturbance on a tour of investigation.

We found that the cause of all this deafening clamor was the presence of several hundred chattering coolies, a number of whom were occupied in unloading the cargo destined for Japan into small "lighters," to be transferred to shore. The balance were engaged in replenishing the almost exhausted coal-bin. While working they kept up a continual chanting, singing, grunting, howling and jabbering, creating a combination of diabolical sounds, which were enough to shatter the strongest nerves.

The whole gang, all Japanese, were under the command of a European, who was decidedly under the influence of stimulants. His "Hayaku" (hurry up), you scoundrels, you devils; "Abanaio" (take care), you rascals, you villains!" resembled the roaring of a wild beast.

These coolies at work formed one of the most interesting spectacles that I ever beheld. Their dress was very scant, some of them wearing nothing but a cloth around their loins and a light cloth across

the shoulders. Many dispensed with the shoulder-cloth entirely. Their head-dress consisted of a blue cotton rag, twisted in every conceivable shape and form. Some wore knee-breeches; a few backs were covered with old coats of various shapes and colors; while others had blankets tied around the shoulders. The legs of nearly all, from the knees down, were completely bare, the soles of the feet being covered, in some instances, by a piece of straw matting.

The reader will doubtless be surprised when informed that the temperature at the time was several degrees below freezing-point. But this did not seem to concern the coolies in the least, and, to all appearances, they felt as comfortable as if the temperature had been forty or fifty degrees higher. An estimate may therefrom be formed of their hardiness, fortitude, and power of endurance. They are small of stature, like all Japanese, but very muscular; in fact, many of them are as fine specimens of physical development as I have ever seen. They are very skillful in their work and nearly all of them gave evidence of great strength.

I was informed that some of these coolies will, without help, easily handle barrels, boxes, or bales, to move which three and even four San Francisco 'longshoremen would consider a hard task.

Another sight worthy of mention, was the great number of fruit venders and peddlers of all kinds that came on board for the purpose of disposing of their goods. They were consigned to the steerage among the Chinese, where they did a brisk business. Every peddler and vender has his own "sampan," which is a kind of large skiff, propelled from the stern by means of one large oar. The "sompans" are also used for ferry service in carrying passengers to and from ships. Hundreds of this sort of craft crowd the harbor constantly.

At nine o'clock, Monday morning, December 22nd, just one month from the day we started on our voyage, we sat down to the table, to partake of the farewell meal on the steamer. Steward James was as good as his word and had prepared a most excellent breakfast.

It would be useless for me to attempt to enumerate all the dainties and delicacies furnished. Suffice it to say that it would have satisfied even the most fastidious epicure. Mr. James can rest assured we will never forget him nor his breakfast, and will always cherish a fond remembrance for both.

Breakfast over, we bade all the officers good-bye, kindly thanked them for the courtesies shown us during the voyage and boarded the Grand Hotel steam-launch, into which our "traps" had already been lowered.

We were soon steaming toward the Yokohama custom-house. After a superficial examination of our baggage by the officials, we headed for the hotel, where we arrived at about 11:30 o'clock.

The hotel is situated on the so-called "Bund," which is the first street from the landing, running parallel with the bay.

The buildings here are nearly all substantial structures, erected and owned by Europeans. The view from the "Bund," looking out on the bay, with its hundreds of ships, the surrounding country serving as a frame, is really a charming picture. The more you observe it the more it fascinates you.

The rooms assigned to us at the hotel were large enough for small dancing-halls. There was plenty of light and ventilation and a fine view of the harbor. The furniture was neat and comfortable, the surroundings clean—in fact, the whole room presented a cheerful and home-like appearance.

This hotel, by the way, has the reputation of setting the best table in the Far-East. The proprietors, Messrs. J. Boyer and Paul Muraour, both Frenchmen and professional cooks, give the kitchen their personal attention. They serve the very best of every thing, thereby strengthening their already well-established reputation.

The various dishes of a meal were served in very small portions, although an order could be duplicated as many times as the guest wished, and cooked to perfection. You could not help relishing the food



CARPENTER SHOP

JAPAN

TISCHLER WERKSTATT



CLEANING RICE

JAPAN

REINIGEN VON REIS



at this table, whether or not you had an appetite previous to sitting down.

The service was first class. The little "Jap" waiters, dressed in tight black leggings and short jackets, with their great skill in handling dishes, and their wonderful activity, were a pleasure to behold. The service of many of the first-class hotels of the United States compared very unfavorably with these always busy, attentive, hurrying little fellows. Owing to the fact that the "Jap" waiters could neither speak nor understand English the guests in ordering meals would call from the bill of fare by numbers. The following bill of fare will give the reader an idea of the meals served and how :

GRAND HOTEL.

J. BOYER & Co., - - - - Proprietors.

Dinner.—Bill of Fare.

Yokohama, January 17th, 1886.

¹Swallow's Nest Soup.

²Fish a la Chambord.

Entrees.

³Loin of Veal a la Polonaise.

⁴Snipe a l' Imperiale

⁵Boiled Mutton a la Reine.

Vegetables.

⁶Beans. ⁷Spinach.

⁸Carrots. ⁹Salsifis.

Joints.

¹⁰Roast Beef. ¹¹Roast Truffled Capons.

¹²Curry and Rice.

Entremets.

¹³Pudding a la DuBarry.

¹⁴Choux Pralines aux Violettes.

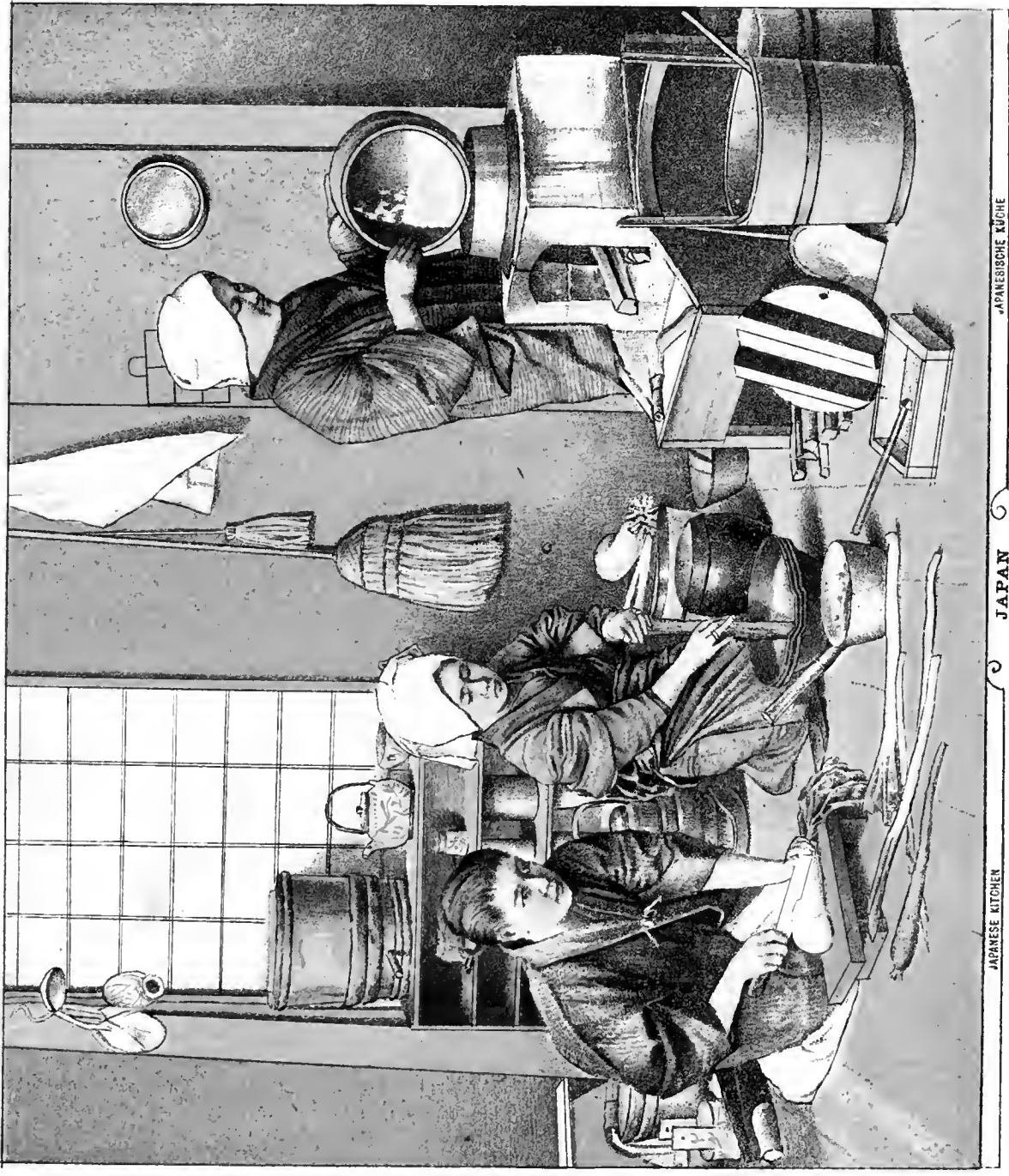
¹⁵Sorbets Riches.

¹⁶Coffee. ¹⁷Tea.

Of Yokohama it must be said, that it is the only city in Japan having anything like a large foreign (European and American) population. Next to it comes Yeddo, then Kobe, and fourth in the list is Nagasaki. It is the principal seaport and has many large and wealthy business houses. The eastern portion of the city is built on a high bluff. Here the buildings, almost entirely private residences, are substantial and attractive, surrounded by beautiful and extensive gardens. The American, English and German naval Hospitals are located in this neighborhood. On the bluff is also a fine park, called the Bluff Garden. In the immediate vicinity are a 1,000 yard rifle range and a mile track race course. The Japanese quarter of Yokohama, which, with its suburbs Kanagawa and Hodogangai, harbors about 100,000 souls, has no prominent features which distinguish it from the rest of the native cities. From the harbor can be seen the volcano of Fusi-yama, (extinct since 1707), sixty-two miles distant, the pride of Japan. It is over 14,000 feet high. The Japanese are very fond of painting this volcano on many of the articles for decoration.

A laughable incident occurred during our stay in Yokohama. The Fire Department was testing a new engine. Among the numerous spectators was an old Japanese, who appeared to be highly interested in the workings of the machine. He scrutinized all the different parts very closely, even going so far as to climb upon the engine and look down into the smoke-stack. The jeering and railing of the bystanders did not concern him in the least. He continued to examine, smile and shake his head. He had never seen such an animal before.

The scene created great merriment, and was very characteristic of the people. This incident recalled to my memory the ante-bellum story of the old Oshkosh pioneer, who, upon seeing the first fire-engine in operation, remarked: "Yes, it beats our old hand-pump all to pieces, but I cannot understand why in the deuce they cook the water before squirtin' it on the fire."



JAPANESE KÜCHE

JAPAN

JAPANESE KITCHEN

The Yokohamians are a queer people, judging them from a charitable or humane standpoint. On the last day of the year 1884, the General Hospital, a most necessary institution, which was maintained by voluntary subscriptions, the expenses of which were trifling in comparison to the population and wealth of Yokohama foreigners, was closed "on account of lack of funds," yet a \$30,000 theatre, for which more money had been subscribed than necessary, was nearing completion. In my opinion the building of a theatre is highly proper, but to supply it with sufficient funds while the most charitable and necessary institution—the hospital—is allowed to be closed, is an inconsistency hard to explain.





PEDDLER

HAUBIRER

JAPAN



WOMAN AND CHILD

FRAU UND KIND



GIRL AT THE WELL

MÄDCHEN AM BRUNNEN

JAPAN



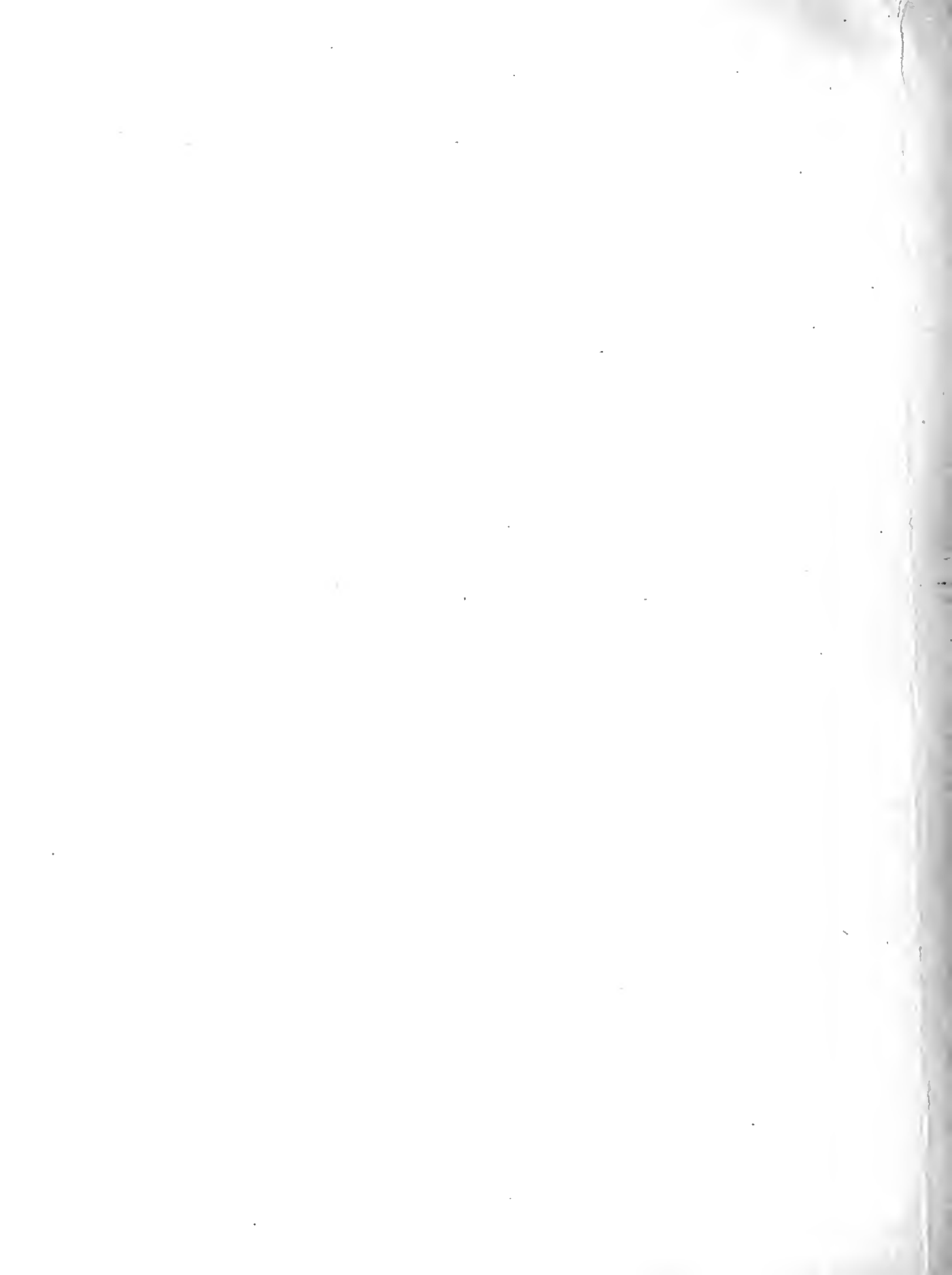
JAPANESE BEAUTY

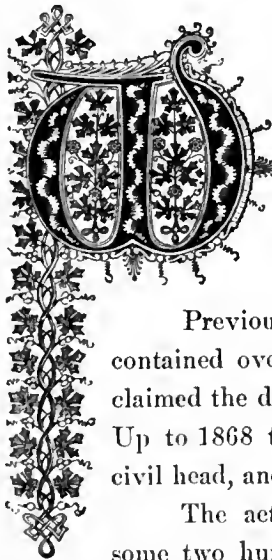
JAPANEISCHESCHÖNHEIT

CHAPTER III.

Tokio, the Capital of Japan.

Manners and Customs of the Japanese.





HE spent several days in Yeddo (Tokio or Tokiyo in the Japanese language), the capital of Japan, whose present population numbers over one million.

Previous to the year 1868 the city is said to have contained over two millions of souls and at one time she claimed the distinction of being the largest city in the world. Up to 1868 the government had two heads—the Tycoon, the civil head, and the Mikado, the religious head.

The actual power of the government was vested in some two hundred officials, known as “Daimios,” each of whom was the ruler of a certain district and, like the feudal lords of old, had in his employ hundreds and even thousands of retainers or soldiers.

These “Daimios” were compelled to reside in Yeddo at least six months in the year, and for the balance of the year or during their absence their families were held as hostages conditioned upon their loyalty. As a consequence the “Daimios,” together with their families and retainers made Yeddo their home altogether, swelling the population almost a million.

After the close of the memorable revolution of 1868, which ended in the defeat of the Tycoon, who was reduced to the rank of a prince, and the elevation of the Mikado to the sole rulership of the empire, the "Daimios" were granted the privilege of permanently residing in their respective districts, but were required to disband their retainers, the general government having assumed entire control of military affairs. Yeddo thereby lost fully one-half of her population.

The main attractions of the city of Yeddo proper are her Buddhist temples, of which the temple of Shiba or Siba is the largest and undoubtedly the finest. The altar and the great pillars surrounding it appear as of one mass of shining gold. The carvings, such as idols, birds, fishes, animals of all kinds, and indescribable monstrosities and mythological creatures, are gorgeous.

Gold (yellow), red and green are the prevailing colors, though others are here and there appropriately applied. The whole scene is so grandly beautiful, as to leave on every visitor a profound and lasting impression.

The Shinto temples are mostly built on elevated places. They are very plain, both in construction and inside finish. There are no idols in them. On the altar stands a looking-glass, and to one side a bronze gong. These are used in the religious ceremonies or practices, that consist 1st, in washing the hands in a font placed directly inside the entrance; 2d, praying before the mirror; 3d, striking the gong to notify the Sun-goddess (the great Goddess of the Shintoists) that the worshiper has finished for that occasion.

The Shinto priests, it appears, take little interest and pay scarcely any attention to the service; at least, so I was informed by a Japanese who ought to know.

Both religions, the Buddhist as well as the Shinto, have undergone great changes in the lapse of time: the one adopting rites of the other, and vice versa, until both have entirely lost their original character. In fact, none but a close student of the subject



LADIES IN GALA DRESS

JAPAN

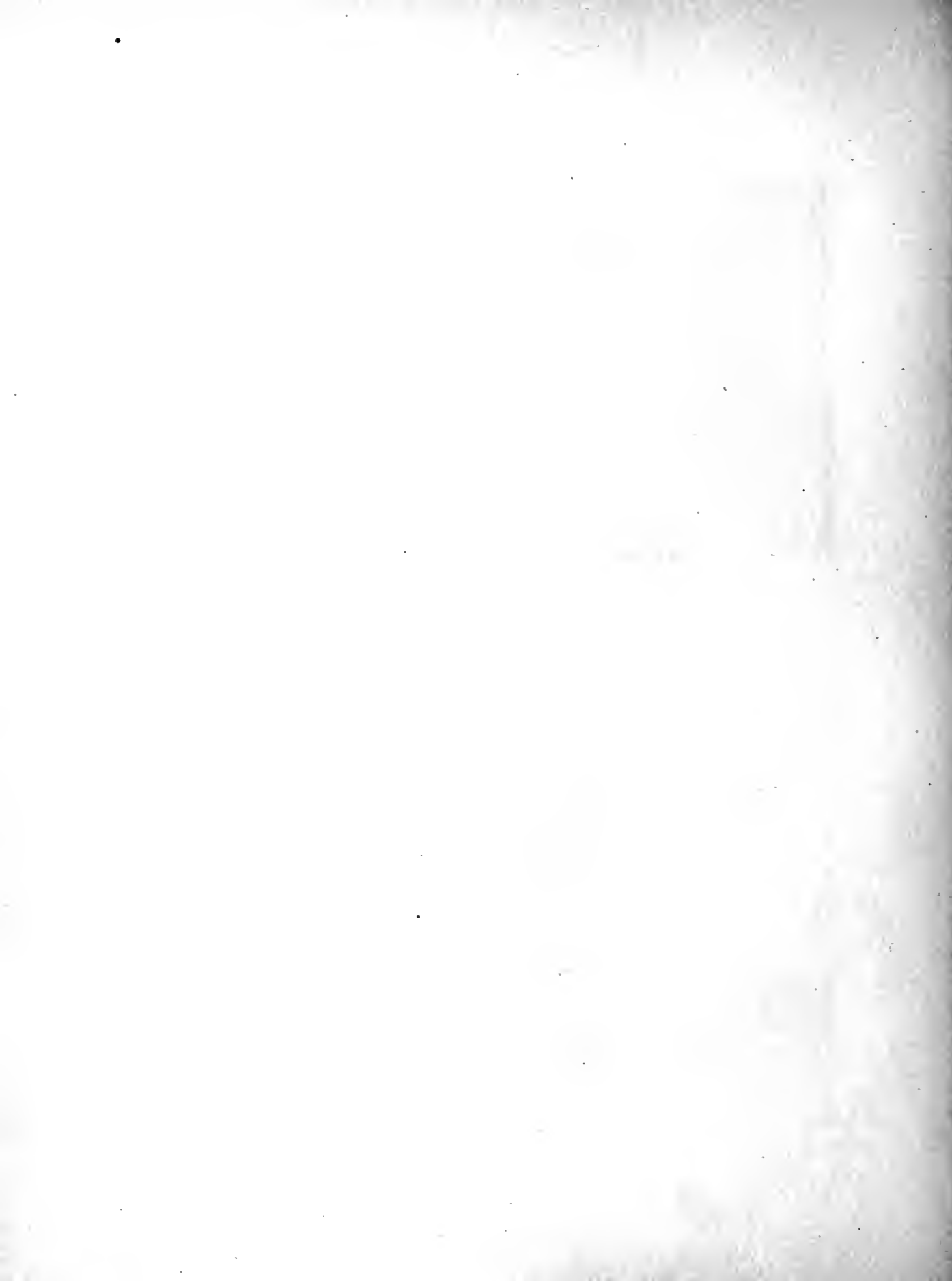
DAMEN IN GALLA KLEIDERN



PEASANT GIRLS IN FULL DRESS

JAPAN

BAUERNMÄDCHEN IM FESTSTAAT



can give anything like a clear definition or explanation of either, and even such a one will admit that there may be questionable points in his theory.

Yeddo, like all Japanese cities, has narrow streets; low, single (rarely two or three) story houses with immense roofs, altogether out of proportion to the rest of the building. The roofs of most buildings in the city are covered with heavy, sometimes ornamental tiles, and straw is used for the same purpose for buildings in the outskirts. They are all built more or less in the bird cage style. By this I mean that the houses are very small—doors and windows in keeping with the size of the people. In most instances the windows are guarded by lattice work, giving the dwellings the appearance of huge bird cages. Glass is very rarely used in the windows, thin tissue-paper answering this purpose. There are, of course, exceptions to this rule. The temples; the stores and godowns (warehouses) of the larger merchants, many of which resemble large safes and are built on the fire-proof plan, with doors and shutters from six to eighteen inches thick; the residences of the wealthy; also the government buildings and schools, most of them being grand structures, and the residences and other buildings of the Europeans are exceptions of the rule mentioned. Many of the legations of foreign nations have large and imposing buildings, those of the United States comparing favorably with the rest. With their new coat of light yellow paint with dark trimmings they present an appearance of elegance and cheerfulness.

The cities of Japan are very similar one to another. They differ only in size and natural surroundings. Every house appears to be a store or shop of some kind, the only exception being an occasional residence of a wealthy native, or a warehouse. How the proprietors of these shops manage to exist is a mystery to all but the Japanese.

Fully seventy-five per cent of the stores carry the same line of goods, viz. :—tea, coffee, rice, vegetables, and fruit, and a limited stock

of these at that. Most of the other shops are "tea-houses," where hot tea and even stronger refreshments are dispensed. The majority of the houses have but one room, the dimensions of which are about twenty feet square, and their half-facing the street answers the purpose for the store or shop, while the rear half, which is slightly elevated and separated from the front by a frail lattice-work partition covered with paper, is used as the dwelling-room. The whole equipment of the rear room consists of a few mats on the floor and a fire-box, made of wood and about one foot square, without a cover and three-fourths full of sand and ashes, in which is kindled a small fire with bits of charcoal. This answers both as a parlor stove and a kitchen range. Around this box the members of the family squat in cold weather, endeavoring to keep warm by holding their hands over this tiny fire—with what success I could not learn. The spare clothes, although they seldom have any, together with the bed-clothes, are kept in a drawer or pocket attached to the wall, which alike answers the purpose of a bureau and wardrobe. At night the matted floor serves as a bed, where, wrapped in their blankets or gowns, the Japanese sleep as soundly as if their heads were resting on pillows of down. Only the very wealthy enjoy the luxuries of stoves, beds, and other furniture. The poor, of which class Japan has more than her quota, are left to themselves, without fire-box, mats, or blankets. It is one of the greatest mysteries how these poor people can exist under the unfavorable circumstances attending a severe winter in Japan.

In stature the Japanese people are below the average. The complexion ranges all the way from a pale yellow to a dark brown color. The hair is coarse and jet black, and is worn by the younger men to probably six inches in length. Many of the older males shave the tops of their heads and allow the remaining hair to grow to considerable length, which they then do up in womanly style with hair-pins and crimps. They present a horrible appearance.

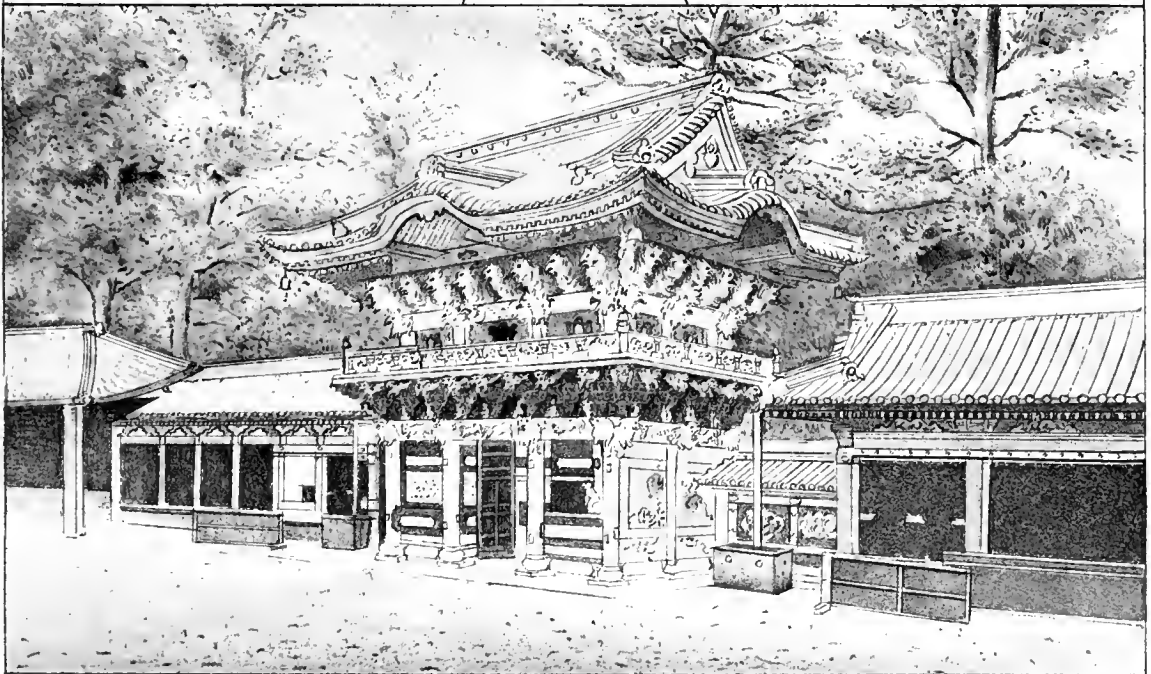
In the cities the majority of the men, old and young, wear no



DAIGUTZ, "THE JAPANESE IDOL"

JAPAN

GAIBUTZ, "DAS JAPANESISCHE GÖTZENBILD"



JAPANESE TEMPLE

JAPAN

JAPANESISCHER TEMPEL

head covering. Many of the upper class have adopted the European costume, including hats and caps. The government officials and soldiers also dress in European style. The average Japanese male attire consists of tight-fitting pants (regular stage tights), mostly of a dark, rarely a light color; a vest or waistcoat; and over this a garment made after the pattern of a cape, with sleeves several feet wide. These serve as pockets for carrying handkerchiefs, pocket-books, fans and small packages. Around the lower part of the body is worn a dark colored cloth, or sash, reaching below the skirt and resembling a tightly fitting skirt.

The Japanese women are shorter in stature than the men and smaller in every way; but their heads, like the roofs of Japanese houses, are entirely out of proportion. The female costume resembles that of the men, but a Japanese belle of the wealthy class, when arranged in her best, presents an elegant appearance. Their greatest time and attention is devoted to the hair, which is done up in elaborate style with ornamental pins, combs, fans and tassels. A sort of paste or glue is used for dressing the hair, which produces a shiny, unnatural appearance.

The children are all dressed in the same manner, and from outward appearances resemble each other as much as one egg does another. The babies are carried on the backs of the mothers or older children. Occasionally a father or a grand-father can be seen with a lump of humanity between his shoulders. The mothers who seem to be very fond of their children, take particular delight in making the heads of the little innocents look as odd as possible. Some mothers will, for instance, shave off the hair entirely; others will allow a tuft to remain on top. Then again, in order to differ from some one else, a third child may wear a bunch of hair above each ear, while its companion will have regular walks shaved around its head, making it look like a miniature park. It is true, that this does not improve the looks

of the little ones but on the contrary gives them the appearance of monkeys rather than human beings.

The country people or farmers all dress alike. An outfit is made up of dark blue tights, wide sack-coat, with large sleeves and a light blue cloth around the head tied up in an inconceivable shape. The men and women dress almost alike. These people are all very poor. The houses in which they live are miserable hovels, covered with straw. The number of children met with while passing through the rural districts is surprising. The villages literally swarm with them. The coverings for their bodies cannot be called clothes, they are patched-up rags, though apparently sufficient to keep the children comfortable. Owing to the fact that applications of soap and water are few and far between, their complexion cannot be determined.

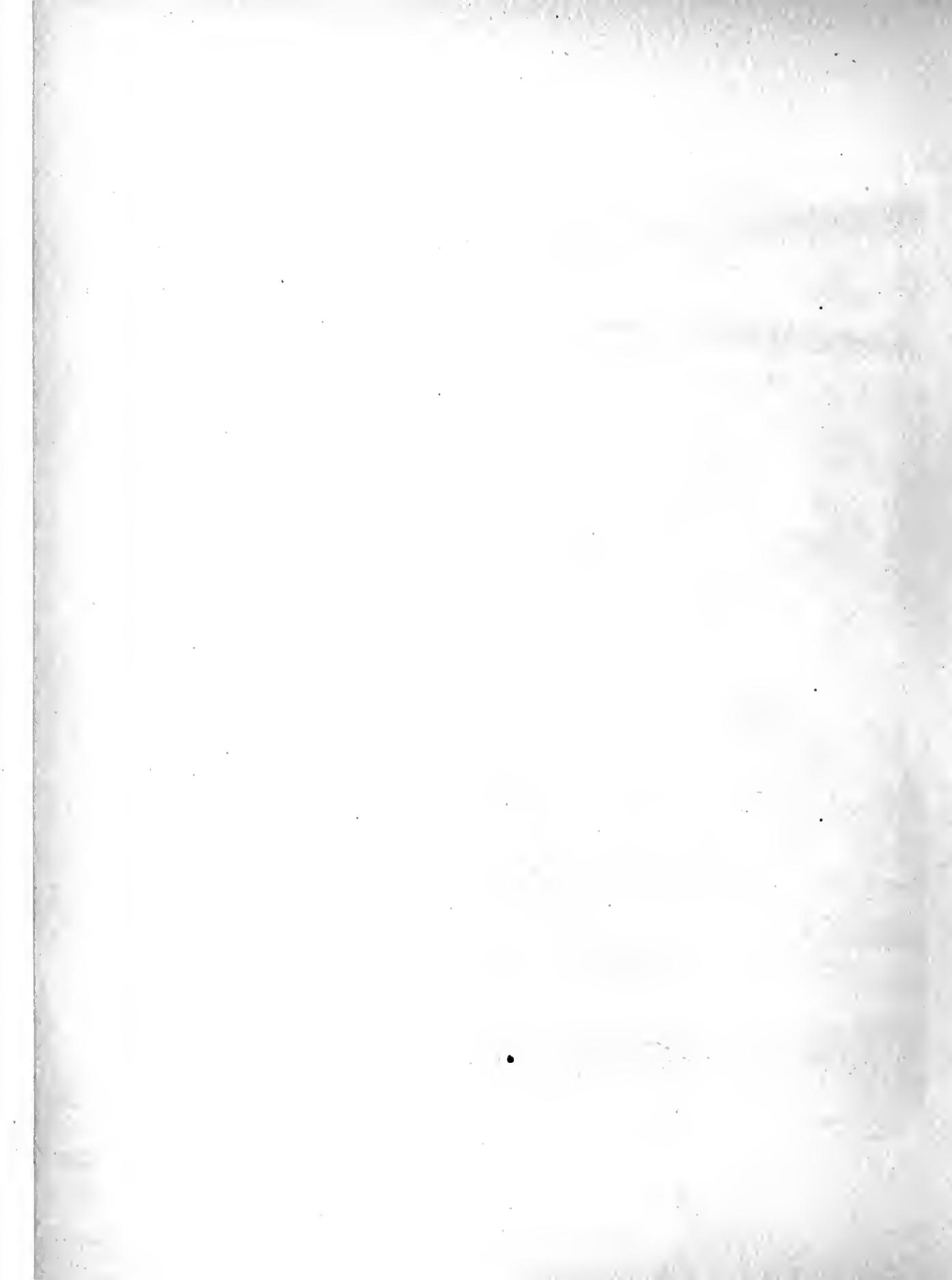
The whole of Japan is owned by the government, and the land both in the cities and in the country is rented or leased to the inhabitants at enormous rates. The farmer can scarcely realize enough to pay his rents. Trouble of a serious nature is soon to follow unless some remedy is applied in the near future. As to rents Japan is actually in a worse condition than Ireland. The people in the rural districts, although industrious, polite and harmless, retain many of the rude customs of their ancestors. A lady would find a trip into the interior anything but agreeable. One of the customs rigidly adhered to in the country by the married women, though it exists to some extent in the cities, is the blacking of the teeth and shaving of eye-brows. This gives them an appearance that is disgusting in the extreme and makes them look like monsters. It is said there are no native birds that sing, no odoriferous flowers and none but imported sheep. The cows are small and unfit for dairy purposes. The horses are scarcely larger than ponies. The roads are narrow, few wide enough for ordinary vehicles; most of them are less than eight feet wide, so that traveling must be done either on horseback, or in jinrikshas (large baby carriages drawn by one or two men), or afoot. Freight is transported into the



PARK IN TOKIO

JAPAN

PARK IN TOKIO



interior mostly on the backs of horses. These pack-animals are rarely shod with iron shoes; the hoofs being protected by straw-matting fastened with straw-strings. These shoes seldom last more than half a day, when new ones must be attached, the driver generally carrying a large supply in case of emergency. In cities the iron shoe is in general use. The average Japanese, male or female, wears no shoes. Straw-sandals, or wooden pattens (pieces of wood shaped like the sole of a shoe; some having strips from two to four inches in height attached to the bottom), held to the feet by means of a cord passed between the first and second toes, are generally worn. European shoes have been adopted by those wearing European clothes. The stockings are made mitten-like, with a separate place for the big toe to make room for the shoe-cord. Stockings or feet-coverings are in many instances totally dispensed with. Even during cold weather, with snow on the ground six inches deep, fully one-half of the people wear nothing on their feet but sandals or pattens. In other words: they virtually tramp around barefooted.

In the use of intoxicating drinks the Japanese are not behind their foreign brethren. The most popular beverage is called "saki." It is a liquor distilled from rice and very pleasant to the taste, but certain in its effects when taken in too great quantities.

New-Year's day, which falls on the first of January, is the principal holiday, and is celebrated by everybody. The whole of Japan is drunk on this day. It is an old custom dating back hundreds of years and is observed by most of the Japanese. Even our hotel boys went out on a jollification. Nothing would stop them. They simply laughed at the threats of discharge made by the proprietor. They returned in the evening in time for dinner, gloriously happy.

The natives, when under the influence of liquor, have one redeeming quality. They do not become boisterous or quarrelsome, neither will they venture outdoors on the streets, until the effects of

the drinking have passed away. It is therefore a very rare occurrence to meet an intoxicated man.

On New-Years day the great Mikado gave a banquet to the "Princes of the blood," the counsellors, and the representatives of the foreign nations. On that occasion he made the following brief and remarkable (?) speech:

"I hereby celebrate the New-Year. It gives me great pleasure to be able to meet and entertain the foreign representatives and the ministers of state."

During this banquet the French and Chinese ministers exchanged no words, dispensing, indeed, with most of the courtesies usual on such occasions. In fact, all they did was to stare at each other. There was very little interest manifested in Japan as to the result of the Franco-Chinese imbroglio. The whole affair was considered a failure. The main damage done was to business, which was exceedingly dull while hostilities lasted.

The complaints of the Eastern merchants were loud and deep, and numerous petitions were sent to the different governments praying them to intercede, and have the difficulties adjusted, because a prolongation of the same would result in total ruin of all business.

Among those who have visited both countries the opinion prevails that the Japanese are intellectually inferior to the Chinese and that they are not reliable. A "Jap" when in the possession of a few dollars is liable to leave his employer at any minute, no matter how responsible or important his position, and go out among the boys and have a good time. He will not return to work until his supply of money is exhausted. For this reason many of the Japanese steamers and warehouses employ Chinese. But taken as a whole the Japs are kind, good, jolly fellows. They are happy and contented whether possessed of wealth or not. On the other hand the Chinese seem to care for nothing but the acquirement of money and are never so

happy as when they can jingle with gold or silver, which they hoard with a miserly selfishness that is disgusting.

In the coloring of photographs, the manufacture of porcelain, inlaying of metals and tempering steel and sword and knife blades the Japanese excel the world. For beauty, originality of design and fine workmanship their famous embroideries cannot be equaled anywhere.

Before bidding adieu to this part of Japan I will endeavor to describe the guides and servants in our employ, during our sojourn in Yokohama and Tokio:

Upon our arrival at the Grand Hotel we secured the services of a young Japanese in the capacity of guide and servant. His name was Toya; he had distinct Japanese features, but on the whole was a very good-looking fellow. His English was not of the very best, but with considerable guess-work and imagination on our part we generally succeeded in understanding him. We had not the slightest cause to complain of his work until New-Years day, when we granted him leave of absence. We never saw him sober again. He reported at the hotel on the second and third of January; on both occasions he was decidedly under the influence of "saki." The manager forbade him the hotel, and we were forced to discharge him. After this we never got to see him again and we were informed by some of his friends that he was ashamed to show his face. Upon the recommendation of the hotel proprietors we then engaged Kanako and Thora, both thoroughbred "Japs." The former was slighter in figure than Toya, being less than five feet in height and perhaps one hundred pounds in weight, with the same marked Japanese features.

He spoke English very fluently, and therefore rendered us excellent services as guide and interpreter. He, too, occasionally invested some of his surplus cash in "saki," but never presented himself to us 'under the influence.'

Thora, who had charge of our rooms and at meal-times waited on us at the table, bore a striking resemblance to a North American

Indian. His face, color, and general bearing indicated decided Indian origin, but still he was a full-blood Japanese. His knowledge of English was about on a par with that of Toya. He was a good and faithful servant and gave us the best of satisfaction. In our rambles through Tokio, Katsu, a diminutive inhabitant of the land of the rising sun, who hardly tipped the beam at seventy-five pounds, accompanied us. He was in every respect Kanako's equal, was acquainted with every nook and crook in the great Japanese capital, and made it his special duty to see that we would not miss any of the sights. He informed us that cats, dogs, rats, and mice, with the exception of the white mice species, were a daily article of food among the poorer classes. This was also substantiated by several Japanese officials who frequently visited the hotel. They had not the least hesitation in stating that the consumption of these animals was as great, proportionally, in Japan as in China, although they are not as publicly exposed for sale. —

It gives me pleasure to here mention Mr. Christiansen, the steward of the Grand Hotel, and Mr. Henriques, the proprietor of the Yokohama livery stables, who arranged for and accompanied us on many enjoyable excursions into the surrounding country, upon which occasions Mr. Henriques would insist on furnishing his fine Philadelphia carriage and his best span of horses free of charge. Mr. Christiansen has quite a romantic history, he is an American of Danish extraction, every inch a gentleman, and a jolly and wholesouled companion. Born near Flensburg in Denmark about forty years ago, he ran away from home and went to sea when quite young, serving at various times on Danish, German, English and American men-of-war and merchant-men. At one time he was paymaster on the "Palos," a ship commanded by Captain Nelson, our fellow-traveler on the steamer "Rio Janeiro."

On several occasions he rose to the rank of captain in the merchant service and at one time Dame Fortune smiled on him to the extent of making him master of his own ship.

"I felt myself an independently rich man at that time," said



PAPENBERG IBLAND, NEAR NAGASAKI

JAPAN

DIE PAPENBERG INSEL, NEI NAGASAKI



FUSIYAMA, "THE HOLY MOUNTAIN"

JAPAN

FUSIYAMA, "DER GEBEILIGTE BERG"



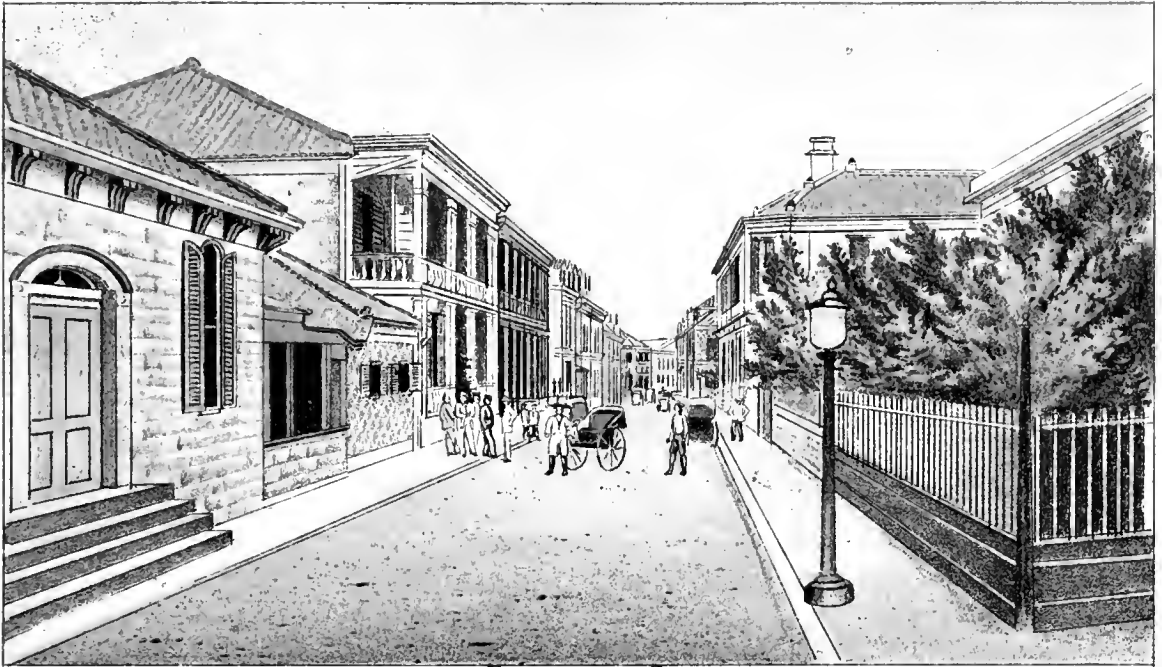
Mr. Christiansen, "still I was not satisfied and lost all in my eager desire to accumulate more." Before his employment at the Grand Hotel he had been in the seal-hunting service, where at times he would "strike it very rich," but would again sacrifice all in some new venture.

Several years ago he was married to a young Japanese lady, of a family of rank, and highly educated. Her history is even more romantic than that of her husband. She was the daughter of an officer ranking highly in the army of the Tycoon. Shortly before the close of the revolution of 1868 her father was taken prisoner and subsequently executed. Her mother had previously succumbed to the inevitable. She was therefore left an orphan when scarcely three years old.

Fortunately a kind and benevolent English lady, who accidentally heard of her pitiful situation, adopted the waif. Later on this good lady removed to Shanghai, where her adopted child was educated in a catholic nunnery. From there they went to South America, and after an absence of about twelve years they returned to Japan, where the foster-mother soon died, leaving her adopted daughter a second time alone in the wide world.

She soon found employment, however, as governess in a respectable English family and took up her home with them in Yokohama. Here Christiansen chanced to meet his wife for the first time; they learned to love each other, and after a brief courtship were married. They live happily together, and their little baby boy has as bright a pair of eyes, as tawny a skin, as black a head of hair, and as sound a pair of lungs as ever a Japanese half-breed or full-blood baby possessed.

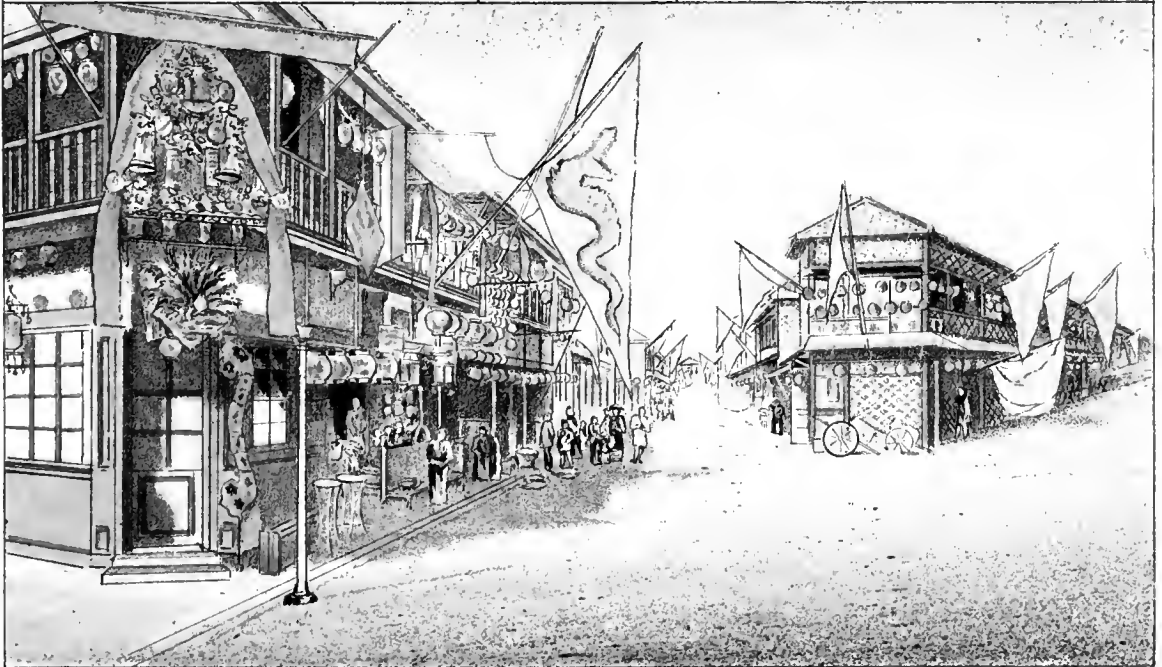




EUROPEAN QUARTERS AT YOKOHOMA

JAPAN

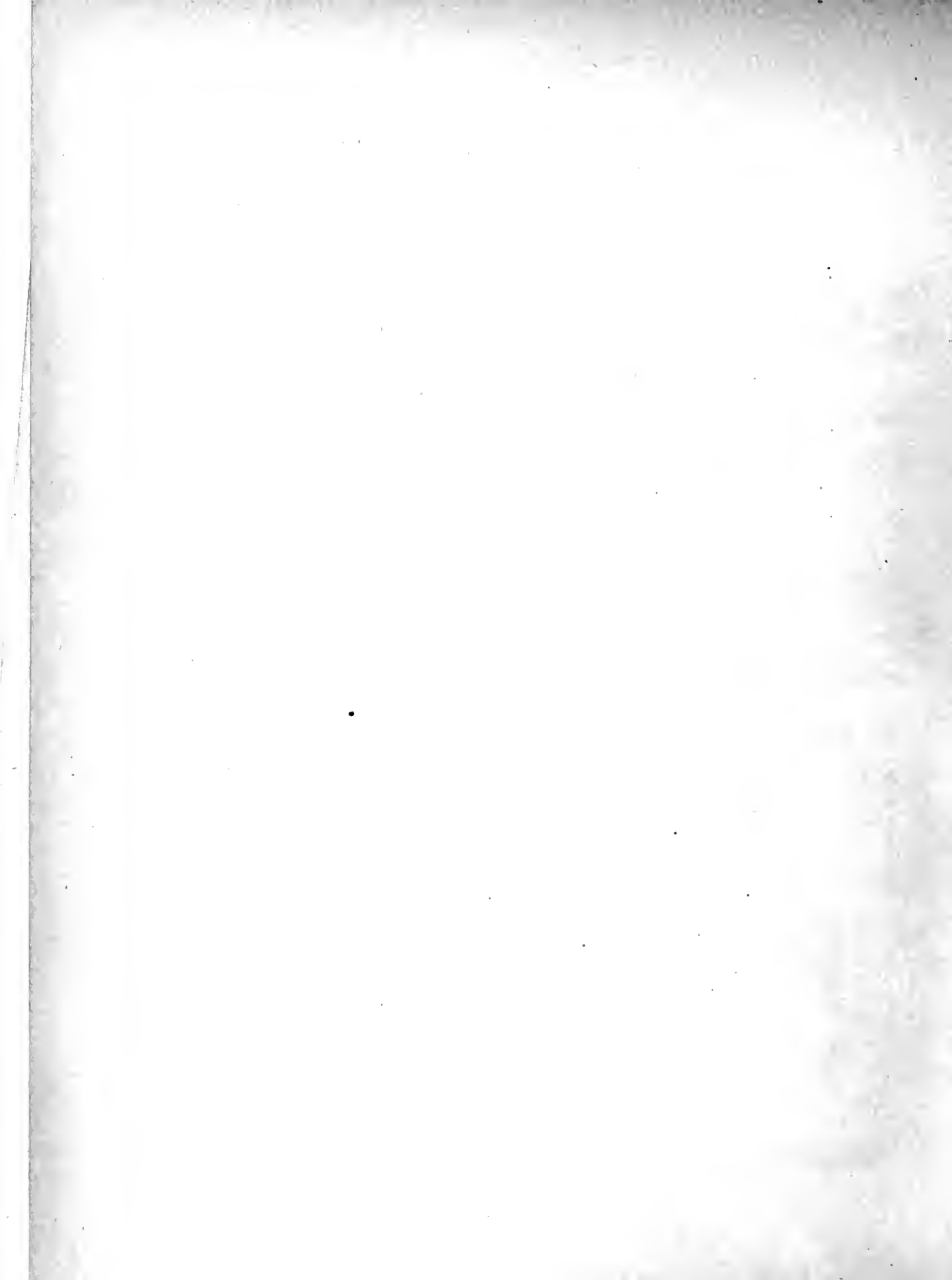
STADTVIERTEL DER EUROPÄER IN YOKOHOMA



NATIVE QUARTERS AT YOKOHOMA

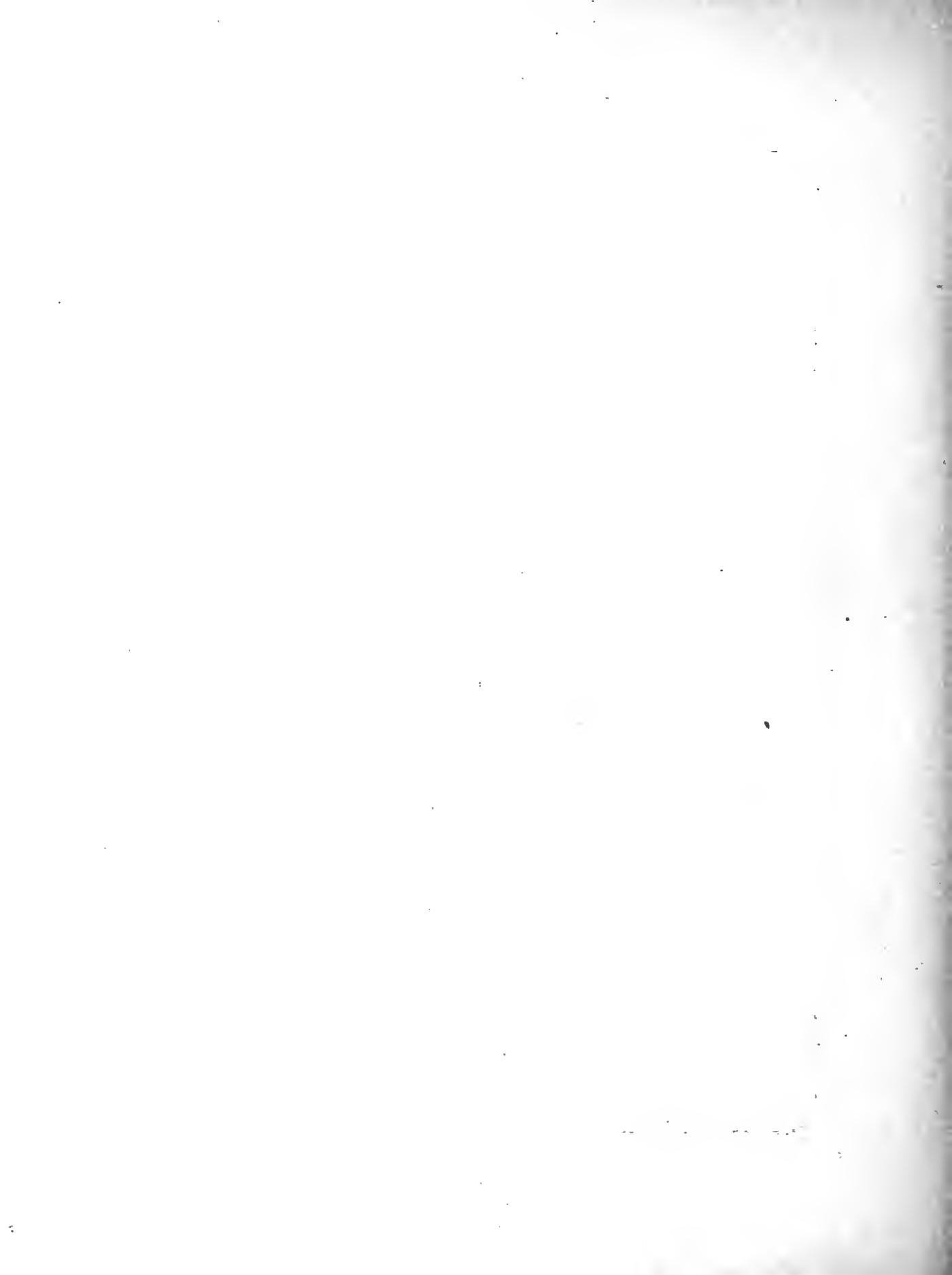
JAPAN

STADTVIERTEL DER EINGEBORENEN IN YOKOHOMA



CHAPTER IV.

Japan, (Continued.)





CHINESE AT DINNER

CHINA

CHINESEN BEIM MITTAGSTISCH



CHINESE LADIES AND CHILD

CHINA

CHINESISCHE DAMEN UND KIND





ALL the books on Japan, that I have read, accord her a very prominent place among the beautiful countries in the world. In my opinion they do not exaggerate, for, from what I have seen, it is a most delightful, a most charming land, with every available inch of soil under the highest cultivation. The people occupying this beautiful island do not quite reach the standard of modern civilization, yet they can boast of considerable culture. They lack few, if any, of the attributes that go to make up good citizens.

Although heathens or idolators in the eyes of the so-called Christian world, they can nevertheless be cited as models worthy of being imitated by several of our highly enlightened nations, as far as honesty, diligence, politeness, sociability, and trustworthiness are concerned.

As in all countries, petty offenses frequently occur, but the more heinous crimes are committed very, very rarely. The laws against all crimes are most severe, and within the last few years there has been a tendency to have them rigidly enforced.

Formerly bribery could be and was resorted to, but I have been

informed that at present it is next to an impossibility to corruptly influence any of the officials. If it be true, as the Japanese papers state, that the present ruling power is determined to purify that branch of the government intrusted with the execution of the laws, then Japan has taken a great stride in the direction of progress, from which she will surely reap the greatest benefits.

During our visit the "Jiji Shimpo," one of the leading Japanese newspapers, published a long and ably written editorial on the subject of religious liberty. It advocated in strong terms the placing of the Christian religion on the same basis as the Shinto and Buddhist religions. It claimed that Japan is not pledged to any religion, and that the Government does little or nothing toward the support of the temples. The whole outlay for religious purposes in the preceding year amounted to scarcely \$150,000.

The "Jiji Shimpo" predicted for Japan, in the event of a law granting religious liberty, a new era of peace, happiness, and prosperity. This editorial created great consternation among those in power, but the people appeared to take kindly to it. It was a bold move of the "Jiji Shimpo." Lately the government has taken a very liberal position on the question of religion, which was perhaps brought about by the "Jiji Shimpo," and which means that henceforth no obstacles shall be placed in the way of the missionaries in their work of disseminating Christian doctrines.

The Japanese government itself struck a heavy blow at the religion of the empire by issuing a proclamation abolishing the "Religious Department" of the state. This act places all religions on an equal footing, and is an onward stride toward freedom for the people.

Japan has during the last ten years, but especially during the last three years, made great progress in the work of educating her people. Throughout the empire free schools have been established, which are largely attended by the Japanese youth. High-schools are numerous in the larger cities and the opportunities offered are eagerly

sought for. The great university of Tokio has a world-wide reputation. Besides the free-schools there are many private seminaries under the supervision of native or European teachers or missionaries.

The teachers in the primary schools are mostly natives, but in the high-schools and the university many European and American professors and tutors occupy the chairs. But the Japanese government is gradually filling the places of these aliens with natives who have either acquired a sufficient knowledge at home, or who have returned from Europe or America, whither they were sent, the wards of the government, to perfect their education.

Not many years will elapse at the present rate of progress before Japan will be in a position to dispense with all foreign teachers and be fully capable of taking good care of all her interests without any outside help.

The arts and sciences are also receiving their full share of attention. Many institutions devoted to the study of mining, engineering, surveying, and agriculture, and a military and naval academy are supported by the government.

At Yokosuka, near Yokohama, are the extensive government ship-yards and docks, where large ironclads and other men-of-war, together with all their equipments, are built by Japanese mechanics, under the superintendency of Japanese cadets, who, having acquired the requisite knowledge at the naval college, are drafted into the service. At the arsenal, which is also situated here, the small arms and the small ordnance, together with all the ammunition are manufactured. The heavy ordnance of from 12 to 36 tons are imported from Europe.

During our stay in Japan there was at one time great danger of war between Corea and Japan on account of some outrage perpetrated by the former country upon the latter. When the news was published that China would espouse the cause of Corea, the excitement ran high. The Chinese and Japanese are not the best of neighbors. Thousands

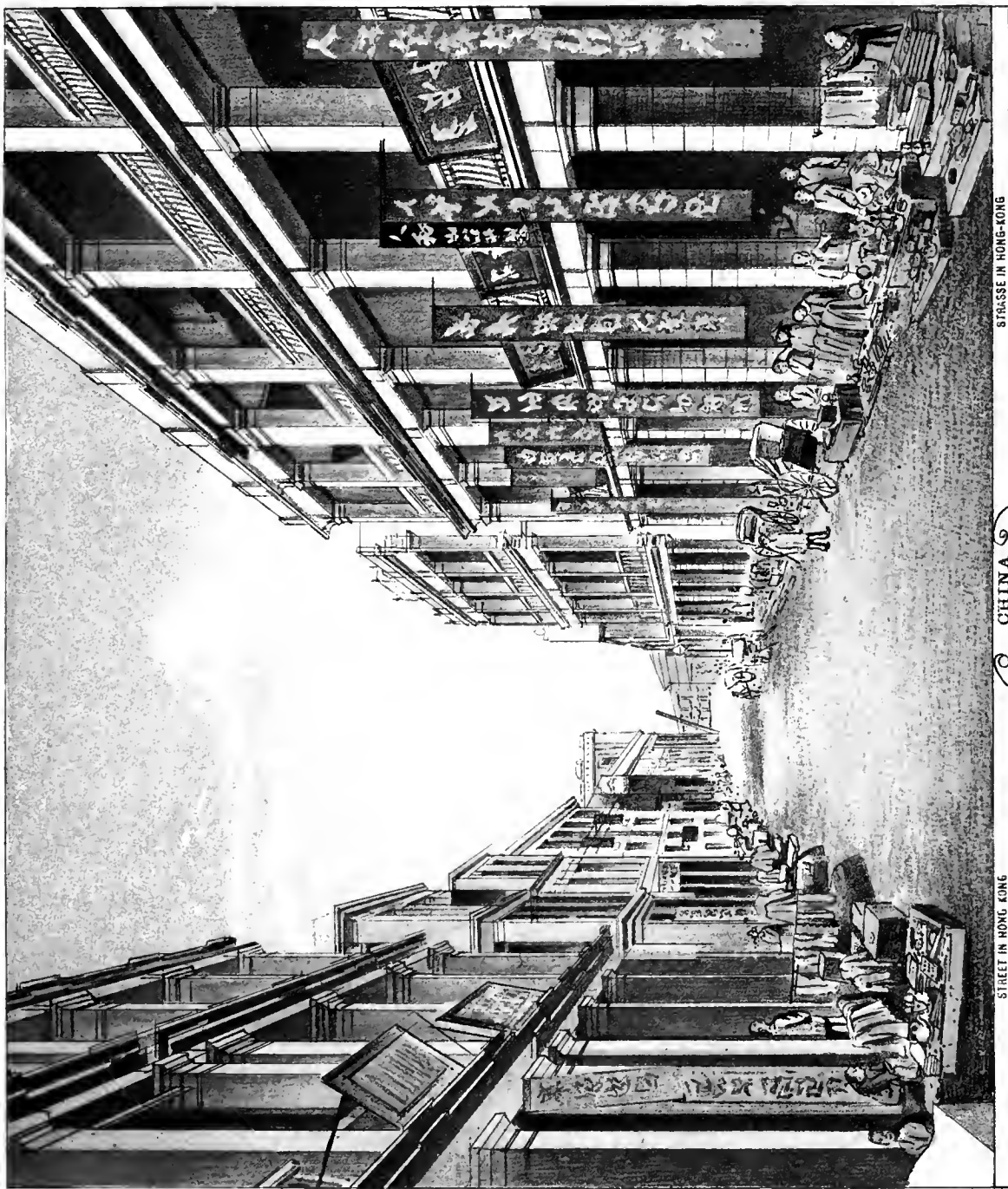
and thousands of men from one end of the empire to the other volunteered their services.

From the wrestlers, and there are a great many of them, much was expected. Chosen from the strongest and most active men in the country, they were supposed to have the ability of becoming good soldiers. Wrestling might be called the national amusement of Japan. The wrestlers travel in squads from place to place giving exhibitions which are well patronized by the natives.

Their performances are meritorious. The men execute wonderful feats of strength and agility, they show great pluck and endurance, and display considerable science. Sorakichi, who has been posing in the United States for several years in the role of a Japanese champion, formerly belonged to one of these troupes. Kanako, our guide, who claimed to be personally acquainted with Sorakichi, informed us that though Sorakichi had won many laurels and his remarkable feats of strength had made for him a reputation reaching far beyond the empire, yet it was generally admitted that there were many wrestlers in Japan who were far superior to him.

While at Tokio we took advantage of the opportunity and attended one of these wrestling matches, which was at that time going on between the members of a troupe composed of twelve wrestlers. It took place in a temporarily erected frail structure with primitive accommodations for the audience. The attendance was large and the favorites were enthusiastically received. During a bout the excitement ran high. At times when a point was scored by either one of the contestants, the noise was perfectly deafening. Taken all in all the performance was highly interesting, and were it not for one feature, which was not on the programme, we would have enjoyed it hugely.

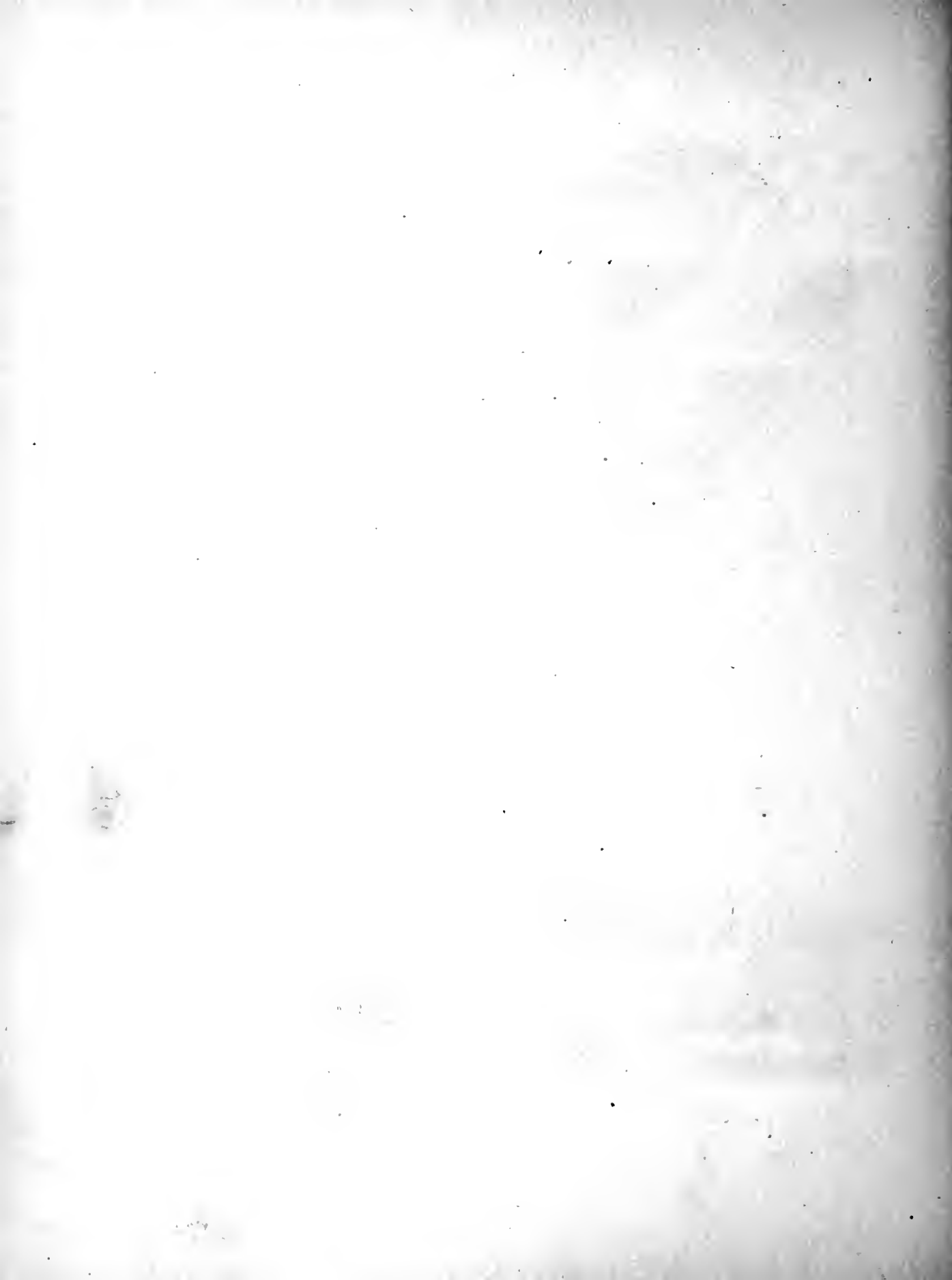
The objectionable feature was this: In the course of a contest it frequently happens that one or both of the contestants receive a scratch or wound of some kind, which, as soon as the bout closes, subjects them to a thorough burning. A red-hot iron is always kept in readiness for



STRASSE IN HONG-KONG

CHINA

STREET IN HONG KONG



this purpose. It is done, they say, to prevent the wound from festering. The wrestlers submit to this operation without the least sign of distress—in fact, you cannot detect the slightest movement of a muscle while the iron is being applied.

Some of these wrestlers were literally covered with scars, being an indelible proof of the great number of wounds and a corresponding number of scorchings they received in their endeavors to gain both fame and a living.

Well, these brave wrestlers shortly after the alarm was sounded dispatched a large delegation to the mikado at Tokio, and authorized them to tender the emperor the services of the combined brotherhood of wrestlers in case of war. This act would have proved their loyalty and patriotism, had they not in tendering their services stipulated the capacity in which they were willing to serve.

Considering the physical development and training of these men; the dangers they encounter; the pains and aches they suffer, while plying their vocation, a person would infer that they would demand of the mikado to be enrolled into a separate regiment or battalion, so that they might open the way for a triumphal march of the Japanese army to the Corean capital and proudly vindicate their country's honor.

Everybody expected that they would ask the mikado to place them where there was the most danger, and all were therefore greatly disappointed when the news came from Tokio that the celebrated wrestlers had tendered their services to the mikado "as followers of the army in the capacity of baggage-carriers." For this reason the great wrestlers at once became the laughing-stock of all Japan.—

The question of rapid transit in the cities and towns and their immediate surroundings was satisfactorily solved by a Christian missionary not many years ago by the invention of the so-called jinriksha (jiniriksha) or 'riksha, as it is generally called. This is nothing more nor less than an extra large and strong two-wheeled baby-buggy, as I have previously stated. On good, level roads, for short dis-

tances, one man can draw the same; but, when long journeys are to be made, or when bad and hilly roads are to be encountered, an assistant must be engaged, who either hitches himself in front of the man in the shafts or pushes the vehicle from the rear.

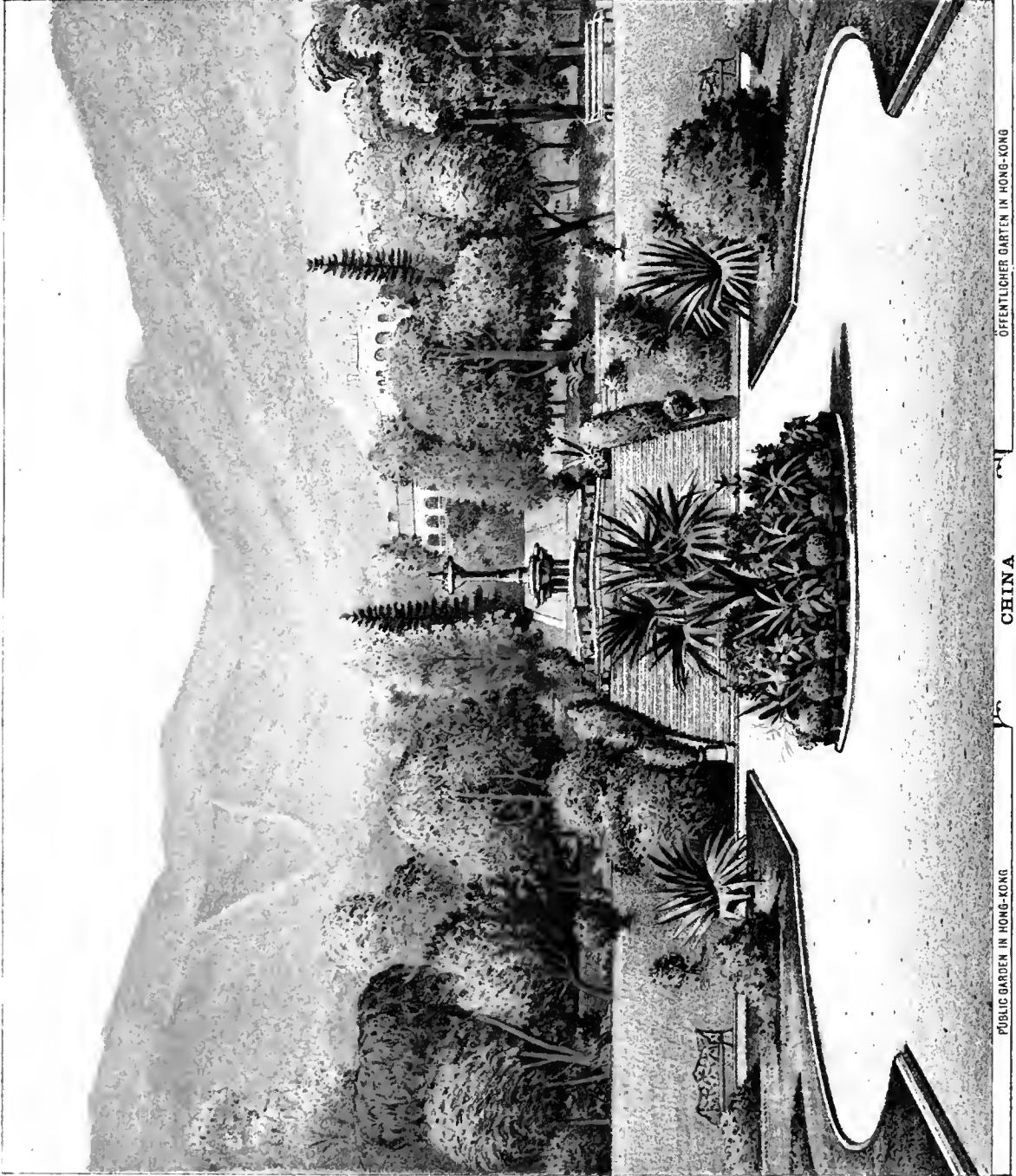
These 'rikshas are very comfortable and exceedingly convenient. Although the original intention was that each 'riksha should carry but one person, it is a common occurrence to see two, three, and even more persons, generally natives, in one of them, and tugged along by a single man.

This invention was a great blessing to thousands, and tens of thousands of the poorer classes, as it gave them the means of earning a living. The number of people employed in this way is very large.

Tokio, although supplied with considerable street-car accommodations, boasts of having over twenty-five thousands 'rikshas, which give employment to fully forty thousand men, counting only those who are directly engaged in operating the vehicles. Yokohama claims to have from three to four thousand of these buggies. There is scarcely a town in the whole empire where they cannot be found.

In traveling on these 'rikshas remarkably fast time is made, even when great distances are to be covered. To visit the "Daibutz," which is about fifteen miles distant from Yokohama, we took a carriage part of the way, and the balance of the distance, about six miles overland, was traveled in 'rikshas, each managed by two strong men. Although the roads from this point were very bad, being decidedly muddy and hilly the greater part of the way, our men started on a good trot and kept up the gait without a single intermission, until they had landed us at our destination. Our return trip was made in the same manner, although we took another road which was about two miles longer.

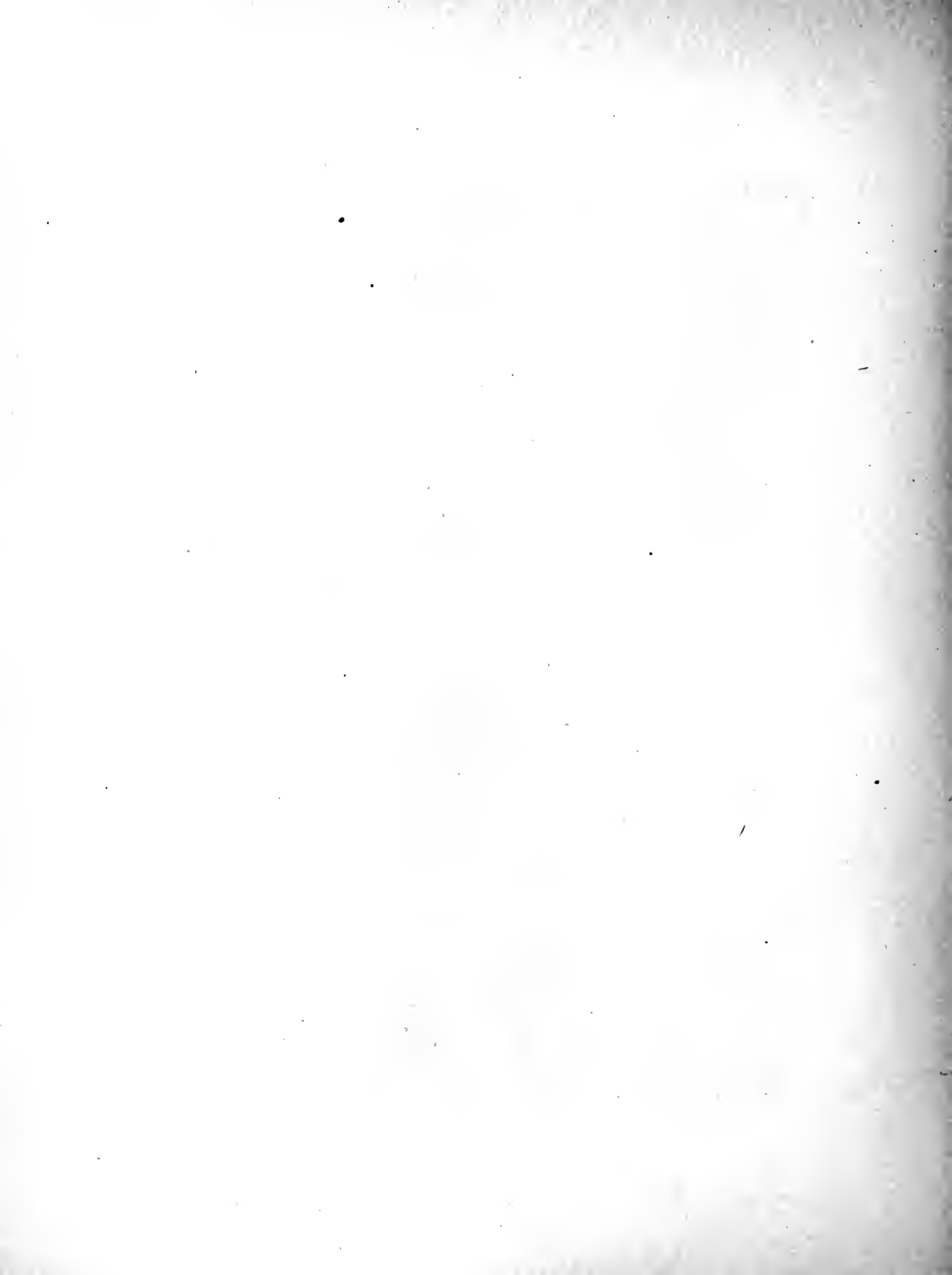
We were surprised at the remarkable powers of endurance of these men, the more so, as they did not appear in the least fatigued or exhausted. The 'riksha men are generally taken from the coolie ranks.



ÖFFENTLICHER GARTEN IN HONG-KONG

CHINA

PUBLIC GARDEN IN HONG-KONG



They must be strong, healthy, and fleet of foot. The service, although apparently not affecting them, is very severe. Their life is by no means an easy or a happy one, yet they are always cheerful and in good humor.

The statue of Daibutz, the Buddhist God, to see which we made this journey, is the greatest curiosity of Japan. It is fully fifty feet in height. It is made of a metal, which closely resembles bronze, but the natives claim that nothing but copper, gold, and silver were used.

The following statistics, taken from the "Chronicle and Directory for China, Japan, the Philippines, etc.," published in Hong Kong, will give the reader a general idea of the Japanese government and country as it is and of the comparatively small foreign population:

Total revenues from 1884—85, \$75,982,969; liquor revenues alone, \$16,879,462.

In the year 1882 the elementary schools numbered 29,081; and the middle schools 172; besides there were 76 normal schools and colleges for special studies, such as law, medicine, mining, agriculture, and foreign languages; and five high (female) schools.

The value of the foreign trade in 1883 was: Imports, \$27,848,992; Exports, \$35,709,066.

Of this Yokohama controlled: Imports, \$18,618,612; Exports, \$25,691,215.

The populations of Japanese cities in 1883 were:

Nagasaki, 47,412, including 95 British and 44 Americans;

Kobe (Hiogo), 54,421, 232 British, 48 Germans, and 33 Americans;

Osaka, 300,662, 21 British, 54 Americans;

Tokio, 1,200,000; total foreign residents, including Chinese, 634;

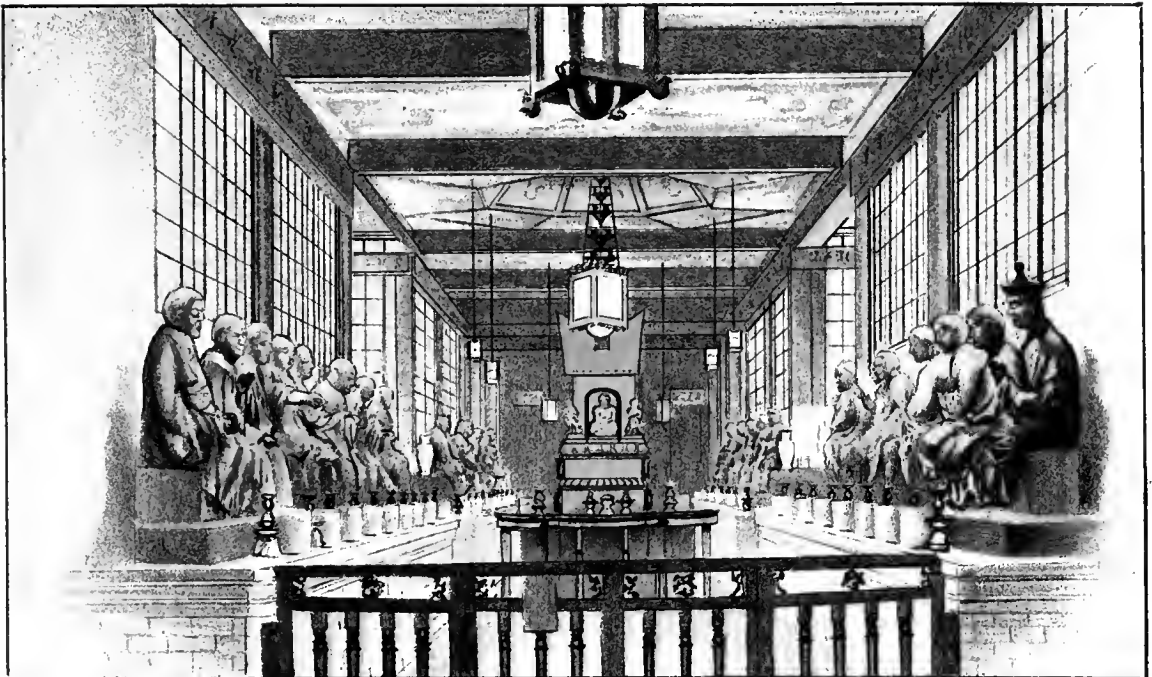
For Yokohama a population of over 100,000 is claimed, of which 595 are British, 253 Americans, 160 German, 109 French, 28 Dutch, 35 Portuguese and 43 Russians.

On Monday, January 25th, having completed our arrangements, we were escorted to the steamer "Hiroshima Maru." At precisely 4 o'clock in the afternoon the gong sounded, the engines were started, and we were off for China. We steamed south along the lovely eastern coast of Japan.

The "Hiroshima Maru," a large and elegant sidewheel steamer, with spacious and comfortably furnished cabins, and a fine promenade deck, was commanded by Captain Wynne, an Englishman, who had been in the Japanese service for nearly 20 years.

The mates and engineers were also English; the steward and cooks Chinese; and the waiters and cabin-boys Japanese. Captain Wynne is a jolly good fellow, and owing to his sociable and kind disposition is highly esteemed by all who ever had occasion to sail with him. The first engineer, whom I should judge to have been about 45 years of age, was a curious mixture of wit and contrariness. The first quality he displayed to good advantage, when during his hours off, he would be seated in the center of our little circle on deck and relate to us the most incredible tales of both land and sea; these tales would invariably make him laugh loudest and longest. His second quality would often break out most violently at meal-time. He was never satisfied with anything placed before him, and time and again he refused to touch the dishes brought him, at the same time cursing the cook and his aids in a subdued voice. He nevertheless managed to gratify his appetite, and when once away from the table, he would throw off his mask and be his natural self again. Captain Wynne, who would only smile at the engineer's misery, told us that this contrariness and loss of temper on the part of the engineer could be attributed to nothing more nor less than his intense aversion to everything that was Chinese.

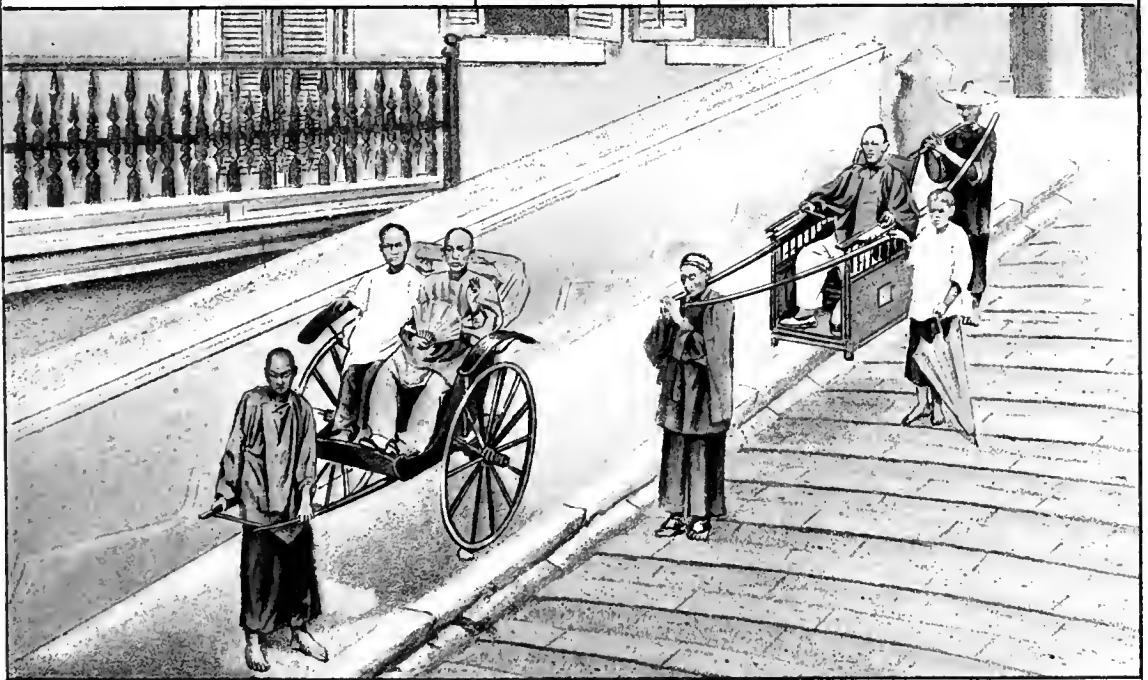
Among our traveling companions on the "Hiroshima Maru" was the Chinese Consul-General to Japan, with two wives and two little children, and a large retinue of servants. He was a man of me-



INTERIOR OF A TEMPLE IN SHANGHAI

CHINA

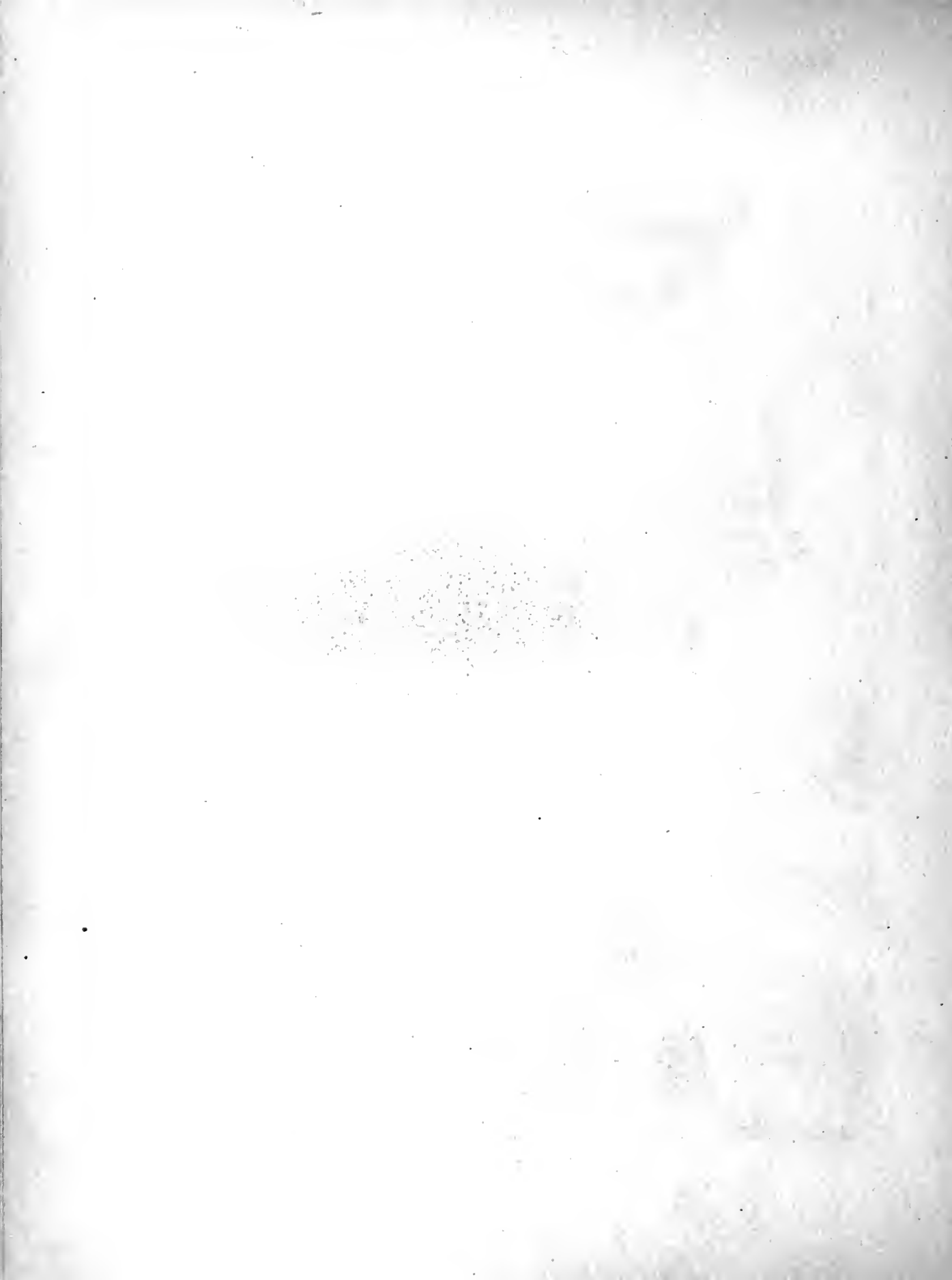
INNERE ANSICHT EINES TEMPELS IN SHANGHAI



CHINESE CONVEYANCES

CHINA

CHINESISCHE FAHROEGENHEITEN



dium height, decidedly fleshy, almost bordering on obesity. His skin was fair and the general expression of his face was pleasant.

His knowledge of English was very limited, thus preventing us from entering into conversation with him. The engineer could never be induced to join us when the Consul-General was around. He would only cast a contemptuous look at him, murmur a deep curse, gnash his teeth, and hurriedly make himself scarce.

On several occasions we had the great pleasure of seeing the wives of our distinguished fellow-traveler on deck. They hobbled out on the arms of their trusted servants, being unable to walk or stand alone, with their tiny feet, not larger than those of a newly-born babe, encased in the daintiest of slippers. The ladies were very small in figure, dressed in rich and gayly colored silks and their faces were decidedly handsome.

The two children, both boys, aged respectively two and three years, were charming little fellows. They looked like large beautiful dolls. They were the favorites with nearly every one on board, only their father seemed to concern himself very little about them.

In just thirty-six hours after leaving Yokohama we anchored before Kobe, the European settlement of Hiogo, the port and general distributing and shipping point for Osaka, Miako, Kioto, and the whole of Southern Japan.

Upon our arrival the captain insisted on guiding us through the town. We availed ourselves of his invitation and spent an exceedingly pleasant day in his company.

In the evening we repaired to the billiard-room of the Hiogo Hotel and whiled away the hours at the billiard table. It was here where the captain explained to us his fondness for old Scotch whiskey. Said he: "Years ago, when I was in the Australian trade, I was a continual sufferer with rheumatism which at times confined me to my bunk for weeks at a time. I was finally persuaded, at the instance of one of my particular companions, to take occasional stiff doses of old

Scotch whiskey, which he claimed had done excellent service in several cases where he had prescribed it.

After taking this prescription for several days, I felt myself getting better and in a short time I was completely restored, and the best of it is that I have not had the slightest touch of it since that time. Now, is it a wonder that I love my old Scotch so dearly? Boy, boy, give me a little from the old bottle. What will you have, my friends?" and thus his story always ended.

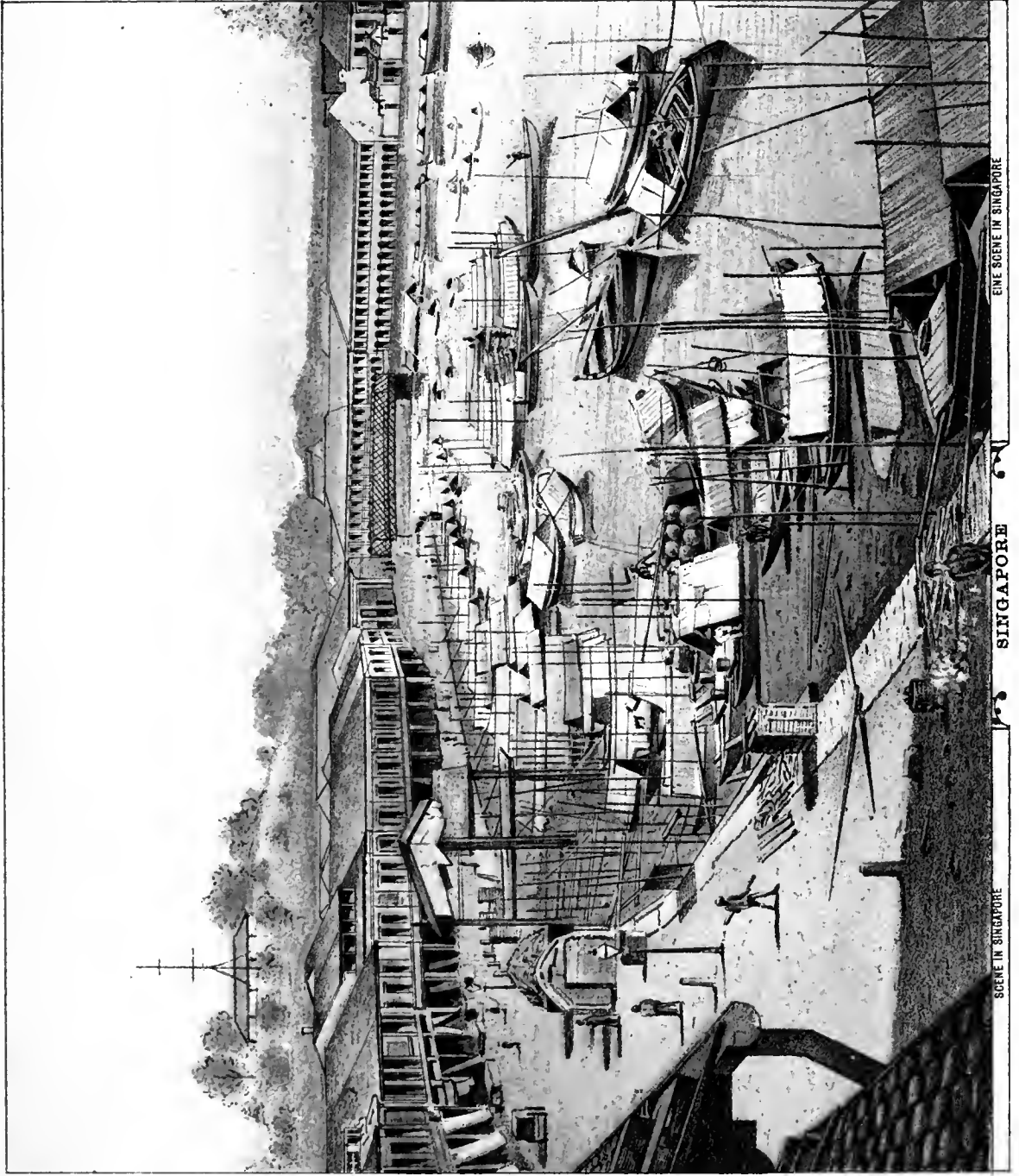
Kobe is one of the cleanest, if not the most cleanly town, in the whole world. The streets are as level as a parlor floor. Not a particle of dust or dirt is allowed to accumulate. Situated on the Suwonada or Inland Sea, about ninety miles from the Pacific Ocean, with Hiogo and the surrounding islands, mountains, and sea, Kobe is first among the picturesque views of Japan. A passage through the Suwonada is the grandest and most beautiful sea voyage imaginable. This sea lies between the islands of Nippon, Kiusiu and Sikoke, extending from the Pacific Ocean to the Yellow Sea, a distance of over 500 miles and varies greatly in breadth. In this expanse of water some three thousand islands, formed no doubt by volcanic eruptions, are sprinkled about in inharmonious confusion. They are of all sizes and shapes, and most of them are inhabited and cultivated to a greater or less extent.

They make up a scene wonderfully beautiful. Near the western end of the sea lies Nagasaki, the most southern port of Japan. It is built in a semi-circle around the extreme end of the harbor, and in point of location rivals the picturesque scenery of Kobe and Hiogo. Many travelers accord to it the distinction of having the finest view of Japan.

At the entrance of the harbor lies the small island of Papenberg, or Ta Kaboko, which has a melancholy history. Toward the end of the sixteenth century, at which time the Jesuits had made great progress in the introduction of the Christian religion into this part of

Japan, orders were given by the government to exterminate all who professed this new religion. A bloody persecution followed. Thousands of Christians fled to this island as the last place of refuge. They all perished. Those who escaped the sword were driven into the sea. These victims have since been canonized as martyrs at Rome. Some historians state that when the refugees had assembled on the island the government offered them the alternative of returning to their old faith and be allowed to live, or of suffering death. Faithful to their new religion they chose death rather than renounce their adopted faith.

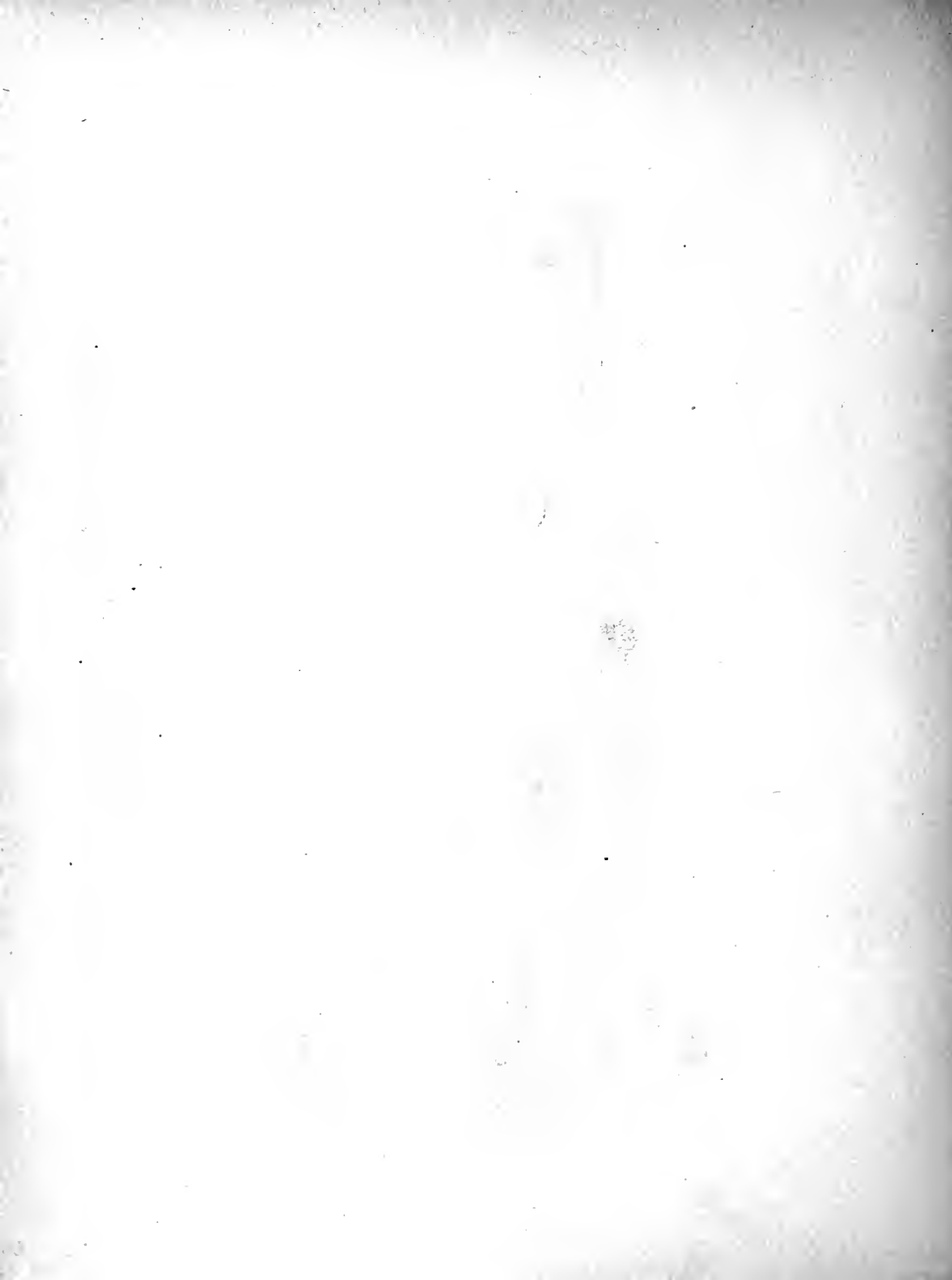
We bade Japan farewell on Saturday afternoon, January 31, at 4 o'clock. In a few short hours we were out on the Yellow Sea, steaming in a direct course for Shanghai, China.



SCENE IN SINGAPORE

SINGAPORE

EINE SCENE IN SINGAPORE



CHAPTER V.

At Shanghai, (China.)

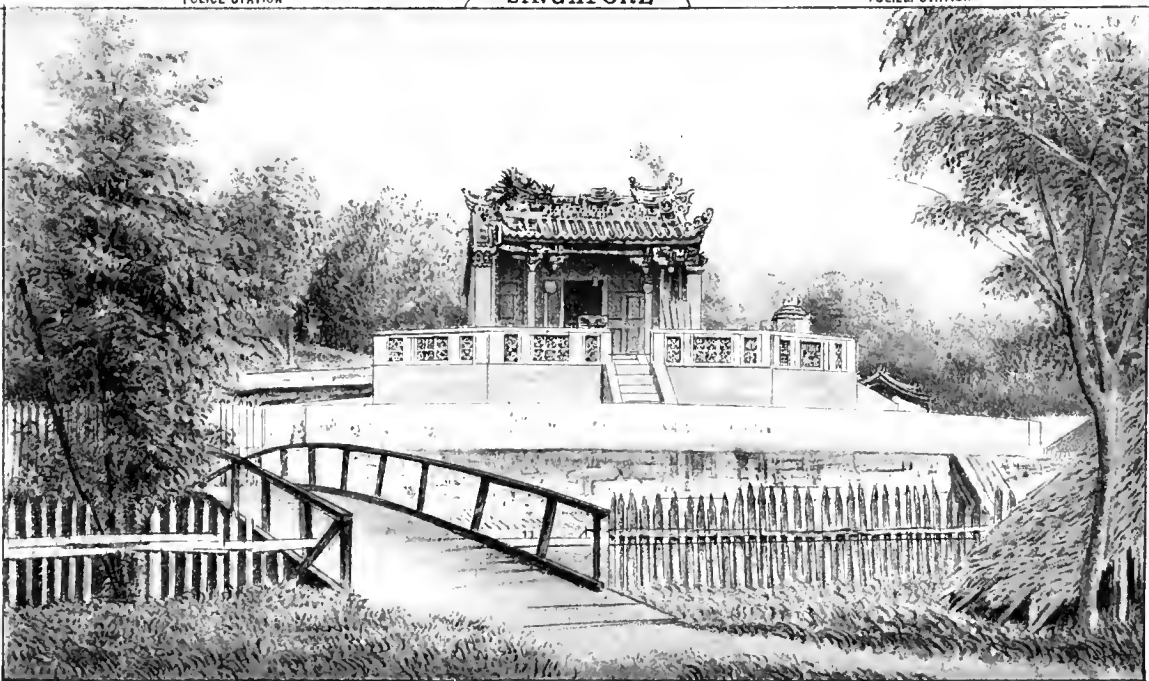




POLICE STATION

SINGAPORE

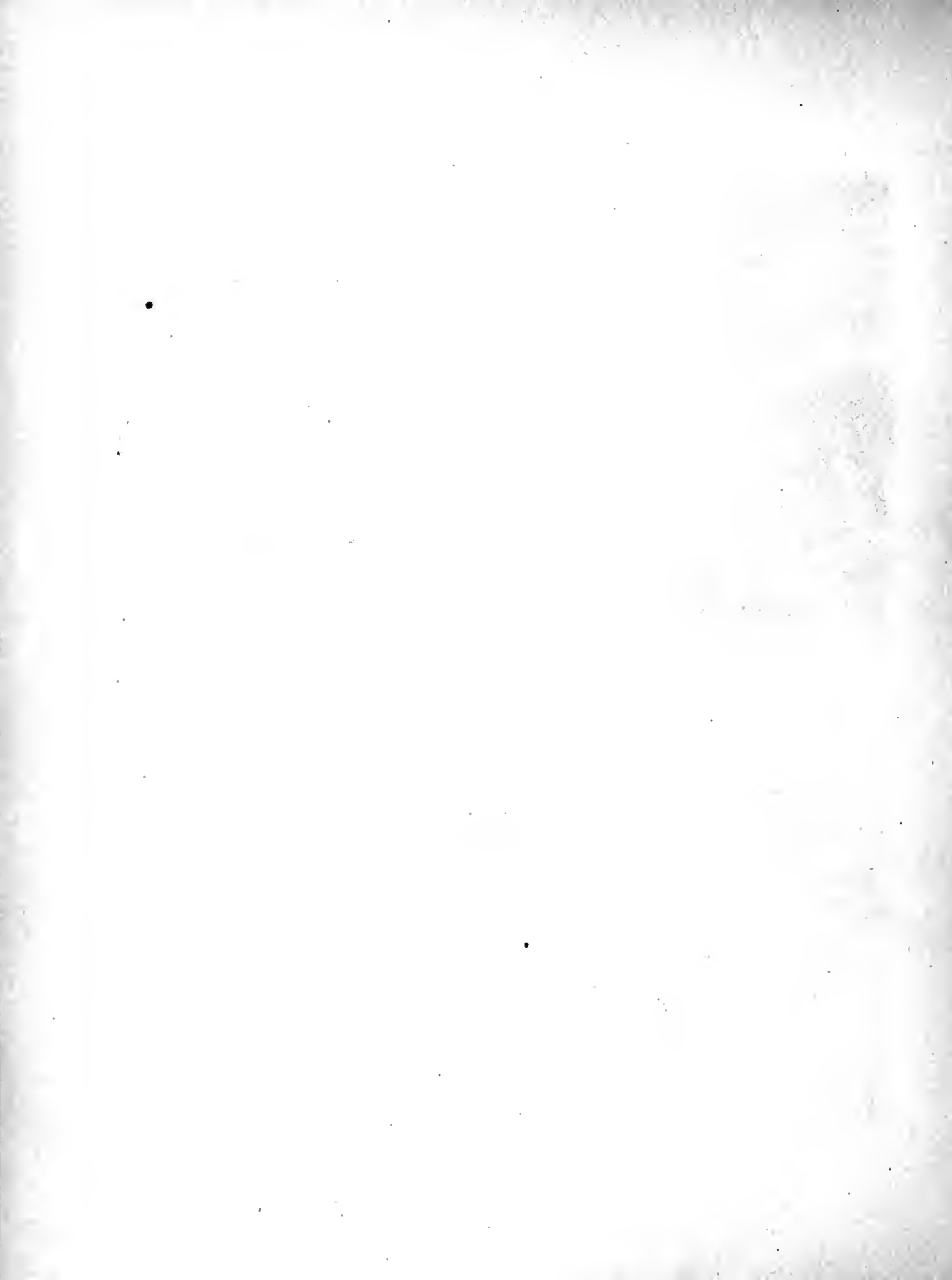
POLIZEI STATION



CHINESE TEMPLE

SINGAPORE

CHINESISCHER TEMPEL





AFTER crossing the Whang Hai, or Yellow Sea, the water of which, as the name indicates, is of a muddy, yellow color, attributable to the washings from the shores of the great Yang-tse-Kiang River, which empties into it, we landed at Shanghai on Monday, February 2nd, 1885, at three o'clock in the afternoon, having made the voyage from Yokohama in exactly seven days, including stoppages. Forty-seven hours was the time consumed in the passage from Nagasaki. We immediately repaired to the Astor House, where comfortable quarters were assigned us.

This hotel, which is under American management, is splendidly located about a square from the banks of the Whang Poo river, in Hong Kew, the American quarter, and within a few minutes walk of all the prominent wharves, banks, public buildings, and the business center of the city.

We were not long in securing a competent Chinese guide, who was given to understand that he would be well paid, and that in return we expected his continuous and undivided attention. The Chinese are

more cunning and treacherous than the Japanese. Therefore we took the precaution to impress our guide with the idea that we understood his natural proclivities and would stand no foolishness.

He was evidently influenced by our first interview, for we never had any trouble with him. On the contrary, he always stood up for us manfully.

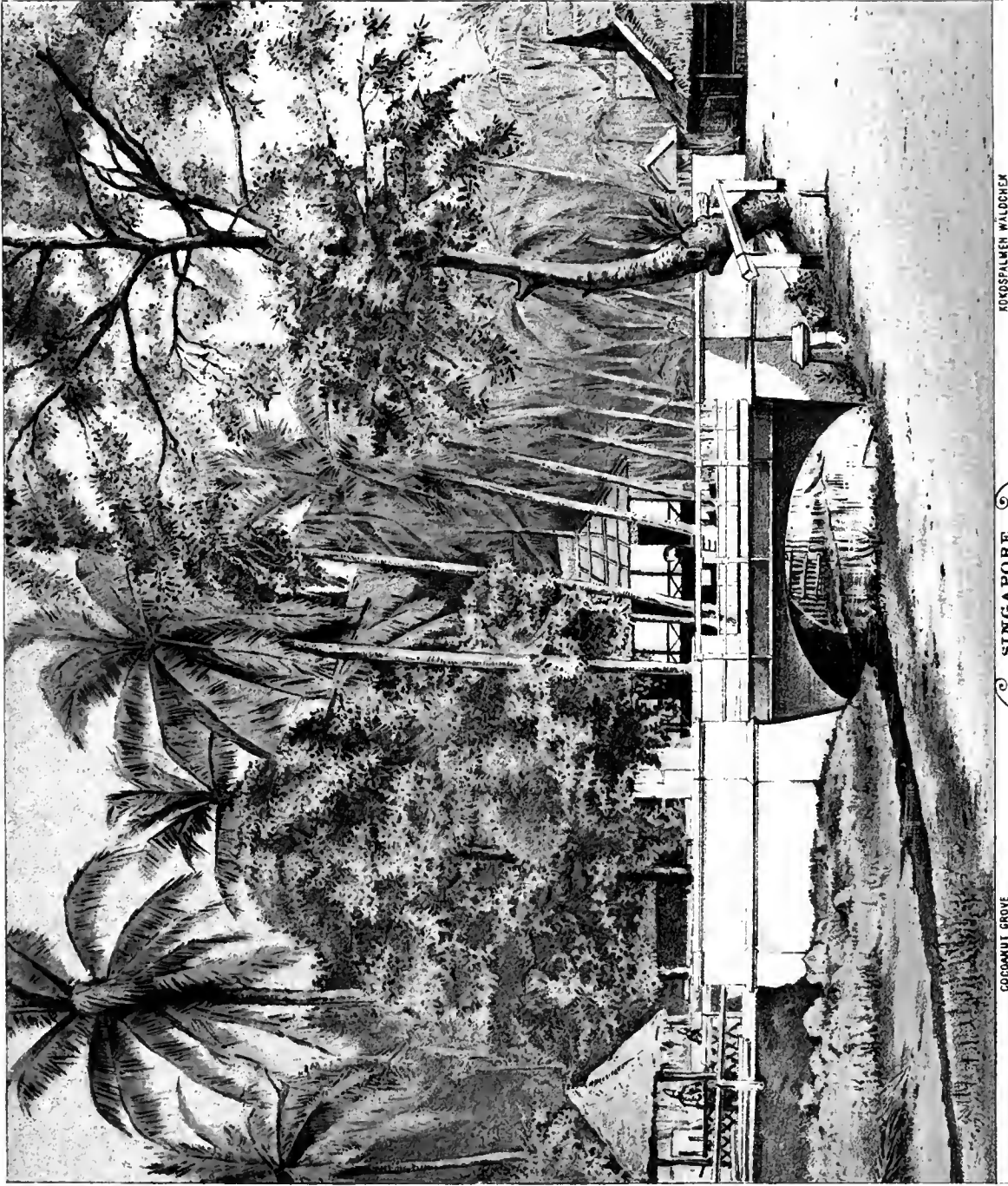
Two hours after landing we started, accompanied by the guide, whose name by the way was Wong Kwai Ching, for the native city—Shanghai proper—which is surrounded by a stone wall from twelve to fifteen feet in height, varying in thickness.

The gates guarding the entrances, which are seven in number, are massive wooden structures and, being intended for protection only, perfectly plain. The main entrance through which we passed is near the French quarter and is a sort of a tunnel about 30 feet in length and protected by an inner and an outer gate.

The walls are said to be three and a half miles in circuit and were erected in the latter part of the sixteenth century during the Japanese invasion. As we entered the city we were greeted by such a crowd of beggars, as cannot be found in the worst localities of the United States. The street we first came to would not even compare with an alley in Cincinnati. Not more than from six to eight feet in width it was lined on both sides with shops, to go into which is not safe for a stranger, unless he be accompanied by a reliable native.

Immediately on entering the gate our delicate nasal organs sniffed a stench that was perfectly nauseating. The sight was revoltingly disgusting and baffles description. Never would I have believed that human beings could exist in such a place and under such circumstances. The passage-way, for it could not be called a street, because a vehicle could not enter, was swarming with beggars, dirty, ragged, greasy and diseased.

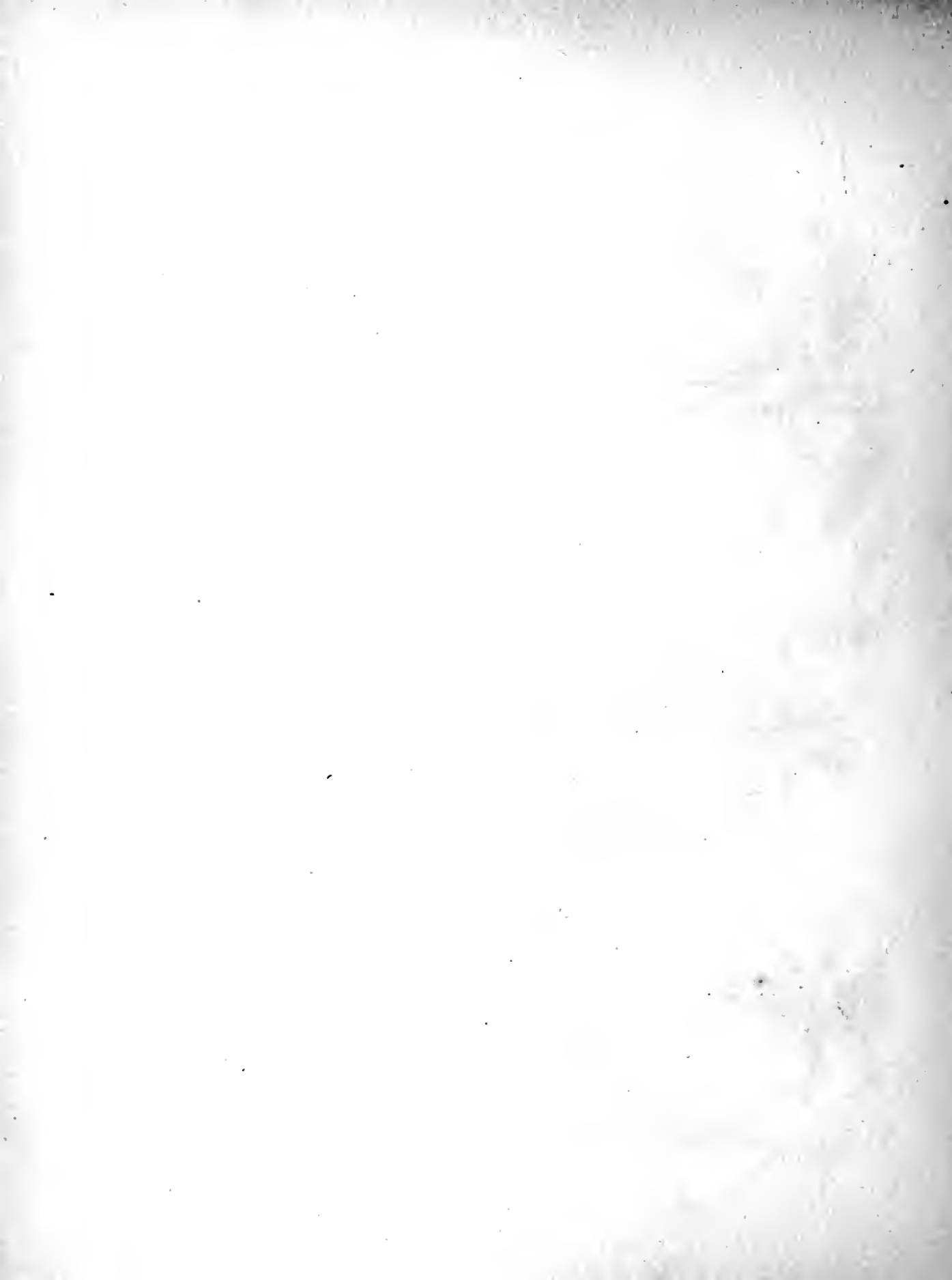
What a horrible spectacle they did present! These unfortunate creatures, most of them maimed or crippled, were covered with sores



COCONUT GROVE

SINGAPORE

KOKOSPALMEN WÄLDCHEN



and lay crowded on the ground, piteously beseeching the passers-by for aid. No one stops or has a word to say. In case a person is charitably inclined the pittance is tossed to the ground. Then there is many a scramble, and these beggars fight as to who shall secure the contribution. No one will hand them anything for fear of infection. The very air seemed contaminating and we urged our coolies to hurry on.

The cries and wailings of some of these beggars were actually heart-rending. They have the appearance of being on the verge of starvation. Whether this is real or assumed is hard to say, although no doubt much misery and poverty exists. Of course, deception is practiced, as it is well known that "for ways that are dark and tricks that are vain" John Chinaman is very peculiar.

As we progressed matters grew worse. We could not become accustomed to the terrible sights. The whole city had the appearance of one mammoth pest-house or infirmary, without one redeeming or attractive feature, except a number of beautiful stores, whose inside contrasted strikingly with the filth and misery outside.

In our rambles we did not find a single street over eight feet wide. We had taken the precaution to each hire a sedan-chair, borne by two coolies, and how glad we were of it! There were no side-walks, no pavements, and no sewerage whatever for the city, consequently the people could do nothing but throw all offal into the street.

During our journey through the city we were continually followed by a large crowd of inquisitive natives, whose demonstrations at times were anything but friendly. Our whole party occasionally felt uncomfortable. We really expected trouble and had arranged to defend ourselves, but happily it was not necessary.

Chinatown in San Francisco, which has the unsavory reputation of being the dirtiest and filthiest locality in the whole United States, is cleanly and attractive compared with native Shanghai. It is far beyond my power to give a true picture of the disgusting condition of this Chinese city.

Five full hours were consumed in making the rounds and critically examining Shanghai. The only points of interest and sights worthy of attention were the numerous Buddhist temples, filled with the most horrible and repulsive idols. Many of these gods, made by the hands of men, are supposed to be the dwelling-places of the spirits of priests, rulers, leaders and teachers, all of whom departed this life years and years ago, and in whose honor everlasting fires are kept burning continually. Woe to the attending priest that would either intentionally, or unintentionally, allow one of these fires to burn out.

The priests having charge of these temples are the most importunate set of beggars to be found anywhere. While viewing and examining the many weirdly interesting objects, we were continually besieged by a score of these beings who requested, nay demanded, and very impertinently too, that we should turn over to them a portion of the contents of our purses. During the five hours of our wanderings we visited six or eight temples, in all of which we were treated in the same way, the priests seeming to tolerate visitors and sight-seers simply for the sake of robbing them mercilessly.

By the time we had reached the last temple we intended to visit, our supply of change had dwindled to less than thirty cents, which we passed to one of the priests. His associates were allowed to go empty-handed. This was indeed a sorry move on our part. No sooner did they realize that no compensation would be forthcoming than they commenced to protest as only a Chinaman can.

With no control whatever over their tempers these priests roared and cursed and gesticulated like madmen. We could not understand a word said, but appreciated, without the assistance of the guide, that they were, to say the least, somewhat displeased. Though at times they made demonstrations as if threatening personal violence, the whole affair was so ludicrously funny that we enjoyed it. However, we neither laughed nor smiled lest they might become more incensed and do us bodily harm.

Our guide was a rough and ready sort of a fellow, similar to our home roustabouts, and did not seem to have either fear of or respect for the priests. As a matter of fact we thought him rather sacrilegious for the manner in which he acted toward and spoke to these priestly robbers. He faced them boldly and delivered himself of an harangue which seemed to impress them greatly. He either reasoned with or defied them, but whatever it was it had the desired effect. We were temporarily relieved. With Wong Kwai Ching guarding the rear we beat a hasty retreat before the priests could recover from their surprise.

Outside of the temple we found the same crowd that had been following us since our entrance into the city, only largely augmented by the addition of a number of new recruits awaiting our arrival. As soon as we presented our faces they began jeering at us and in every way imaginable showed their hatred and displeasure. They kept running around, jabbering like a lot of idiots, and appeared as though they were trying to work themselves into a frenzy.

From this time on until we passed out of the gates we constantly feared an assault upon us. When we reached the outer gates we breathed easier and congratulated one another on our safe escape.

European Shanghai, which is divided into French, English and American Shanghai, is undoubtedly the great business center of the Far East, not even excepting Hong Kong, although the latter is, on account of her more favorable location, yearly visited by more ships than the former. There are many large and magnificent buildings, prominent among them being those of the British Consulate, several of the banks and the Shanghai Club. These are perfectly grand.

During the 'season' society is as much agitated in Shanghai as it is in London or elsewhere. The strict rules of etiquette are carefully observed and a life of gaiety and fashion is led. Many of the English blooded aristocracy are stationed in Shanghai, and they lay aside none

of their old manners, customs, and laws. Their receptions, dinners, soirees, etc., are therefore very swell.

The commerce of Shanghai is enormous. The imports and exports for the year 1884, as the official records show, amounted to over \$180,000,000.

Fully four-fifths of this business is in the hands of British subjects, whose government does everything in its power to further their interests.

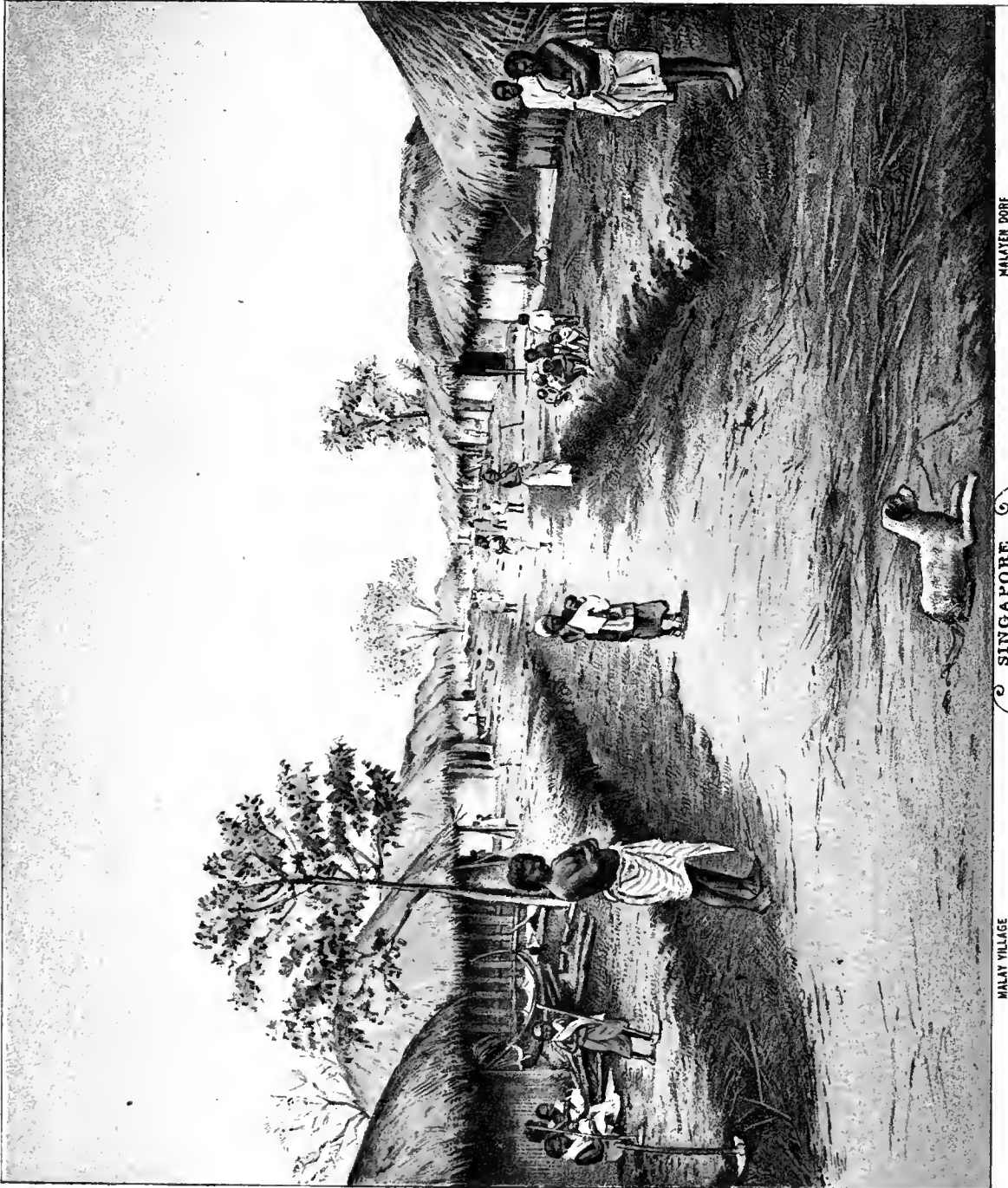
There are also a few American houses who do a fair share of the remaining business.

Ships with an aggregate tonnage of 4,000,000 anchored off this port during the year 1884. I am sorry to say that a very small percentage of these ships flew the American colors.

In the East England reigns supreme. The United States are scarcely recognized, and indeed, they occupy anything but an enviable position. Would that the United States Congress could view with its own eyes the true state of affairs and thereby be convinced of the inferior role played by the "Greatest of all Nations." Perhaps Congress would then decide to take up this all-important question and eventually come to the conclusion to appropriate some of the surplus millions toward providing for both a war and mercantile navy, thus improving our foreign service, and thereby stimulating and furthering the interests of our export commerce.

There is no concealing the fact that under the present miserable supply of vessels the United States cannot compete with any of the great nations of the earth, and the sooner this point is fully realized by the people of the United States, the sooner their cry for relief which must necessarily follow is favorably acted upon, the better will it be for them.

It is an established fact, beyond any peradventure, that the United States will sooner or later be compelled to enter the world's market for the purpose of disposing of her surplus manufactures and



MALAYEN DORF

SINGAPORE

MALAY VILLAGE

the products of her fertile soil, and she must be prepared for this condition of affairs.

The best picture and the most accurate and truthful description of the Chinese, their character, and religion, can be gleaned from the following article on "Chinese shams," from the pen of the Reverend Geo. L. Mason, of Ning-Po, which appeared in the January number of "The Star of the East," a representative missionary paper published in Shanghai :

"Whether or not falsehood is universal in all heathen lands, it certainly is the commonest vice of the Chinese. And it is not thought to be a vice. In quarrelling men accuse each other of all sins, except lying. It is no insult to be called a liar, for they do not expect from each other either truth or sincerity. Falsehood is only wrong when it clearly injures another. Polite conversation abounds in hollow compliments and insincere self-depreciation. To ask Mr. Sing where he lives, you must ask him where his mansion is; and he will reply that his hovel is in such a place. Even the sign-boards are mendacious. Over an opium-den one is sure to see characters of noble meaning, such as "righteousness" or "virtue." Men and things try to seem what they are not. Vegetables and fruit are water-soaked. The butcher's pork is inflated with air. Apparently solid walls are hollow. Not a few rich people dress in rags to escape the attention of tax-gatherers and hungry borrowers. The poor on New Year's Day and at weddings shine in borrowed silks. A string of one hundred cash never contains more than ninety-nine; in the north, indeed, fifty cash are politely called one hundred. You receive a present, but it is understood that an equal or greater value be returned.

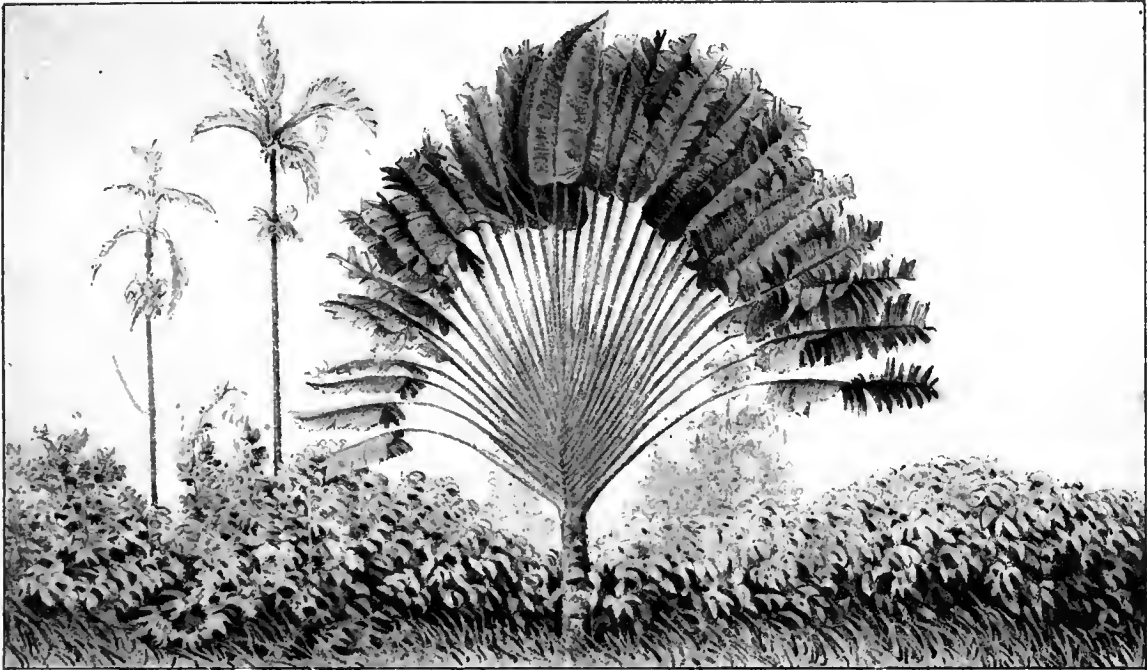
"Chinese military power is a ludicrous pretense. Powder, noise, and more banners than bayonets make an army. They speak of a man as killed by thunder, not lightning. A general reports that one thousand troops are garrisoning a place; really there are only several hundred; though on inspection days the full number is sometimes made up

by hiring for the occasion a lot of the riff-raff from tea-sheds, and clothing them in uniforms kept for the purpose. A young Chinaman, formerly a student at Harvard, now in training for the army, writes me lamenting his condition. He says: "I do not care to be a mandarin; for to be successful in government employ, one must lie, flatter, and be dishonest; these I cannot do." The political weakness of China is not her ignorance, or her poverty, nor her inefficient armament,—the latter is improving,—but the most utter lack of truthful men among rulers or people. The official bulletin, the so-called "Pekin Gazette," is far from being a guileless record of facts. It is a political document only to be believed when there is good reason for believing.

"The judicial system is a cruel fraud. No one expects justice. Mexican dollars are the only arguments that avail. Perhaps the judges are slightly excusable, for it is next to impossible to get at the bottom of facts. Witnesses are severely flogged to make them tell the truth, or a lie, as the case may be. Plaintiff and defendant strive to see which can invent the more lies. One of our church-members was arrested for cutting down a tree which another man claimed; but the charge against him in the account was for stealing twelve trees! If a man is sentenced to five-hundred stripes, the castigator, for a consideration, will go through all the motions of whipping, however, inflicting no pain. But woe to the offender who has no money! He is beaten in earnest.

"Chinese education is a sham,—so say experienced educators like Doctor Mateer. Even when the literary degree has not been bought with dollars, their education at best is a cramming with words. To discover truth is not the aim. To remember is everything, to think is nothing. A twelve-year-old school-girl in the West knows more of natural science and general history than the average Chinese "master of arts."

"Most of Chinese religion in its practical working is a conscious sham. The people readily laugh at the gods. Buddhist priests un-



THE TALIPAT FAN PALM IN GUITENZORG

JAVA

DIE TALIPAT FACHER PALME IN GUITENZORG



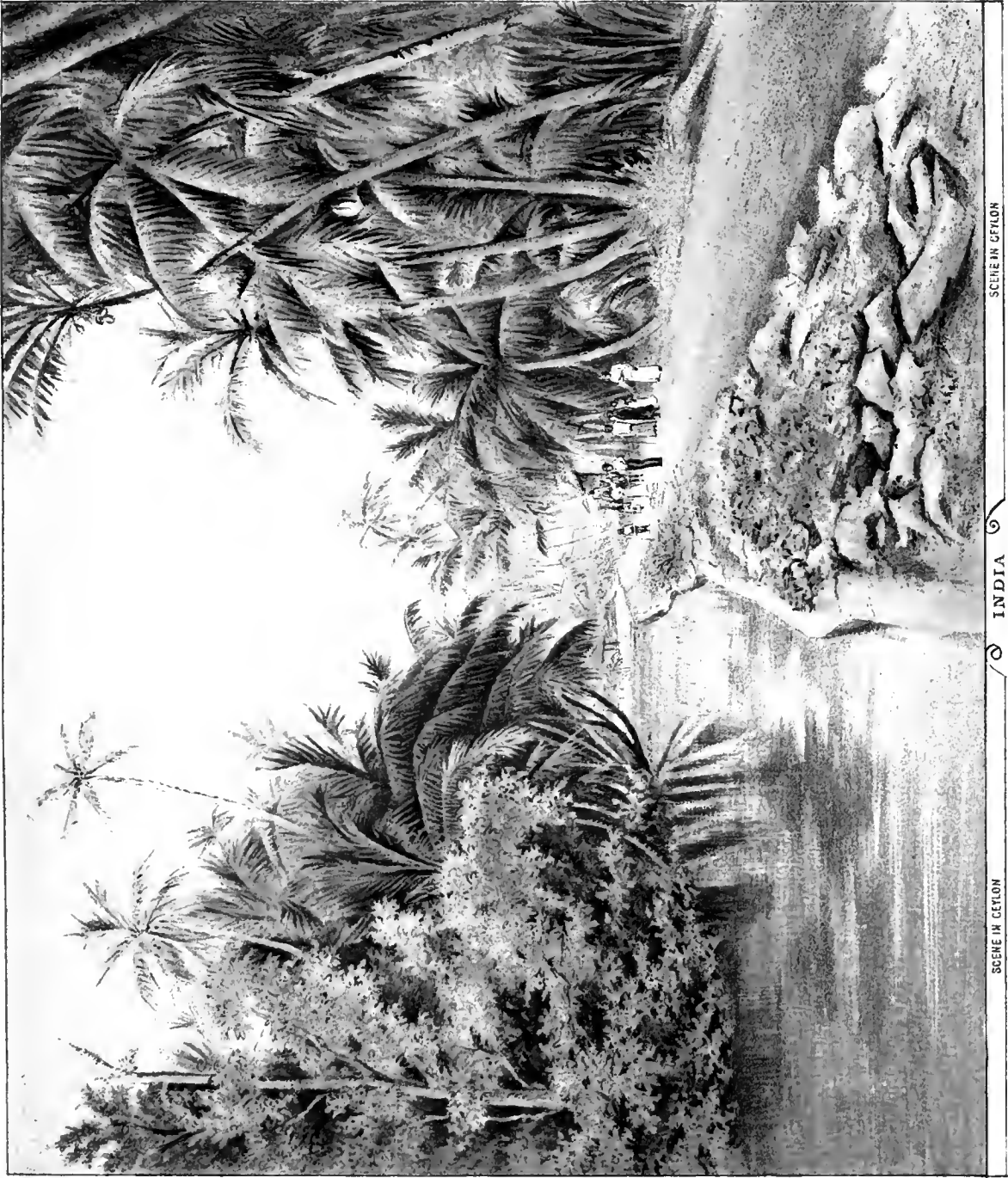
A STREET IN BATAVIA

JAVA

EINE STRASSE IN BATAVIA

blushingly say that they are priests in order to eat rice. No one asks, "What is true?" only, "What is the custom?" Their much-lauded filial piety is a delusion. No matter how undutiful to the living father, if the son only burns incense at regular periods, offers tin-foil dollars, and food to the dead father, he is reckoned a filial son.

"But we must not think the Chinese irreclaimably untruthful, and their institutions all sham. The worship of false gods for ages has honey-combed character and customs with falsehood. But there is something solid, after all, for the gospel to work upon, else their customs and institutions could not for milleniums resist the shocks of time. We know not a few Chinamen who have received the love of the truth, and whose characters and lives are notably different from the heathen around them. Therefore we rejoice, and toil on."



SCENE IN CEYLON

INDIA

SCENE IN CEYLON

CHAPTER VI.

In and around Hong Kong.



FEBRUARY 5th, 1885, saw us take leave of Shanghai. At 3 o'clock in the afternoon the steamer Kow Shing weighed anchor and our party was on the way to Hong Kong. The Kow Shing, a new and elegantly equipped vessel, was under the command of Captain Webster, and was in the service of the "Messageries Maritimes," (French Mail). She flew the English colors, however, and as a matter of fact was an English vessel, chartered by the "Messageries Maritimes."

This was done in order to overcome the obstacles in the way of the steamers carrying the French flag, owing to the Franco-China war. Shanghai was blockaded against the French government and the steamship company was compelled to adopt this plan in order to deliver their freights and mails at Shanghai and Yokohama.

Captain Webster's reputation as an officer is beyond question, and as a man and companion any one who has ever come in contact with him will bear testimony as to his worth. Our three days' voyage from Shanghai to Hong Kong was an exceedingly enjoyable one. We

were royally entertained. We passed Foo-Chow, which had been bombarded by the French shortly before and sailed within sight of Amoy.

The weather was exceedingly fine and the sea was as smooth as glass. There were only two cabin passengers besides ourselves. Both were residents of Shanghai and were on a business trip. The one was a broker and the other a cloth-merchant. They certainly deserve to be called the champion scandal-mongers of China. From the time they first appeared in the morning until the hour they retired they did nothing but discuss other people's affairs. Their gossip extended to everybody and anybody and included social, commercial, political, and religious matters. It seemed as though no one could escape their criticism and comment. They actually became offensive. The innocent maiden, the honored mother, the respected father, the son, the daughter, and even the wife came in for a share of the attention of the gossiping, heartless wretches. They were old enough to know better, too, both having the appearance of heads of families. Some of the conversation overheard was scandalous in the extreme.

We held ourselves aloof from them after a few hours acquaintance, preferring the company and sea-yarns of Captain Webster. He was a jolly old tar and related the stories of many exciting boat races between Shanghai and Tien-tsin while the good steamer Kow Shing was in the "Tien-tsin trade." According to the captain's statements the Kow Shing came in "first best" every time and gained for herself the title of "the great invincible."

The accommodations on the Kow Shing were first-class. The cabins were large and airy, the dining hall was elegantly furnished and the captain's private locker, to which we had free access, was stocked with the best growths of France and Italy, the choicest brews of England and Germany, and a well selected supply of the world-renowned American products of distillation. There was a plentiful supply of good food, invitingly cooked, and nicely served.



PICKING COCONUTS IN CEYLON

INDIA

PFLÜCKEN DER KOKOSNÜSSE IN CEYLON



SINGHALESE GIRL
SINGHALESISCHES MÄDCHEN

INDIA



SINGHALESE MAN
EIN SINGHALESE

INDIA



CEYLON STAMPVENDER
DER STEMPELVKÄUFER IN CEYLON

The kitchen and dining-room *personnel*, all Chinese, was a fine set of men. They were far above the average, extremely accommodating and skillful in preparing the various dishes, which were temptingly set before us on this voyage. Our appetites never forsook us, so that the Shanghai mutton and Japanese beef, better than which the American markets produce none, were greatly relished.

The cook, Yee Loi, soon discovered that this mutton and beef had a peculiar charm for us and he immediately entered into a contest with himself as to how many styles he could serve the same in. He received our grateful thanks and, of course, a more substantial recognition of his culinary skill.

The crew, which Captain Webster had shipped at Tien-tsin, was a well and carefully selected body of men. They were schooled in seamanship and finely drilled, so that in case of emergency they would be found reliable and trustworthy.

A peculiarity of the Chinese character is the extreme clannishness, which seems to govern everybody, more or less, in their actions and bearing toward each other. Whenever and wherever Chinese from different sections of the empire come together discord prevails. Such a thing as smooth sailing or harmonious action is out of the question. They are continually quarreling and bickering, and will neglect their work, however important, to wage a war of words.

It is by no means an unusual thing to find them doggedly fighting. They will not harmonize under any circumstances, and their hatred for one another sometimes results in serious conflicts.

In shipping crews for sea-going vessels the most important consideration is to secure all the necessary men from one and the same town, so as to avoid any disturbances, for such will positively follow if this rule is not complied with.

"I wouldn't have a mixed crew under any consideration," said Captain Webster, who had been in the Eastern seas for many years;

“for you cannot sail a vessel successfully with men hailing from different sections.”

A Tien-tsin man will never be friendly toward a native of Shaughai or Amoy, and the employment of Canton and Swatow men in the same service will not bring about satisfactory results. Their animosity toward a native not from their own section of the country is only equalled by their extreme dislike for all foreigners.

On the morning of the third day out from Shanghai we hove in sight of the numerous small islands that surround Hong Kong. This part of the China Sea closely resembles the charming Suwonada of Japan in that it is studded with these small, beautiful islands molded into the most exquisite shapes.

Bright sunshine and a clear, blue sky greeted our entrance into the narrow passages, presenting a scenic panorama as gorgeous, delightful and fascinating as only nature can produce. The main entrance into the harbor of Hong Kong in coming from the north is very narrow and exceedingly dangerous.

Until within a very short distance it seemed impossible for even a very small steamer to pass through. As we drew near, the glistening golden streak grew wider and we soon had safely steamed through the narrow channel and anchored in the harbor of Hong Kong, alongside of the large steamer of the French Messageries Maritimes “Djemnah,” bound for Marseilles, and ready to leave that same afternoon at three o’clock.

It was just 10 o’clock when we dropped anchor, having made the voyage in sixty-seven hours.

The decks of the “Djemnah” presented a most picturesque appearance. They were covered with hundreds of French soldiers. The Turcos and Zouaves from Algiers as well as the regular infantry and cavalry from “la belle France” in their varied and bright colored uniforms made up a pretty picture.

The majority of them were invalids in immediate need of a

change of climate, in order to restore their shattered health. Many had been wounded in the different engagements which had shortly before taken place in Tongking, against the Chinese. They were destined for home, there to receive the necessary nursing and medical treatment.

The view of Hong Kong with the great Victoria Peak in the background, together with the harbor in which fully a hundred ships, flying the flags of almost every nation of the world, together with the thousands of small native craft were anchored, was pretty in the extreme. The harbor is one of the finest in the world and has an area of ten square miles.

We boarded a small Chinese boat, which closely resembled a Japanese sampan, and in a few minutes set foot in Hong Kong. The Hong Kong hotel, which is under the control of an American, Mr. Greeley, from Washington, D. C., to whom we had letters of recommendation, was overcrowded, so we put up at the "Victoria," which is managed by a Chinaman and an East Indian Parsee.

Here we were ushered into surprisingly elegant quarters. We occupied two large front rooms on the second floor, facing Queen's Road, the main business thoroughfare. From the veranda, to which we had direct access from our rooms, the life and bustle of this city, one of the most interesting of towns, could be studied. We would sit for hours, never tiring of the strange transformation scenes which were unfolded before our eyes.

Hong Kong is an English colony, upon which the mother country has lavished enormous sums of money. Victoria is the correct name of the city proper, although it is seldom used—Hong Kong answering for both city and island.

The government buildings and the barracks are large and imposing structures. In the European quarter there are many fine business houses and private residences. It has the appearance of a very wealthy and prosperous city.

“The Happy Valley,” which is charmingly located in a lovely dell about two miles from the center of the town, presents a striking and a curious combination. A number of cemeteries are located on one side of the public road and on the other side a race-course attracts attention.

The public gardens are very large and beautiful. Almost the entire population of this Eastern metropolis congregates there every evening to enjoy the excellent music rendered by the fine and well-trained military bands. These concerts invariably open with the rendition of a military march, followed by lively dance-music, and occasional selections from operas, the whole concluding with the English national hymn: “God save the Queen.”

We ascended Victoria Peak, which is about 1774 feet high, and looms up directly back of the town. We did not walk or climb, but were carried up and down in sedan chairs, each manned with four Chinese coolies. We were well satisfied with our trip to the summit, for the view of the surrounding country is very impressive.

The native quarters of the city, containing about 150,000 inhabitants are far superior to native Shanghai. The houses are larger, and the streets wider; the latter are kept clean under the strict supervision of a competent board of health. Its general appearance is decidedly more cheerful than that of Shanghai.

In the countless small boats lining the shore of the native quarter thousands upon thousands of families live and prosper.

The following statistics will give an idea of the importance of Hong Kong:

In 1883 the total population was about 160,000; the total British and foreign population numbered 7,990; but the residents proper were returned at 3,040.

The former figures include the naval and military establishments, and the temporary residents.

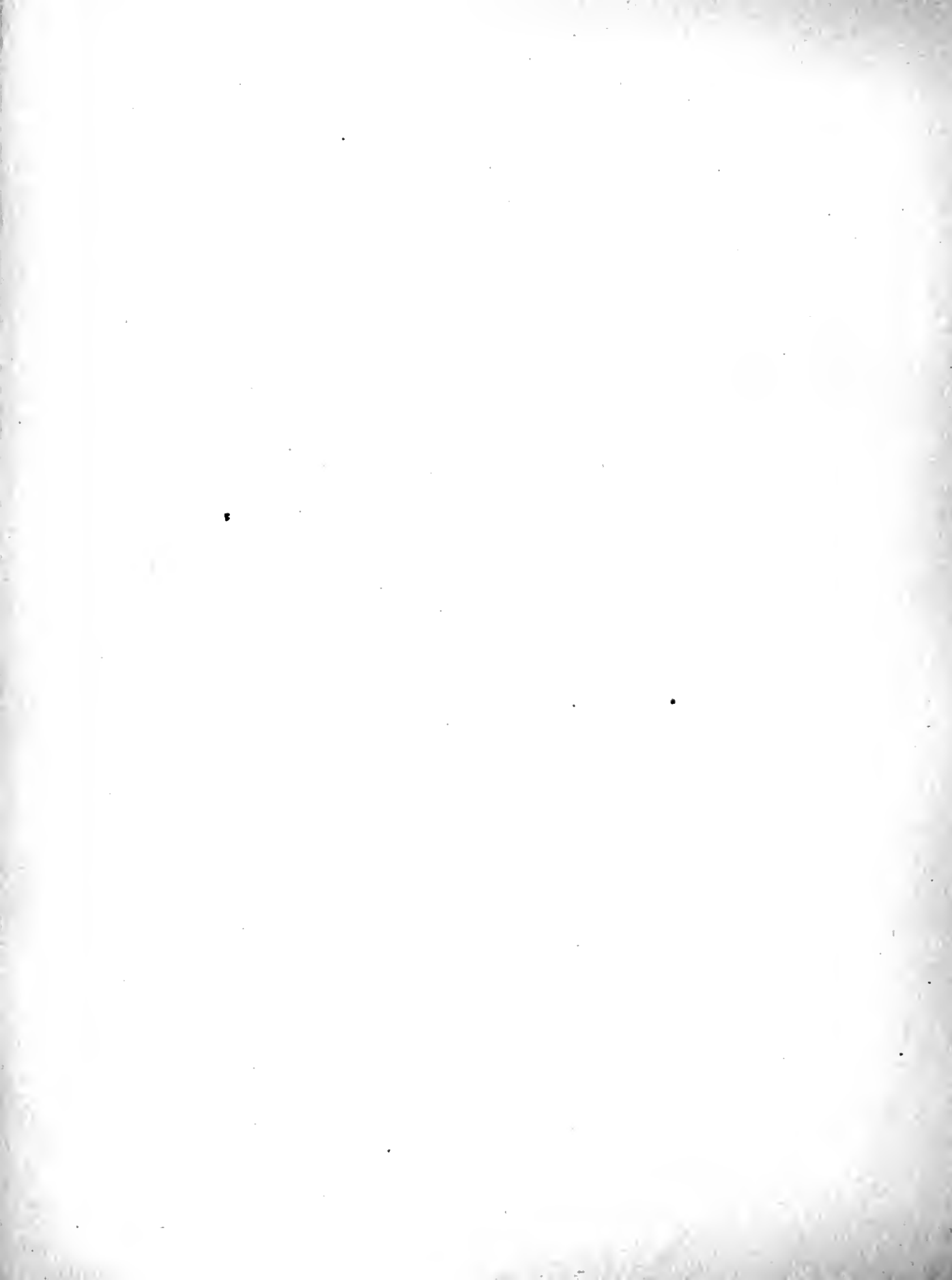
The East Indians and others of mixed blood numbered 1,722.



EISENBHHN. NACH KANDY. (CEYLON)

INDIA

RAILROAD TO KANDY. (CEYLON)



Fully twenty-five thousand vessels with an aggregate tonnage of over 5,000,000 entered and cleared this port.

Hong Kong is a free port. It is therefore impossible to give a correct return of its imports and exports, but it is claimed that they do not fall far behind those of Shanghai.

The estimated revenues of the colony for 1885 were \$1,212,188; and the expenditures \$1,150,801.

CHAPTER VII.

From Hong Kong to Canton and Macao
and Return.

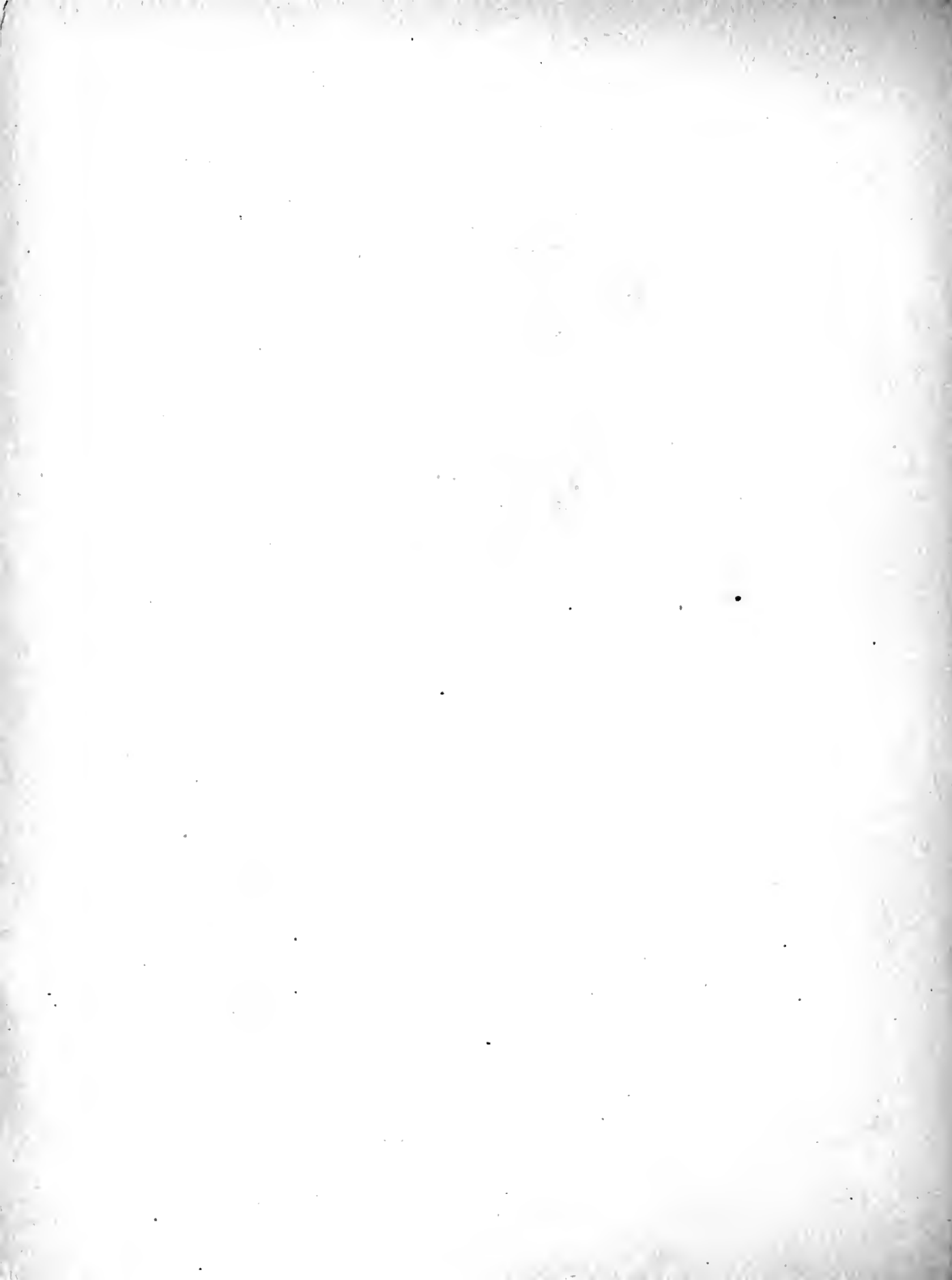
From Hong Kong to Singapore.

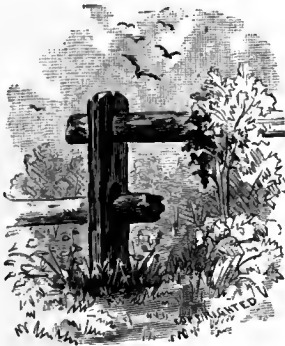


BATHING IN THE GANGES AT BENARES

INDIA

BADER IM GANGES BEI BENARES





FROM Hong Kong we made two excursions; one to Canton and the other to Macao. The trip to Canton was made on the steamer "Powan," Captain Lefavour. The distance is 88 miles. We did not venture far into the city, because of the advice given us by several fellow-passengers, who deemed it not altogether safe, owing to the uprising of the natives against the Europeans several years ago. The Canton river for miles and miles is covered with tens of thousands of small boats and Chinese junks, on which fully 300,000 people dwell and live. The total population is 1,600,000.

We had a most delightful trip to and from Macao, on board the steamer "Kiukiang." Macao, the Portuguese colony, off the China coast, is about forty miles distant from Hong Kong, and offers some attractions to travelers and pleasure-seekers.

The approach abounds in beautiful and picturesque scenery. The several forts on the hills give this city a decidedly war-like appearance, though probably they could render very little effective service in case the city should be attacked by some of the large men of-war of the present day.

At Hingkee's Hotel, facing the sea, we were well taken care of. The proprietor served an elegant meal and provided us with fine beds, for which he charged us a good price at the rate of \$4 each per day.

We made a tour of the city, which is very hilly and has many narrow streets, in sedan-chairs, each carried by two Chinese coolies.

The streets are kept very clean and many of the larger houses are gayly painted. The government buildings will not bear comparison with those of Hong Kong.

We were particularly impressed with the great beauty of the governor's residence and its immediate surroundings. There are also several old churches and a catholic cathedral, worth inspection.

The extensive business formerly transacted here has, like that of Canton, been monopolized by Hong Kong. The city is therefore of very little consequence as a commercial point. At present the value of the total exports will not reach \$1,000,000 annually.

The population of Macao according to the latest returns is: Chinese 63,532; Portuguese 4,476; other nationalities 78: or a total of 68,086.

A large part of the revenues of the government is derived from a gambling-game called Fan-tan, which flourishes here as undisturbed as rouge et noir, roulette, and the other great games do at Monaco.

Immense sums are yearly lost and won, mostly by strangers, who visit Macao for the sole purpose of trying their luck. "Globe-trotters," a name applied to travelers making a trip around the world, are as a general thing, easy victims for the Fan-tan sharks. Many are the tales told of the innocents who visited Macao to their sorrow.

Although we entered fully a dozen of these resorts and our guide continually endeavored to persuade us to "try it only once," we could not be prevailed upon to embark in the venture.

After having fully satisfied our curiosity at Macao we returned to Hong Kong, where we immediately made preparation for our departure to Singapore. We secured passage on the English steamer "Achilles," of the Ocean Steamship Co. of London, called the "Blue Funnel Line."

On February 12th, 1885, the day after our return from Macao, at 4 o'clock in the afternoon, we were again steaming onward. Happily our fears of meeting with a typhoon or simoon—a violent tornado or hurricane—which are quite frequent in the China Sea, and for which all sailors have a reverential respect, were not realized. Not even did a respectable storm gently indicate to us the probability of one of nature's terrible freaks bearing down upon us.

With the exception of a few "white-caps," through which we passed directly after leaving the harbor of Hong Kong, and a few hours rolling in a slightly turbulent sea on the fourth day out, our passage was an extraordinarily fine one.

During this sail we experienced for the first time the heat of the tropics. Especially at night we suffered from it severely in the small and badly ventilated cabins. Many of the officers and crew, as did also some of the passengers, slept on deck. We would have done likewise, had it not been for the ship-doctor, who advised us to the contrary, for the reason that we were not acclimated, and open exposure to the night-air is often followed by the most serious consequences. We therefore braved the suffocating and foul air of between decks, in preference to running the risk of sacrificing our health in the open air.

The accommodations on this ship were not of the highest order. Besides the dingy cabins, the meals did not tempt the appetite. The eatables were not of the very best and were miserably cooked. In fact, we were greatly disappointed on our first introduction to English cooking.

Although we sadly missed many conveniences, we were nevertheless well pleased with our trip. Captain Anderson and his officers

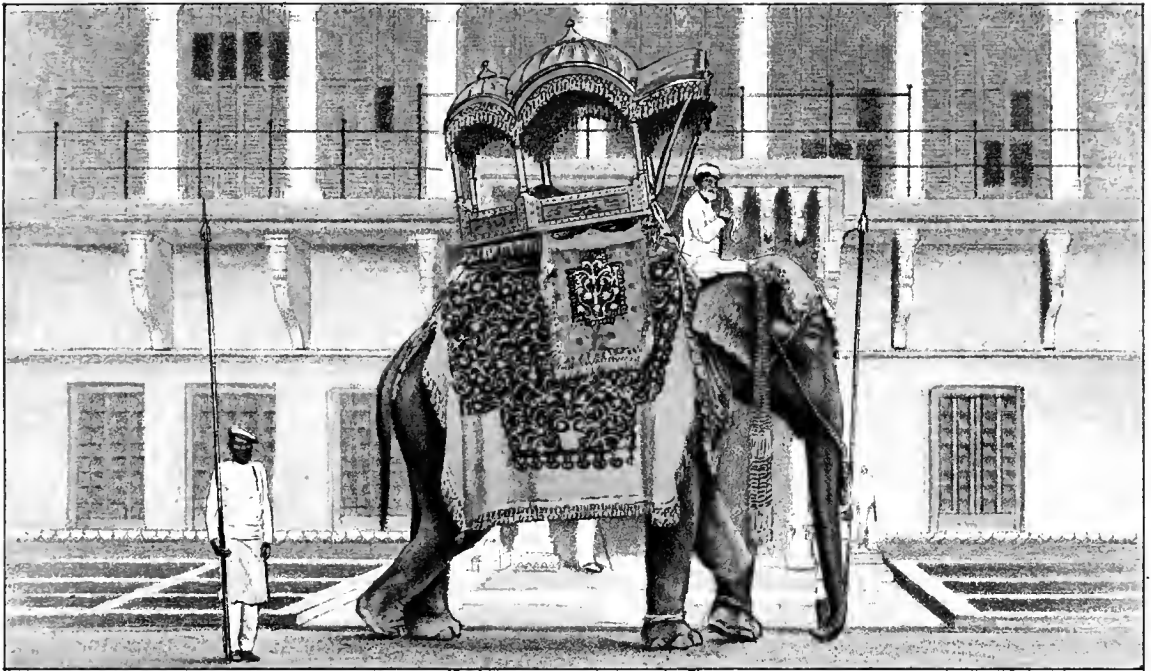
and crew, all hailing from the British Isles, were a most polite and jolly set of fellows. During the day the officers engaged us in games of shuffle-board, ring-pitching, etc., and in the evening the crew voluntarily gave us a creditable song and dance entertainment, all of which created great amusement.

At mealtimes, Captain Anderson, who by the way was a great reader, with a decided preference for some of our American authors, monopolized all the time and talked incessantly. Even when in the act of raising a morsel of meat or bread to his mouth, he would halt long enough "'twixt the cup and the lip," to cite some quotation from Longfellow's "Evangeline," or the "Song of the Hiawatha," or relate some funny incident from Mark Twain's "Innocents abroad," or "Tom Sawyer," or "Huckleberry Finn."

These recitals were occasionally dropped for sailors-yarns and other stories, which were well told. The Captain not only entertained us, but centering all our thoughts on him made us at times forget the poor and indigestible food served, which, under the circumstances, we would eat with something like a relish.

Our traveling companions on board were a young Englishman with his wife and little child, and a charming widow with four little children. They had been living at Tientsin for some years and were making a pleasure trip to the land of their birth, England. The first two were so wrapped up in each others love as to give them no time to pay any attention to us. They were decidedly unso-cial. Their little baby-boy about two years old, was a nice little fellow, bright and plump. We would have admired him much more than we did, were it not for the fact, that every night when we had retired, he would make Rome howl for hours at a time.

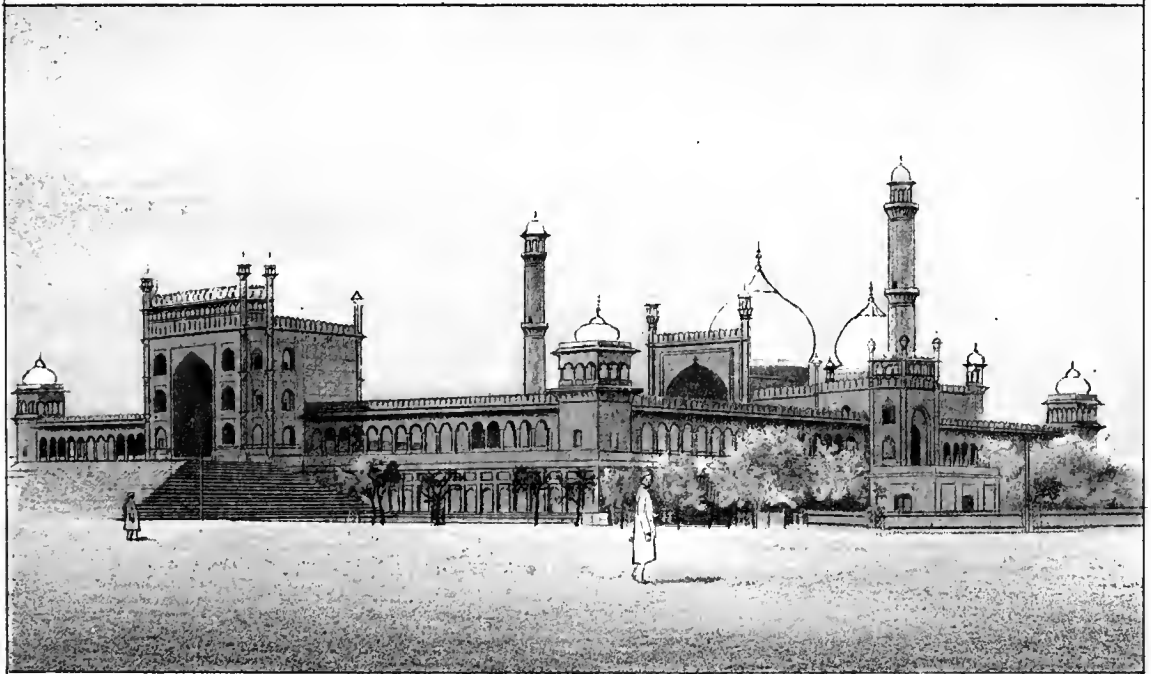
The widow was the relict of an official in the English civil service at Tientsin, who had died about six months before. Her family consisted of two bad boys, aged 6 and 8 years respectively, and two bewitching little twin-girls about 3 years old. The latter



THE RAJAH'S ELEPHANT

INDIA

DER ELEPHANT DES RAJAH'S



THE TAJ AT AGRA

INDIA

DIE TAJ IN AGRA



were charming little creatures with ruddy cheeks, long blonde hair and the loveliest of blue eyes. They were favorites with everybody on board the "Achilles." Taken all in all this sail was one never to be regretted, and the many happy hours we spent during it will never be forgotten. At about noon of February 17th 1885, we arrived at Singapore and were soon safely tied to the Tanjong Pagar Company's docks. In the immediate vicinity of our landing-place, the Ocean Steamship Company, to which the "Achilles" belongs, has extensive tobacco warehouses called godowns. This large concern controls the entire tobacco transportation of this part of the world. The company has numerous extra steamers which bring the tobacco from Sumatra and other places to the warehouses at Singapore, from whence it is reloaded onto the large steamers for shipment to London or Liverpool. From there it is distributed over the balance of Europe and America for consumption.

It was nearly 2 o'clock when we reached the Hotel de l'Europe, which is splendidly situated, facing the harbor and directly back of the public grounds, fully a mile from the docks. Before entering into our personal experiences I will briefly describe Singapore city and Island.

The city is situated on the southern shore of Singapore Island in latitude $1^{\circ} 16'$ N. and longitude $103^{\circ} 35'$ E. The Island is 27 miles long and 14 miles wide and lies off the southern extremity of the Malay Peninsula.

The population of the island in 1881 was 139,208, of which 86,766 were Chinese and 22,114 Malays. The census of 1883 placed the population at 145,500. Of Klings from Ceylon, Parsees and Arabs there were about 1,500, and of Europeans, mainly English and German, there were, including 783 military men, a total of 2,768; the Eurasians or half-castes numbered 3,094. The town proper has fully 100,000 inhabitants and is the seat of the government of the "Straits

settlements," one of the most important of English colonies in the East.

It has an immense commerce. The returns for 1883 show a total of imports of \$79,175,687.00 and a total of exports of \$68,174,220.00. The revenues amounted to \$2,006,600.00 and the expenditures to \$1,978,726.00.

In the European portion of the city there are only a few fine structures. The store and business buildings or "hongs" cannot be compared with those of Shanghai and Hong Kong. The residences of the better class of Europeans are in the suburbs, and the best of country roads lead to them. The latter, owing to the luxuriance of the tropical foliage, are very shady, which makes a drive on them, especially in the early morning, very enjoyable.

The dwellings of the natives are mostly low, dirty houses, built of bamboo, cane and even mud, covered with straw or palm leaves. They are wretched quarters for human beings. The sites, being surrounded, as they generally are, by an apparently impenetrable jungle, are to all appearances just such places as would invite snakes, wild beasts, insects and vermin of all kind as a permanent and safe abiding place. A mean and bad habit to which all the natives of the East Indies are addicted is the chewing of "betel." This is a preparation consisting of leaves from the betel-nut tree, in which are wrapped slices of the catechu-palm fruit and a paste made out of lime, the whole properly seasoned with spices. Men and women alike indulge in it. The red juice discolors the teeth and lips, while occasional streaks running from the corners of the mouth down the chin, give them a disgusting appearance.

The climate of Singapore is remarkably healthy. It is a paradise for children, as infantile complaints seldom become malignant. The heat is rarely excessive and under normal conditions daily rainfalls cool off the atmosphere to an agreeable temperature.

As is the case everywhere in the tropics, this island has its full

share of animal pests. The jungle is the home of the tiger. In taking a drive into the country we saw any number of wild monkeys disporting themselves in the branches of the trees lining the roadside.

Of serpents there exist the cobra ; the python, which sometimes reaches the formidable length of 24 feet ; and the hamadryad, the most feared and the most dangerous of all snakes.

Alligators and other reptiles are found in the waters ; centipedes and scorpions are often met with in bed- or bath-rooms.

In all the rooms at the Hotel de l' Europe scores of lizards crawl on the walls and ceilings unmolested. Occasionally one would lose his hold and fall on the head of one of the guests or even make his way down the back of his neck.

Lizards are not the worst of the indoor pests. The rooms swarm with cockroaches, bugs of all kinds, ants, and the greatest of all tropical nuisances—the mosquitoes.

They appeared to have had a particular prejudice against us, for from early dusk until we were snugly tucked away under a secure mosquito-bar, they would almost worry the life out of us. For the first few days our existence was a very, very miserable one.

I shall never forget my first night in Singapore. An ice-cold shudder ran down my back on entering my room, when I discovered the presence of the lizards and bugs and contemplated the probability of one of them creeping down my throat or making his way into my ear ; to be truthful I must say I slept but little. After a few days sojourn there we grew accustomed to this state of affairs and became almost as unconcerned about them as the natives themselves.

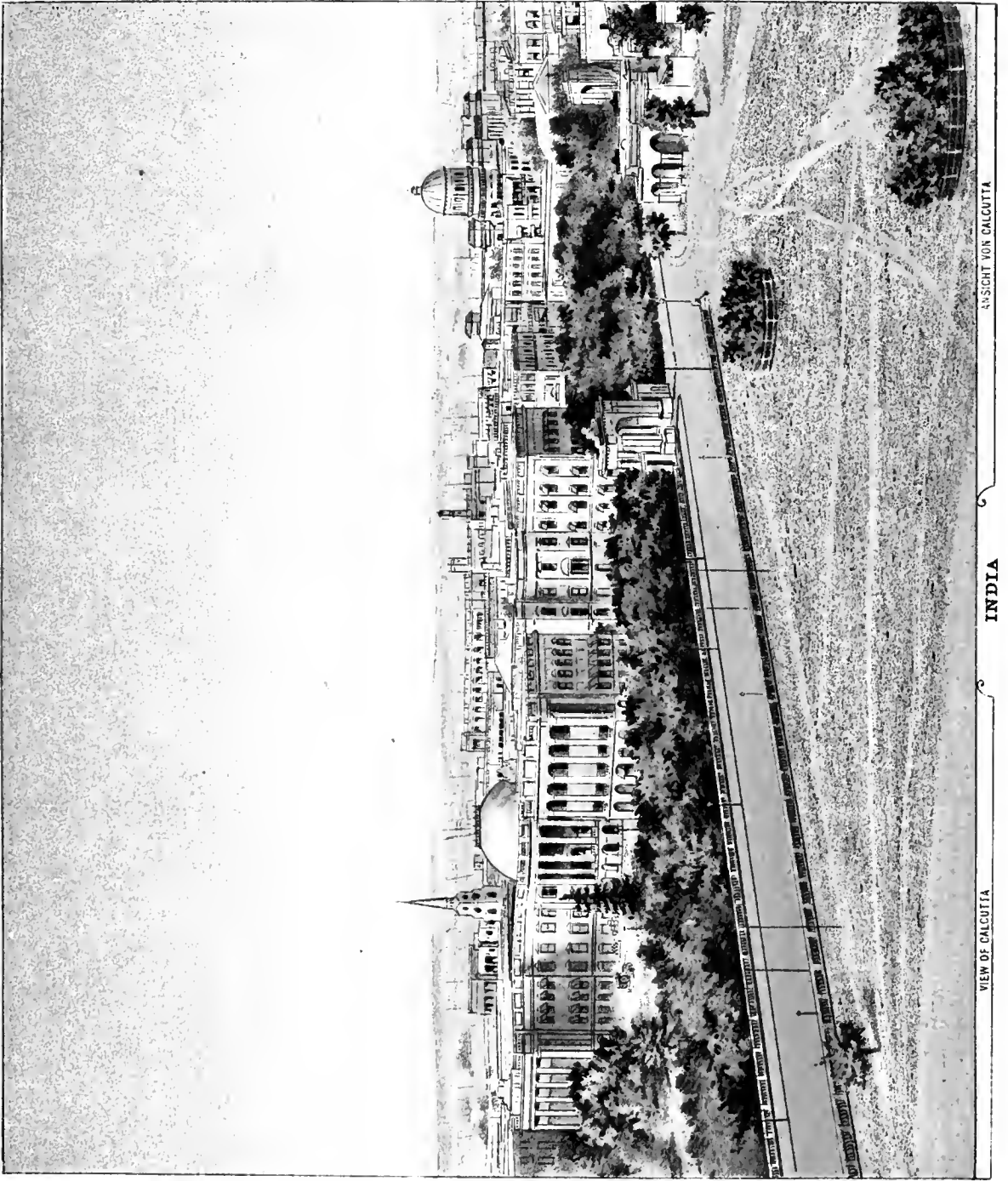
Singapore by reason of its geographical location is the key to the Eastern seas, the same as is Gibraltar to the Mediterranean.

The majority of vessels going to or coming from the Eastern countries generally make a short stop, and steamers bound for distant ports on a long voyage usually take in a fresh supply of coal there. It

is generally conceded that more ships visit this port than any other in the East, not even excepting Hong Kong. In passing through the harbor on our way to the docks we saw hundreds and hundreds of sailing craft of all sizes and shapes. The diving boy's frail canoe and the large heavy skiff; the small fishing smack and the Chinese junk; the diminutive tug and the mammoth merchantman; the swift freight and passenger steamer and the silent but powerful man-of-war, all mingled together on the same water. Flags of all nations were seen fluttering in the breeze from the tops of the great masts. Occasional booms of large cannon will announce the arrival of one of England's wonderful ironclads. On nearing the docks we came within hailing distance of a large French transport carrying fully 1,500 troops who were on their way to take an active part in the war between France and China. They presented even a gayer appearance than did those on the "Djemnah." They cheered heartily as we passed by and in order to repay the compliment, we gave them all our lungs could deliver in return.

The principal conveyance at Singapore is the "gharry." This is a four-wheeled top wagon, comfortably arranged for four passengers on the inside, with a seat in front for the driver. To this vehicle one small horse or pony, scarcely larger than a good sized Newfoundland dog, is hitched. This animal performs his part of the work to the letter. He will trot nimbly along the street dragging behind him a load, far out of proportion to his size and weight, without any trouble. Some of them are very fractious, and a ride with one of this kind is not wanted a second time.

There are fully a thousand "gharries" at Singapore, besides a large number of "jinrikshas," which have lately been introduced, and carriages of various kinds. The wealthy class have their own conveyances, many of which are very fine. The most attractive and decidedly the most costly and elegant turnout is owned by a rich



ANSICHT VON CALCUTTA

INDIA

VIEW OF CALCUTTA

Chinese merchant, who took a particular pride in displaying himself and his vehicle on the drive in front of the Hotel de l' Europe every evening, rain or shine.

While we were at Singapore the Chinese were celebrating their New Year, which comes on February 15th. The celebration lasted nearly a week. Business among Chinese merchants was almost entirely suspended. Rich and poor alike gave themselves up to a life of gaiety and pleasure. They donned their best robes and paraded the streets all day long, looking cheerful and happy. It is said that one of the customs of the Chinese demands that on New Year's day all good citizens give their bodies a thorough washing, put on clean clothes, pay all debts to date and make friends with all personal enemies.

One of the most amusing sights connected with their festivities was the wearing of a new hat by every Chinaman who appeared on the streets, from the small boy up to the oldest Chinese resident. This of itself would not be anything unusually striking, were it not for the fact that all these hats were exactly alike in shape, size and color. It was a soft felt hat with a medium high crown, a tolerable broad brim, and of a light gray color. The reader can readily imagine how ludicrous must have been the appearance of the small boy, scarcely six years old, wearing the same size hat as his father. Then to see a great, big headed Chinaman, who could easily stand a No. 8 size, strutting along in all his dignity and importance with a No. 6 perched on the top of his head. They paid no attention to anything and seemed perfectly contented.

At night hundreds of vehicles, from the 'riksha to the gharry and the finest carriage, could be seen, all being slowly driven around the public square in grand parade. The occupants were the festive Chinese. The vehicles were decorated and illuminated with thousands of Chinese lanterns. They did nothing but chatter, chatter, chatter, and were happy. The sight was as pretty as it was novel.

The little Chinese children were also allowed to take an

active part in the New Year's festivities. Every afternoon during the holiday week we saw from the veranda of the Hotel large numbers of small baby wagons richly decorated, each occupied by a Chinese baby, or small child, dressed in the gayest and most costly fineries, drawn up and down the square by Chinese coolies or by poor young Chinese boys. It looked for all the world like a procession of wax-dolls, and such cute and lovely ones too. The little wagons were marvels of beauty and elegance. The bodies were of gold and silver, and the wheels and running gear were painted in the brightest of colors, the whole artistically decorated with streaming ribbons and tassels. Even now, when contemplating this beautiful spectacle, it appears to me as a sweet dream from fairyland.

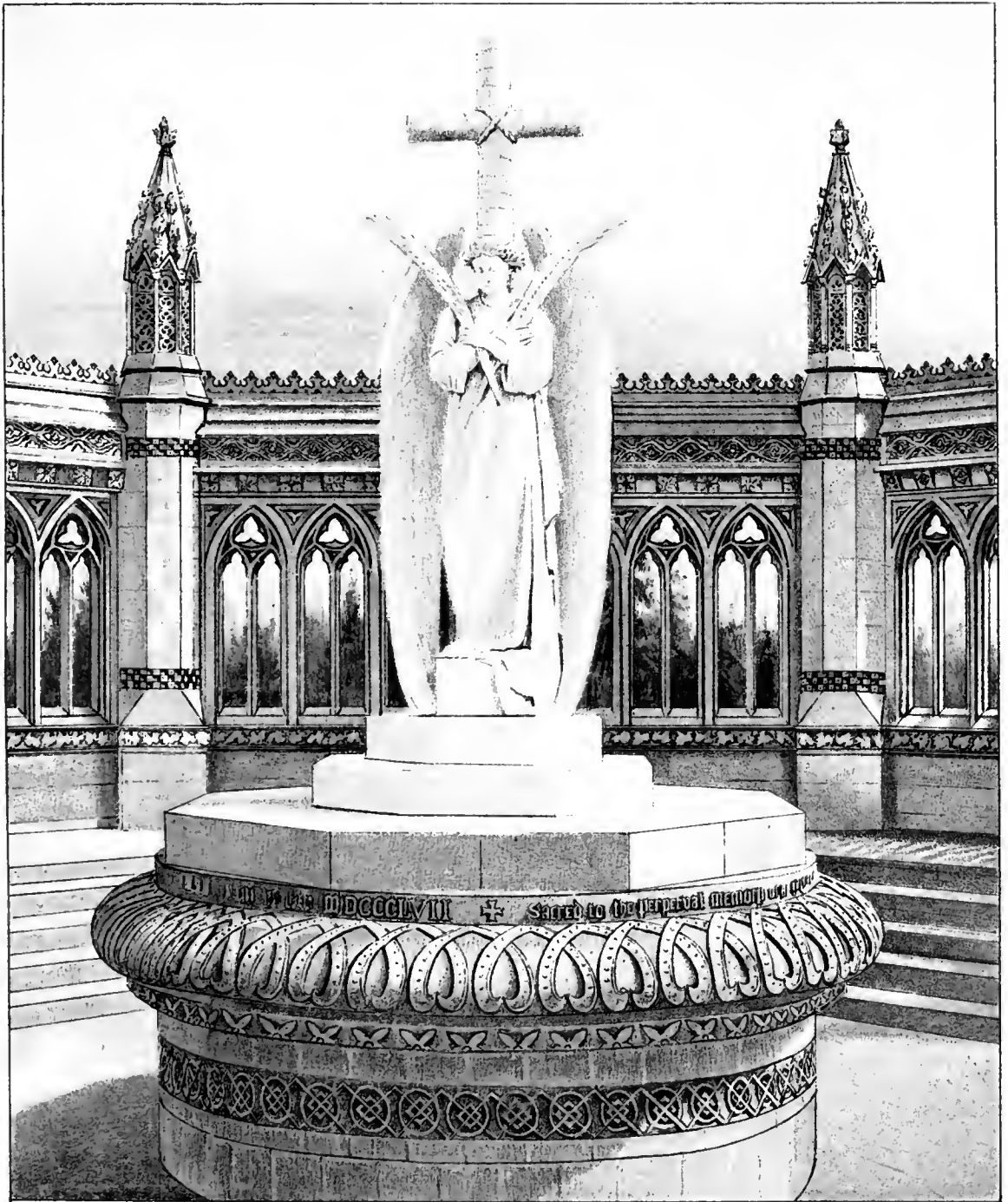
One evening during our sojourn in Singapore we witnessed an occurrence, such as could happen only at the Hotel de l'Europe. On the veranda and immediately around it, within a space fifty feet square, were assembled representatives from all the great nations of the Earth. We saw there congregated Englishmen, Mexicans, Frenchmen, Spaniards, Italians, Germans, Dutchmen, Russians, Australians and Americans, as well as types of the races of nearly every Asiatic country, all engaged in lively conversation with one another, producing a noise such as must have been heard at the tower of Babel when work on that structure was unceremoniously stopped.

Mr. Siegfried, the proprietor of the Hotel, informed us that at least thirty different languages were spoken at that remarkable gathering.

CHAPTER VIII.

From Batavia to Ceylon.

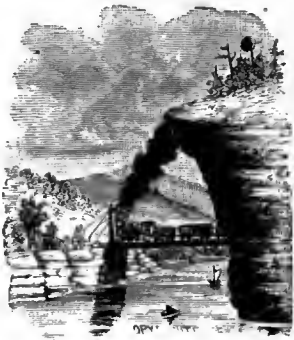




MEMORIAL WELL AT CAWNPORE

INDIA

ERINNERUNGS DENKMAL IN CAWNPORI



As we were so near the equator we concluded to avail ourselves of the first opportunity and cross the imaginary line. On February 21st we were safely quartered on board the new Dutch steamer "Tambora," bound for Batavia on the island of Java.

Everything about the ship was excellent, though we excepted to the speed of the vessel, which was limited to eight knots an hour; a snail's pace indeed.

Captain Lindemann, a small man of fully 250 pounds avoirdupois, informed us that all steamers of this line were restricted to this maximum of eight knots, for the sole reason of economy. On board of this steamer we had the good fortune to meet with a number of Dutch officers in the colonial service, who had come from Sumatra, where they had been stationed for six years, in order to take passage for Batavia, where they were to report to the Governor-General of Java, then to be honorable discharged and to receive the customary free passage to old Holland, their dear and beloved Fatherland.

They occasionally entertained us with stories of their adventures in the war against the Acheenese, who were disputing the rights of the Dutch in their claims upon the extreme northern portion of the island of Sumatra, and stated that, although the natives were not fully subjected, they had broken the back of the rebellion and predicted its complete overthrow in the near future.

We also had several companies of native soldiers (Javanese and Sumatrese) on board, who were clad in shabby European military apparel and presented a very awkward appearance. They seemed to be entirely lost in their strange clothes, and reminded me, in all their actions, of little boys dressed in their first pair of pants. We frequently paid them a visit down in the steerage for the purpose of having a good laugh at their expense.

Captain Lindemann and his officers, together with the military officials before mentioned, were very sociable. They spoke English and German as fluently as their own language, and were bent on making the trip pleasant and agreeable for all on board.

The meals were really splendid and a good part of the day was spent at the table in doing justice to the delicious dishes placed before us.

On February 22nd, Washington's birthday, we crossed the equator, but were not subjected to the usual ceremonies of initiation, which formerly were experienced by those who passed that circle for the first time. In fact, owing to the regular line of steamers which ply between Singapore and Batavia regularly, the custom has almost become obsolete, at least so far as travelers are concerned. Occasionally the sailors resort to the old practice, and on our trip they even went to extremes in breaking in several of the new men, whose misfortune it was to have never been in the southern half of the world.

These ceremonies generally consist of applying a lather of tar and oil to the face of the victim, and then subjecting him to a rough shaving or scraping with a piece of hoop-iron. Any one not sub-

mitting to this procedure willingly will be forced into it, and if necessary is severely handled.

It took us within a few hours of three days to reach our destination, although the distance is only 570 nautical or 660 statute miles. The place where we landed is several miles from the city proper, with which it is connected by a railroad. A fine canal, on which most of the goods received and shipped are transported, runs parallel with the railroad.

Between the railroad and canal a fine carriage drive is being built. Trees were already planted all the way and the work of constructing the road had actually begun.

Batavia is situated near the north-eastern extremity of the island of Java in $6^{\circ} 22'$ South Latitude and $106^{\circ} 40'$ East Longitude.

Its population is estimated at 125,000, of which about 5,500 are Europeans, 35,000 Chinese, 1,000 Arabs and other Asiatics. The balance of the population consists of Malays and Javanese.

The old town or business portion presents no interesting features. The houses are of the same standard as those at Singapore; but the streets present a dull appearance. The life and activity, which characterize the business quarter in other commercial cities of the East, are not met with there.

Although Batavia has a large export and import trade, no one would imagine that such were the case from simple observation.

Beyond the confines of the old town is the new city or the residence quarter. Here things look more cheerful. The houses are fine specimens of the modern villa style of architecture, surrounded by grand parks or beautiful gardens. The hotels, of which there are a great many, are neat and spacious buildings, seldom more than one story high, but covering a large area of ground.

The Hotel de Nederlanden, where we took quarters, is considered to be one of the largest and best in Batavia. The front building, which faces a well-kept garden, is two stories high; the lower

story containing the parlor or reading-room, and the dining-hall, while the upper floor is used for private apartments.

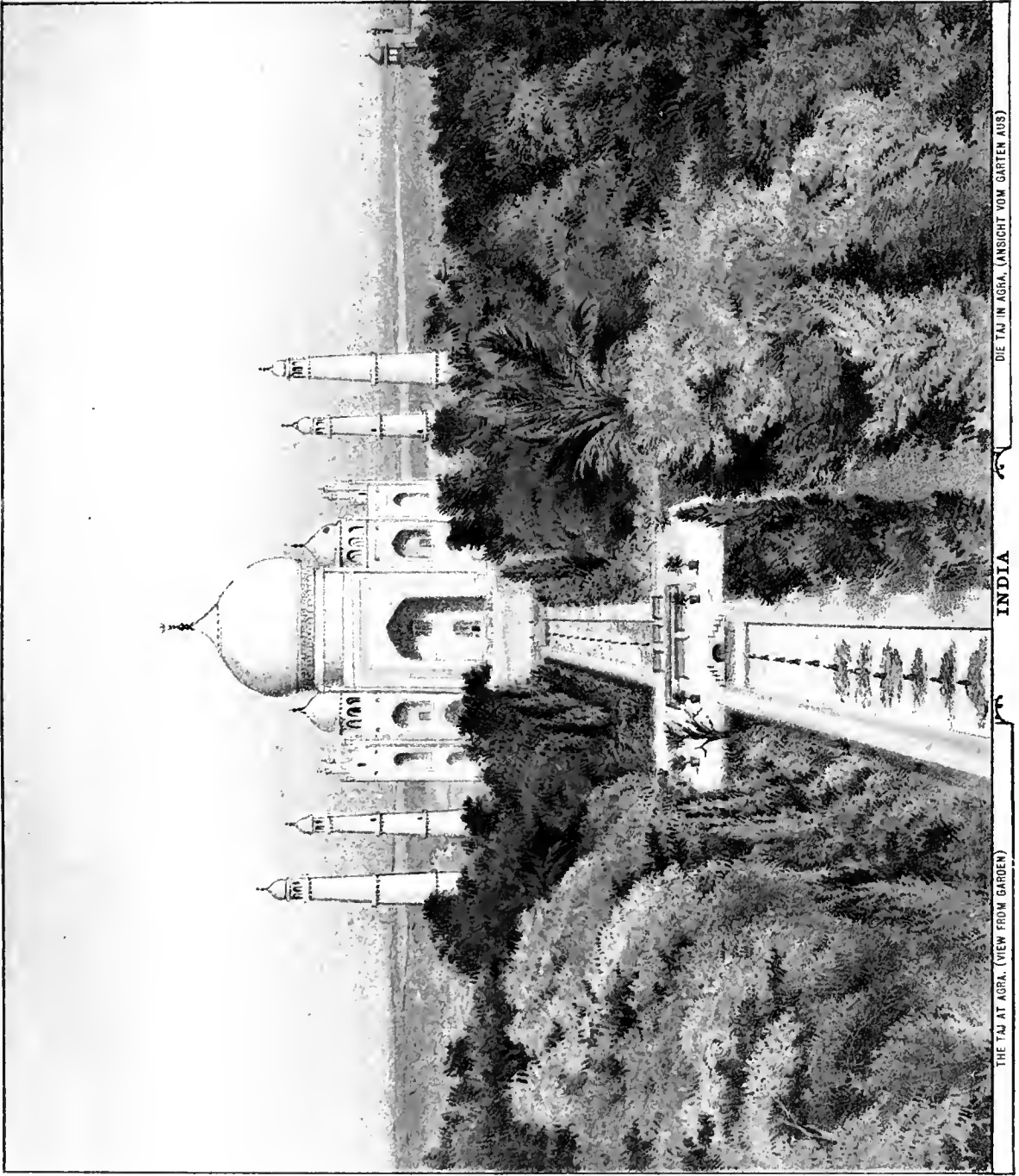
The rooms for guests were in two separate one-story buildings, several hundred feet long, running parallel with each other, with a wide court between them. They were provided with large verandas, as are nearly all houses in the tropics.

The meals were relishable and the service good; but the table etiquette, especially at "dinner," the principal meal, for which the gong never sounded until half past eight o'clock in the evening (rather late, is it not?), had a decided flavor of provincial aristocracy, with a tendency on the part of some of the guests to spread it on an inch thick. They were generally oblivious to all surroundings, being entirely wrapped up in their own great importance. It was not the rich Dutch planter nor the successful merchant, whose actions were unfavorably looked upon; but invariably a member of the civil service, who had the most exalted opinion of himself. Nevertheless, he was harmless, and perhaps, on better acquaintance, one would find him to be a real good fellow, with a slight attack of a genuine case of "big-head."

Batavia, modeled as it is after the cities in Holland, has several fine canals. The question of rapid transit has been solved with a dummy-road, and also a regular railroad leading from the wharf to the suburbs. Trains run on both roads at short intervals, offering highly satisfactory accommodations.

The vehicles in general used here are the Singapore "gharry," and a two-wheeled buggy-top cart with room for four. The latter are called "Dos a Dos." The horses, like those in Singapore, are very small, but will not compare favorably with the latter as to strength or endurance, or even appearance.

Buitenzorg, about forty miles from Batavia by rail, is the Los Angeles of the East. Here the Governor-General and many of the wealthy European residents of Java live during the hot season. The former's large and magnificent palace is surrounded by the most



DE TAJ IN AGRA. (ANSICHT VOM GARTEN AUS)

INDIA

THE TAJ AT AGRA. (VIEW FROM GARDEN)

beautiful gardens and parks. In fact, whole Buitenzorg is one grand park with fine drives that are cool and shady. Taking it altogether, the place is as delightful as it is charming, and as grand as it is beautiful.

On our way back to Batavia we had the opportunity of admiring the luxuriance and abundance of tropical vegetation and foliage in all their glory. The grandeur of scenery which nature here unfolds is of such sublime magnitude, and of such great beauty, as to be beyond the power of any pen to describe. It must be seen to be fully enjoyed and appreciated. Here, as in Singapore, can be seen growing the betel, cocoanut, and other palm trees; now and then relieved by various mangos and mangostines. Pineapples and bananas grow in profusion. Fine coffee and rice plantations abound all along the railroad. Their condition shows that pains and labor are taken in cultivating them.

Having satisfied our curiosity in Batavia and its surroundings, we re-embarked on the steamer "Godavery," Captain Blanc, of the French Messageries Maritimes for Singapore, there to make connection with the steamer for Ceylon.

On this voyage we narrowly escaped a genuine ship-wreck. On the morning of the second day the ship ran aground off the coast of Sumatra during a slight gale, and it took us fully six hours to set her afloat again. There was considerable excitement among the passengers, as in the event of a storm, for which there were some indications, serious results would surely have followed.

Captain Blanc, his officers, and crew took things remarkably coolly, and, by their manly behavior, won the respect of all on board. There was a great sigh of relief when we were again under full headway. On the day after our arrival at Singapore from our trip across the equator we boarded the French steamer "Oxus," of the Messageries Maritimes line for Ceylon.

A laughable incident occurred at a basket and chairmaker's shop at Singapore, while we were there making a purchase just

previous to stepping into the gharry which was to take us to the wharf.

A lively little Frenchman rushed into the store and abruptly demanded of the Chinese proprietor whether he had "ze babboon chair." Upon being shown some bamboo chairs and after having satisfied himself that they were "ze genuine babboon chairs," he purchased one and went on his way rejoicing.

Thereupon we enjoyed a good laugh, the proprietor and his workmen joining heartily in the chorus. We again met our funny Frenchman on board the "Oxus," stretched out at full length in his "babboon" purchase, apparently happy and contented with his lot.

The accommodations on the "Oxus" were excellent in every particular. There were over a hundred first-class passengers, among them many ladies and children. Here were represented the wealthy rice-merchant from Bangkok, or Saigon; the great banker from Hong Kong; the tea-merchant from Shanghai, and the planter from Java and Sumatra.

Some went on a short visit to the land of their birth, after an absence of many years; others again on an important business mission; some few whom fortune had favored were going home to enjoy the fruits of their labors in peace and retirement. The most interesting person on board was an Italian missionary from China, who had adopted the complete Chinese dress, not even excepting the queue. He presented a rather comical sight in his assumed garb and caused every passenger to smile upon his first appearance on deck. But he soon became a favorite on account of his gentleness of manner, and his exemplary behavior, together with his willingness to entertain us with stories of his, at times very dangerous, experiences in the missionary service.

Upon being asked as to his reason for wearing such a strange dress he said:

"I adopted this dress many years ago, thinking that, perhaps, I would meet with better success in my work of converting the heathen.

I soon found I could approach them with less difficulty, whereby my labors were decidedly facilitated and the best results were attained. After my first experience I became satisfied and was forced to the conclusion that I ought not dispense with it. Some of my friends in Italy have, by voluntary contribution, sent me enough money to make this trip. I shall only stay there a very short time, and will again return to my charge, there to live and die in the service of Christ."

On Wednesday night, March 4, 1885, between the hours of eleven and twelve, we crossed $95^{\circ} 36'$ of East Longitude, being then directly opposite Cincinnati, which is situated on the $84^{\circ} 24'$ West Longitude. We were supremely happy at having safely accomplished one-half of our journey, and expressed the fervent hope that kind Providence would continue to guide us safely home.

One evening, while strolling leisurely up and down the promenade deck with Captain Rapatel, the courteous commander of the "Oxus," I gleaned from him the following information relative to tropical fruits. Said he:

"It is generally conceded by all travelers, who have visited both the East and West Indies, and have paid some attention to the various fruits indigenous to both sections, that many of the fruits of the West Indies are of a better quality than those of the East Indies; that is, they have a better flavor, and in the world's market command better prices."

In reference to the strictly tropical fruits I did not express an opinion, in fact, I could not, because I had never given the subject any close attention. I had made some discoveries however, and this is my experience: At the Victoria Hotel in Hong Kong we had placed before us a plate of the finest looking pears I had ever seen. My friends and I immediately helped ourselves and commenced to eat them. What a disappointment! One bite was sufficient to keep us from ever eating Chinese pears again. They tasted different from anything we had ever eaten before, being not unlike a raw potato,

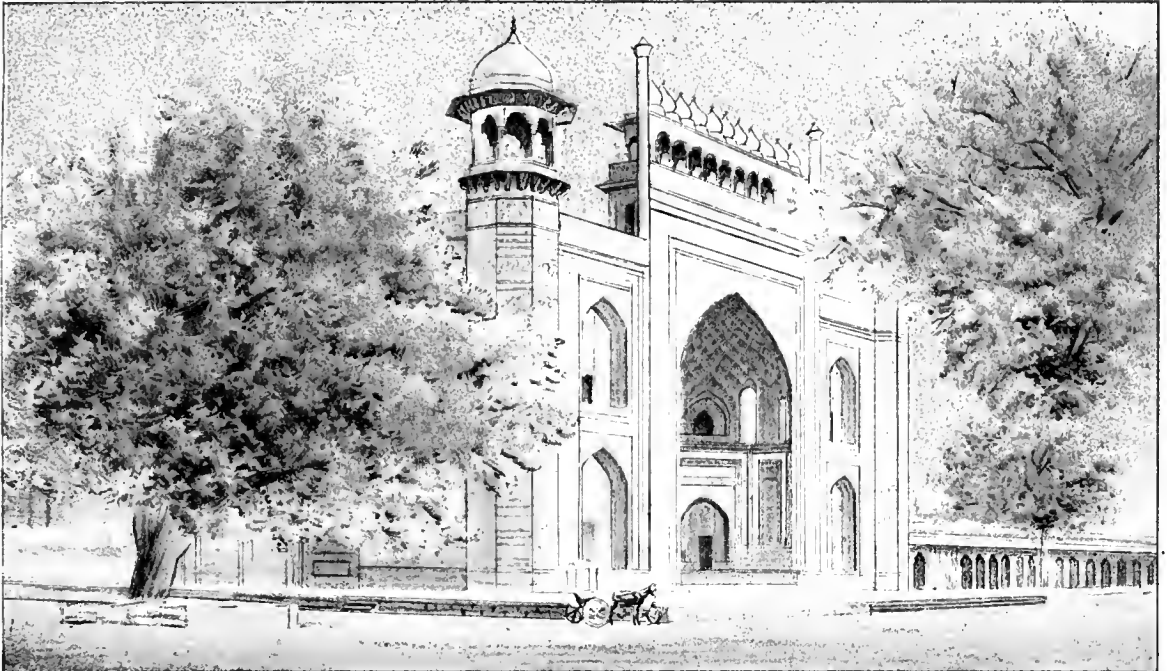
for which they would probably answer as a substitute in case of necessity. As dessert they were absolutely worthless.

As a general thing the oranges we ate in the East were not as fine as those we were accustomed to at home. There were two varieties which, in my estimation, however, were fully equal to our best Florida, Louisiana, or Sicily oranges. These were the "Chinese" orange, with smooth skin of medium size and very difficult to peel, but full of juice with an excellent flavor; and the "coolie" orange, from medium to large size, rough, thick skinned, very easy to peel, with sufficient juice and very fine flavor.

Among the various delicacies served at the meals on the "Oxus" were watermelons from Egypt. They looked very inviting, and really were as fine looking melons as I had ever seen anywhere. The seeds were jet black, and the meat had a beautiful red color, but was without the slightest taste or flavor. As a matter of fact they were as worthless as the Chinese pears.

I noticed other passengers eating these melons with a sauce made out of claret wine and sugar, which I immediately imitated, with only passable results. I did not eat any more of the fruit after my first experience.

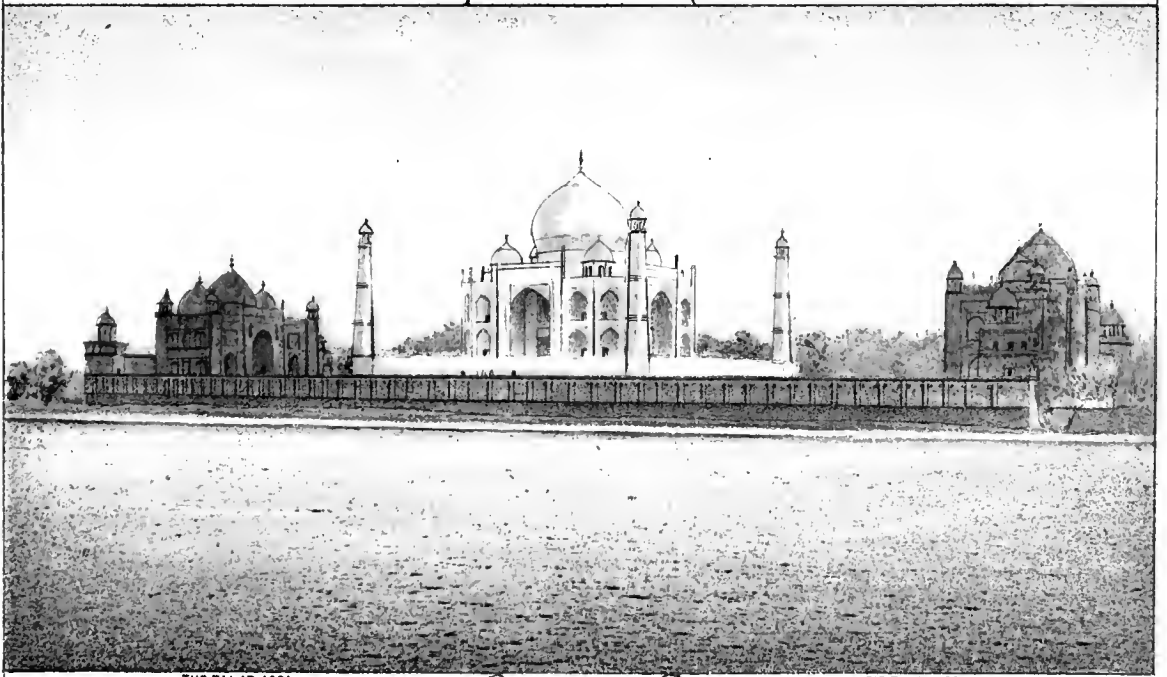
Our five day's voyage from Singapore to Ceylon was a delightful one. We encountered a beautiful clear sky, a calm sea, and comparatively cool weather all the way. About noon of the fifth day out we anchored off Colombo, within a stone's throw from shore.



THE GATE OF THE TAJ

INDIA

DAS PORTAL DER TAJ



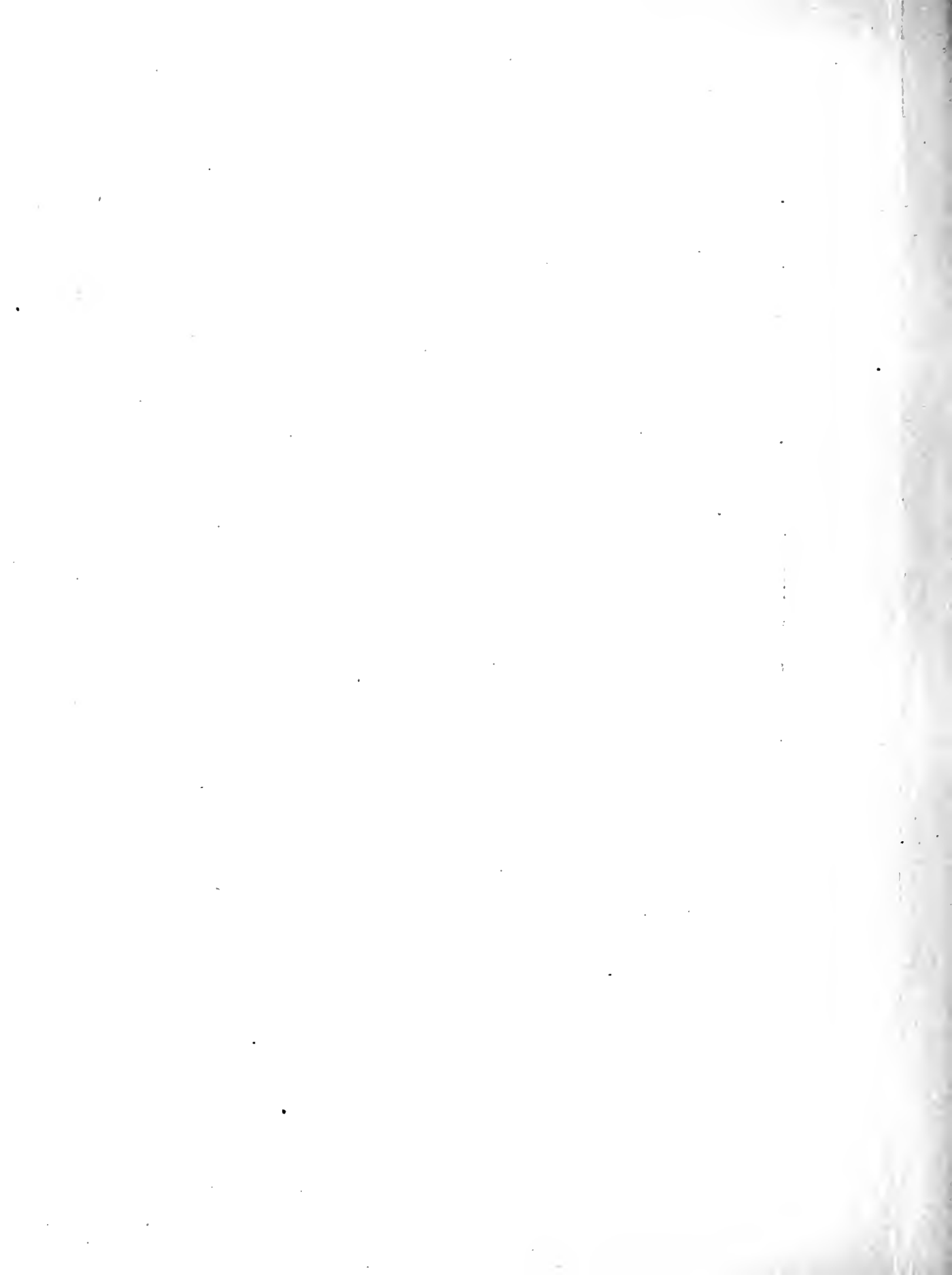
THE TAJ AT AGRA

INDIA

DIE TAJ IN AGRA

CHAPTER IX.

The Island of Ceylon.





UPON our arrival in the harbor of Colombo our ship was immediately surrounded by at least a hundred small craft of all sizes and shapes, the occupants of which were all anxious to render us some service. The diving-boys, who also came out in their tiny boats, were soon actively engaged in furnishing amusement for those on board by their great aquatic feats.

It is simply wonderful to see them dive after any piece of money thrown into the water which one or the other would invariably capture. It rarely occurs that one of these coins is lost.

The fishermen at Colombo in plying their vocation have no boats, but simply rafts, made of from five to seven logs from four to six inches thick, and about six feet long. These are nailed or tied together. On these frail floats they will venture miles away from shore, returning only after having made a successful haul, or in the event of an approaching storm.

Among others who came out in the small boats were several snake-charmers; but none of the passengers manifested any curiosity to see their performance.

We finally struck a bargain with one of the natives, and after our baggage and ourselves were securely placed, we started for shore. We had scarcely left the ship's side when we espied one of the snake-charmers in our boat, who immediately proposed to have his snakes perform right then and there.

I need not state that he was not allowed to exhibit his pets and that we tried to get away from him as far as possible.

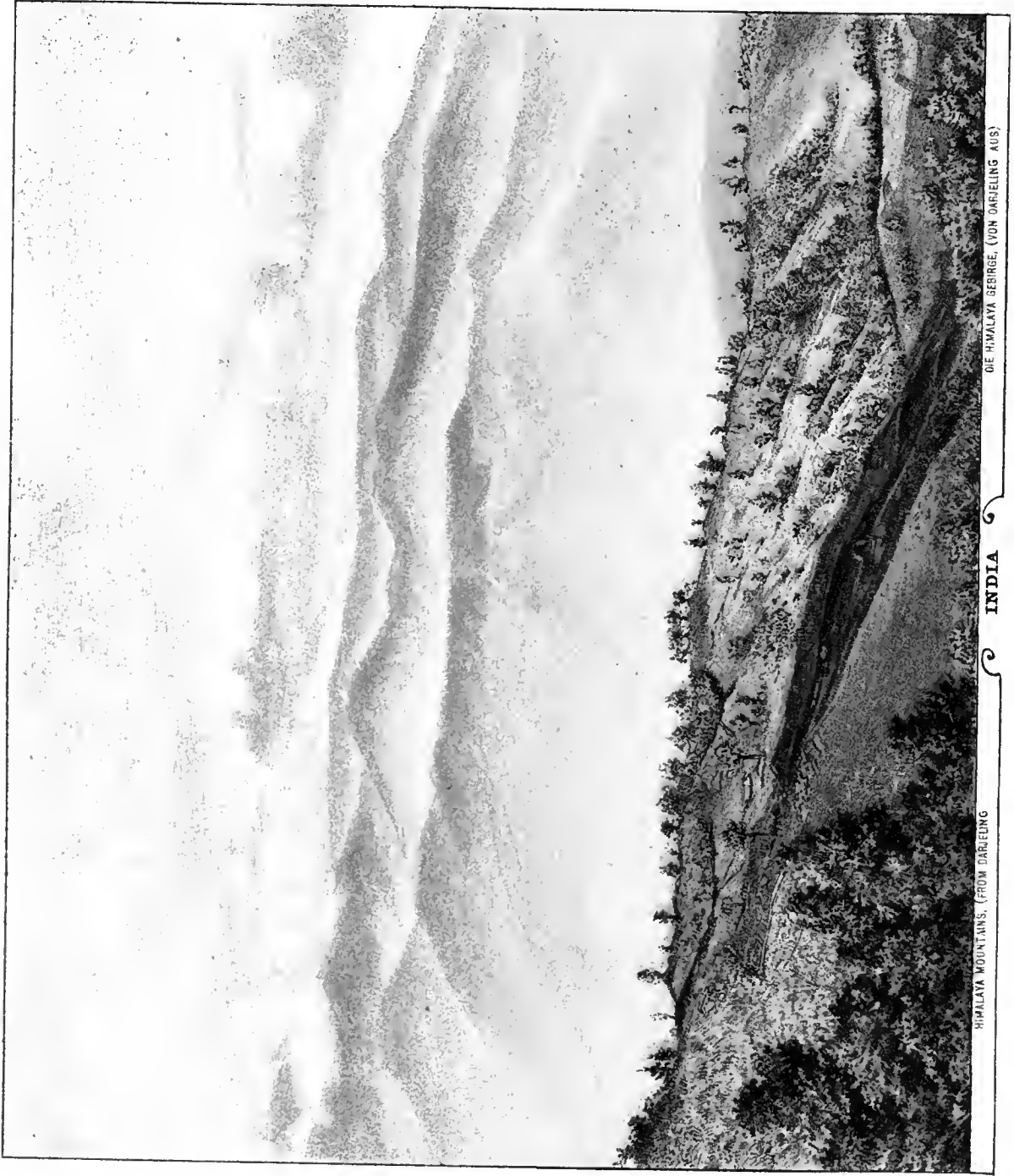
Upon reaching shore we were surrounded by a swarm of coolies who actually fought for the possession of our baggage, which after a prolonged struggle they succeeded in loading on a two-wheeled cart drawn by a pair of white bullocks. Now our troubles began. Every one of them clamored for pay, insisting that they had aided in handling our baggage. Our boatman also demanded a sum thrice as large as was originally contracted for.

We were in a very embarrassing position, to say the least, and our only recourse was to pay, and that most liberally, in order to extricate ourselves from the trap in which we were caught. In this way we succeeded in satisfying most of them; but about eight or ten insisted on following us to the hotel, all the while making threatening demonstrations.

The manager of the New Oriental Hotel, where we registered, after considerable trouble, succeeded in dispersing them.

After inspecting our new quarters, in conformity with the general custom, we engaged a servant, who was to attend to our rooms and wait on us at the table. We also retained a guide whose duty it was to show us the sights, and act as our interpreter.

Travelers, who wish to enjoy any comfort in India, are compelled to furnish their own attendants, as the few who are in the direct employ of the hotels are altogether unable to render satisfactory services. It is expected that a tourist upon his arrival should, in the first place, secure a servant to take care of his room, etc., and often an



HIMALAYA MOUNTAINS. (FROM DARJEELING)

INDIA

DIE HIMALAYA GEBIRGE. (VON DARJEELING AUS)

extra one to wait at the table. For the night it is absolutely needful to employ two "punkha-pullers."

"Punkhas" are a tropical necessity. You will find them everywhere. They are a kind of elongated fan running the full breadth of the beds in sleeping-apartments, and almost the full length of the rooms, in dining-halls, etc. They are hung from the ceiling with ropes or cords, and are kept in a swaying motion by "punkhamen," who are generally located in the hall-way, where they keep pulling a cord fastened to the "punkha."

Two of these men will keep a "punkha" going all night, furnishing a continual draught of air. Thus only can sleep be enjoyed.

Servants are very cheap in India; the wages are eight rupees per month, which is considered a fair price. This amounts to a little more than ten cents per day. As a rule they generally receive an extra present of a few rupees when the traveler takes his departure.

Ceylon, off the southern extremity of the peninsula of Hindostan, is often called the "Paradise of the World." It is the land of cinnamon, and the nutmeg; tea, coffee and rice are also extensively cultivated. Most of the tropical fruits abound. It is often conceded that Java, in the luxuriance and variety of its vegetation, and its scenery in general, can justly dispute the palm of "Paradise" with Ceylon. It is difficult to decide which of the two islands is the more beautiful, as each has natural advantages which are manifold and grand.

A trip by rail to Kandy, which is situated in the centre of the island, gave us the opportunity of viewing to the best advantage this wonderful land. Along the road, leading as it does up the mountains, are presented glimpses of scenery of such marvellous beauty, as to inspire with enthusiasm the most indifferent of human beings.

Colombo, the metropolis of Ceylon, has 150,000 inhabitants, and is situated on the west coast of the island. The view of it from the ship was a splendid one, indeed.

The European settlement, as is the case in nearly all English

colonial settlements in the East, has many large and imposing structures, wide and clean streets, extensive public grounds, and elegant parks and gardens. The New Oriental Hotel building would be a credit to New York, Chicago, or San Francisco.

The native town consists of low, dirty houses seldom larger than from twelve to sixteen feet square, and from six to eight feet high. They literally swarm with inhabitants, and resemble a large bee-hive more than anything else. The streets are very narrow, and the life in them, especially in the evening just before sun-down, can only be likened unto a swarm of bees returning for the night.

Many fine Hindoo temples are found there. The museum, though small, has a rare collection of curiosities. The drives along the beach and through the numerous gardens and parks are kept in excellent order.

At Kandy are the great Hindoo temple, one of the finest in all India, and the "Paradeniya" Gardens, where every variety of tree, shrub, plant and fruit, peculiar to the tropics, is grown. We spent several hours here under the guidance of one of the assistant superintendents, who took particular pains in showing us around and also in giving us all necessary explanations.

We were highly pleased with this visit, for it certainly afforded us an opportunity of acquiring considerable knowledge of the extent and the peculiarities of tropical vegetation.

The area of Ceylon is 24,454 square miles, and the population 2,500,000, divided as follows:

Singhalese, or original inhabitants, 1,500,000; Tamils, who emigrated from the south eastern, or Malabar, coast of India, 800,000; Europeans of various nationalities, 3,000.

The balance of the population is made up of people from the surrounding countries.

CHAPTER X.

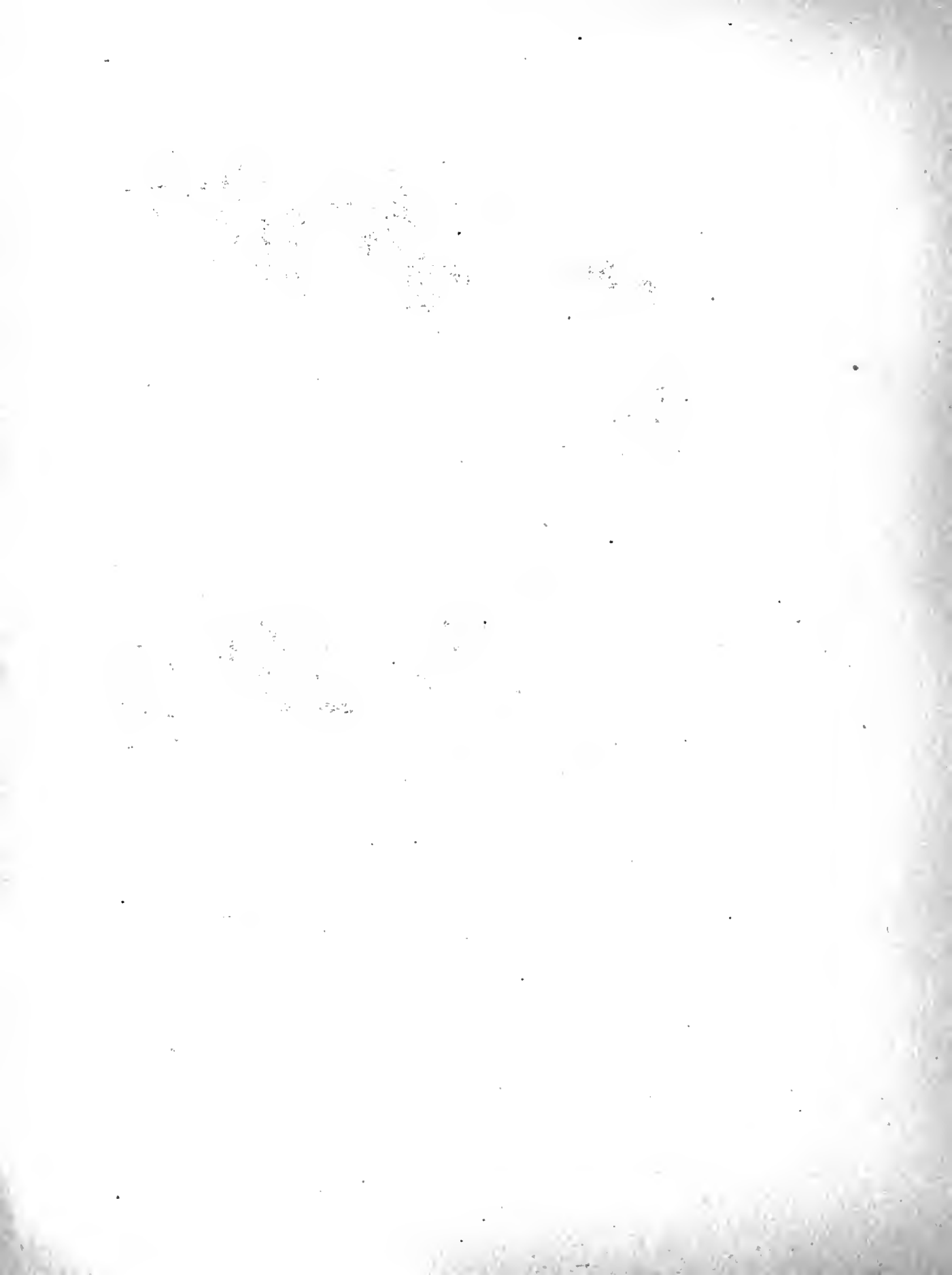
At Pondicherry, Madras and Calcutta.

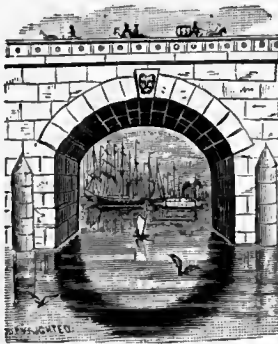


EISENBÄHN DIE HIMALAYAS HIMALAYSFÜHREND

INDIA

RAILROAD UP THE HIMALAYAS





OUR previously allotted time for Ceylon having expired we again moved onward. For the third time in succession we boarded a steamer of the line of the Messageries Maritimes.

The "Tiber" was an old boat; but as on all French steamers, the accommodations, especially the meals, were all that could be wished for. We had taken passage to Calcutta via Pondicherry and Madras. Dame Fortune again smiled on us during the entire voyage, making it enjoyable as well as interesting.

After passing within sight of Caracal, a French colony on the south-east coast of Hindostan, we soon arrived at Pondicherry, where we made our first halt. Accompanied by one of the ship's officers, we were rowed ashore, determined to see all we could during the few hours we were to remain there.

Pondicherry, the principal French colony in India, can not be compared with the English colonial cities. There are some respectable buildings, and a few passable streets; but on the whole it looks as if it were behind the times. There is very little business activity displayed

in the streets of the European quarter, which would seem to indicate a lack of enterprise on the part of the residents.

The native quarter is similar to that of Colombo, even to the crowded streets. The garrison there consists of a detachment of French soldiers, and several companies of natives including a military brass band of forty pieces. The musicians are all natives, from the director down to the base-drum artist. Every evening they repair to the park, where for several hours they discourse sweet music to the assembled listeners.

The rendition of several productions which we heard was highly creditable and merited the applause which was very liberal.

We returned to the boat late that night, and early next morning were again under fair headway. After a ten hours' run we anchored off Madras, the view of which from the ship was exceedingly fine. Madras, in a business sense, is only a shadow of its former self. The little activity that is still manifest, is not due to commercial transactions, but simply to the fact that Madras is the capital or rather the seat of government of the Madras Presidency.

At the time of our landing only three vessels were to be seen in the harbor. We were told that not many years ago it was nothing unusual to see a hundred or more vessels anchored there. What a change! It was brought about by the railroad connecting Madras with Bombay, by which the latter city monopolized the whole export and import trade of the northern and western parts of India.

In our drives through the city we saw many large and elegant buildings, stern reminders of former greatness. We were shown the "Juggernaut Car," the great holy vehicle, which is indispensable in the many pilgrimages of the Indian idolators to some sacred shrine.

The population of Madras is placed at over 400,000; but in actual business life it is only an overgrown village.

At Madras two Englishmen, bound for Calcutta, boarded our steamer. One was a civil service officer, a so-called "magistrate," and

the other was a young lieutenant on his way to the Afghan frontier. In an interview with the former, who had been in India for many years, I received the following startling information relative to India :

“ You will undoubtedly be very much surprised when I tell you that were this drought, which is at present reigning in the Madras Presidency, to bring on a famine, it would be a great blessing for India. This is not merely a view of my own, but it is the opinion of many of the best people in India. The reason is this: India is already overpopulated, and at the present rate of increase the day is not far distant when the resources will be inadequate to properly support all of her people. Then the most serious results are to be apprehended. The only hope lies in a famine, an epidemic, such as cholera, or in a bloody war.”

A most charming country, where famines, epidemics and wars are hailed as blessings !

What a great contrast to Madras does Calcutta, the “ City of Palaces,” present ! In her all is life, all is bustle. Business here, there, and everywhere. It appears as if everybody is employed in one or another capacity, and doing well.

The view of the city from the Hoogly river is one of the grandest in whole India. The palaces of the ex-king of Oude, the palace of the viceroy, the numerous government and private buildings, business houses and residences, most of them large and massive structures and finely designed, all situated along or near the banks of the Hoogly River, have given to Calcutta the name of “ City of Palaces.”

The substantial part of Calcutta does not extend far into the city and on entering it the idea of greatness is speedily dispelled, for you soon pass through the European quarter into the native city with its miserable houses and hovels and its penetrating and horrible stenches.

The renowned fashionable drive extends about two miles from the Government House to the Eden Gardens. Every evening at sun-down the “ elite,” in the finest of turnouts, can be seen

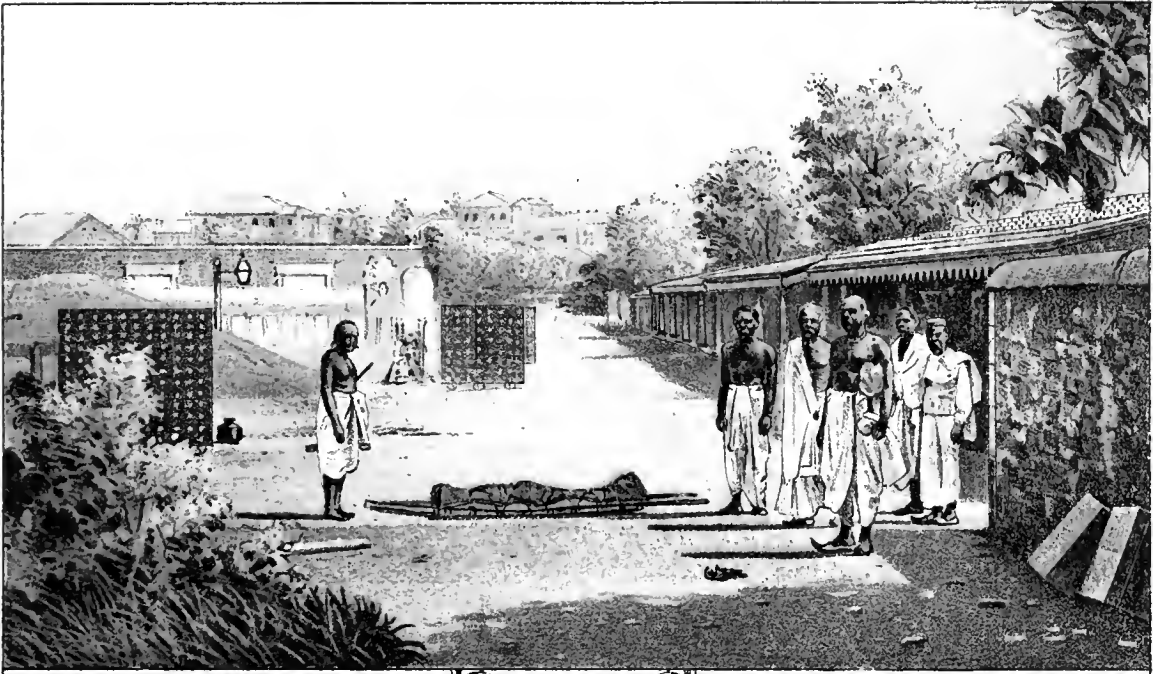
passing up and down this road, presenting one of the gayest scenes to be met with anywhere in the world.

The ex-king of Oude daily frequents this locality, and always receives his share of attention.

The Great Eastern Hotel at Calcutta is the great Indian caravansary. The buildings cover a space nearly as large as a square in one of our American cities. It is not an imposing structure by any means, neither are the rooms, which are large and airy, furnished with any superfluous nor any too elaborate furniture, although on the whole everything is very comfortable. The long and narrow winding halls and staircases were crowded with servants all day and all night long. An actual count showed fully three servants to every guest. At night a walk through the halls offered a most interesting sight. Before every door there were from two to four punkha-pullers; some of them were tugging away at the cord leading to the punkha inside of the rooms, while others were either chatting with one another, or taking a quiet nap, until their turn came to relieve those then engaged. In some places it required great care so as to pass through without stumbling or stepping on one of these fellows.

We were quartered in a large room in the third story, with three comfortable beds provided with the necessary punkhas. Our pullers, Mahmond and Goola, were hired at the rate of about twelve cents per day, with the distinct understanding that if they performed their services satisfactorily an extra remuneration would be forthcoming. This stimulated them to extra exertions; our quarters were kept cool and we enjoyed refreshing sleep every night.

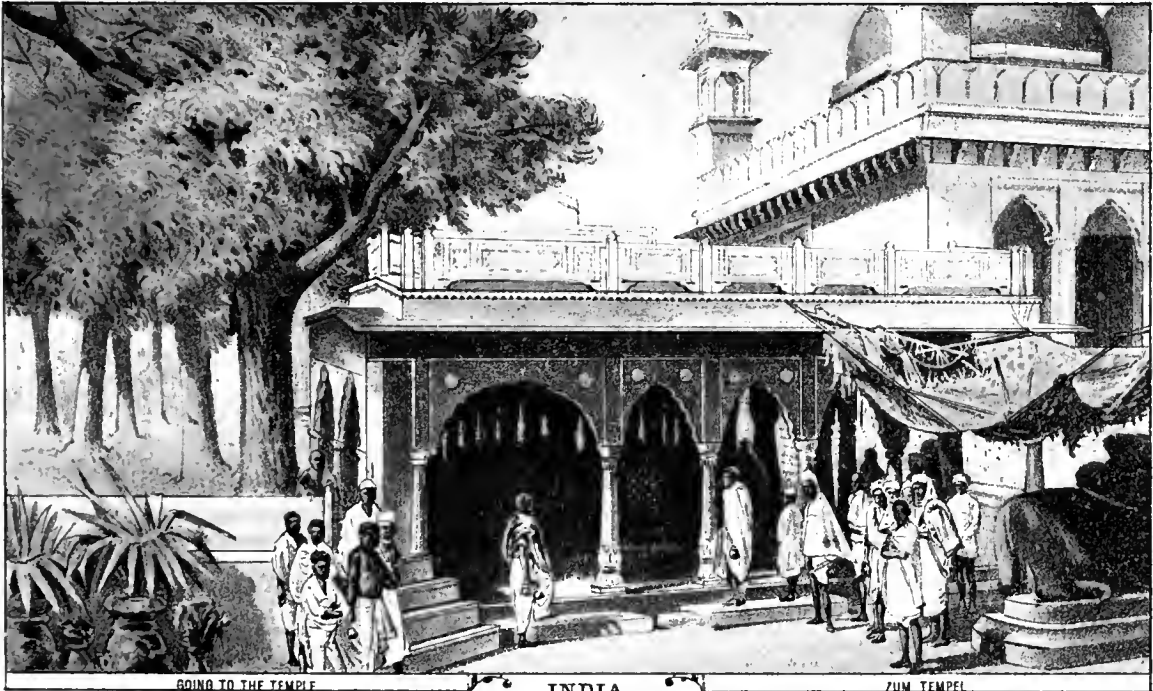
Cassam Ali, a Mohammedan, attended to our room, and waited on us at the table. Razoo, a full blood Hindoo, acted as our guide and interpreter. Under his direction we visited the large and highly instructive Museum, the extensive and well-planned Zoological Garden with its fine collection of animals; the beautiful Eden Gardens with



READY FOR CREMATION

INDIA

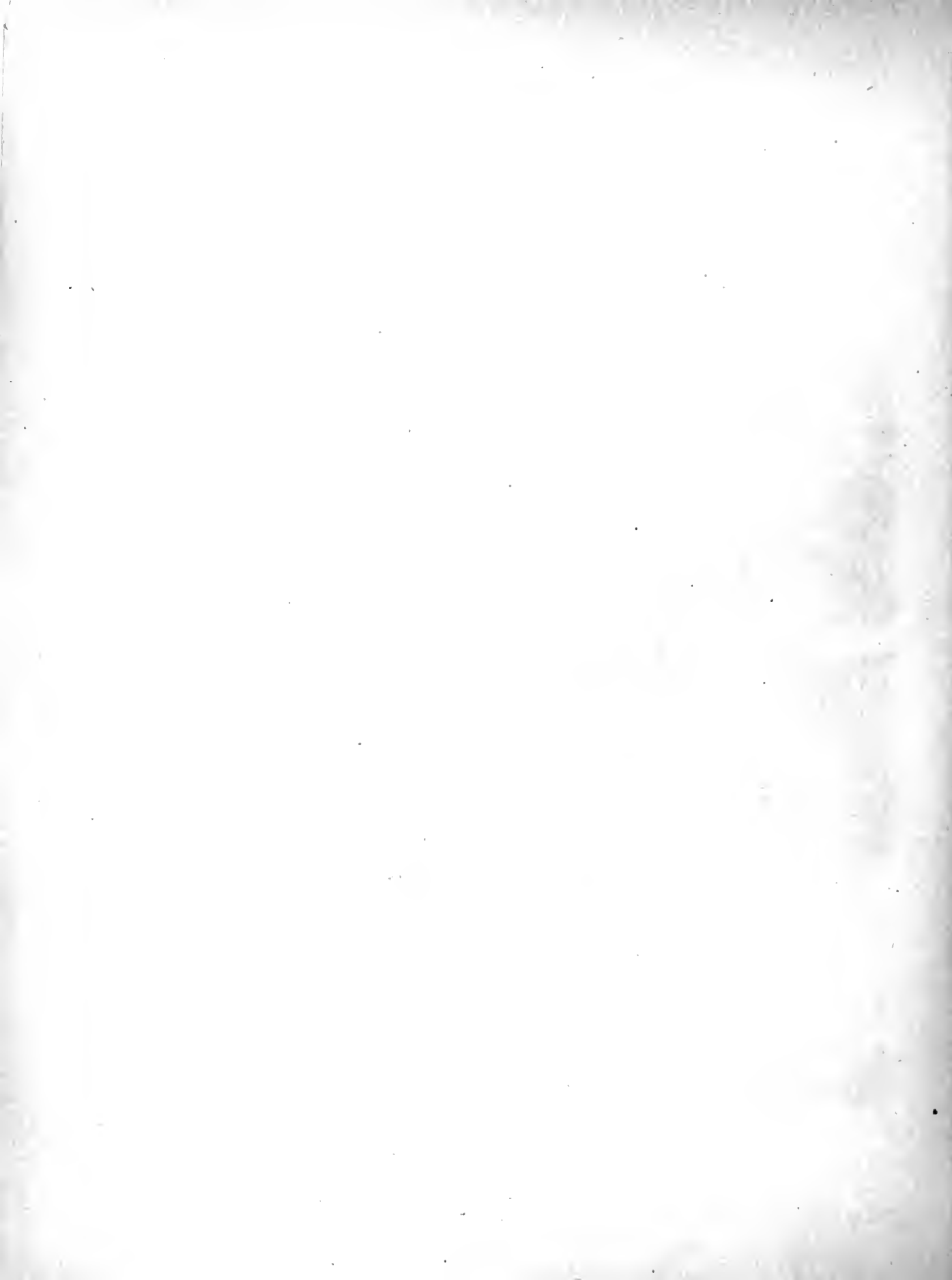
FERTIG ZUM VERBRENNEN



GOING TO THE TEMPLE

INDIA

ZUM TEMPEL



their famous Burmese pagoda, and several Hindoo and Mohammedan temples.

One of the peculiar tenets of the Hindoo religion requires that no true worshiper of Brahma, Vishnu, and Shiva, eat or drink anything until he has given his body a thorough washing or has taken a bath.

The Hoogly river is the great bathing-place of Calcutta. In our daily visits to its banks we saw hundreds and hundreds of the devotees of Brahma disporting themselves in its waters. Every bather is supplied with a small brass pot of the capacity of about one quart, answering the purpose of a cup or glass. All take this pot full of water from the river home with them after having finished their bath.

One of the curious customs is the manner in which the high-caste natives decorate their foreheads, arms, and breasts with red or white stripes of paint. It makes them look very ridiculous and vividly reminded us of the jovial modern clown, or the more comical Humpty Dumpty. We were told that the Hindoo ladies were required to go through the same bathing ceremonies as the men, but that they generally performed their ablutions in the seclusion of their own chambers.

The city of Calcutta is considered to be one of the wealthiest in all Asia. There is great rivalry between Calcutta and Bombay as to which is the first city in India. The respective newspapers at times exchange compliments which are not the most friendly.

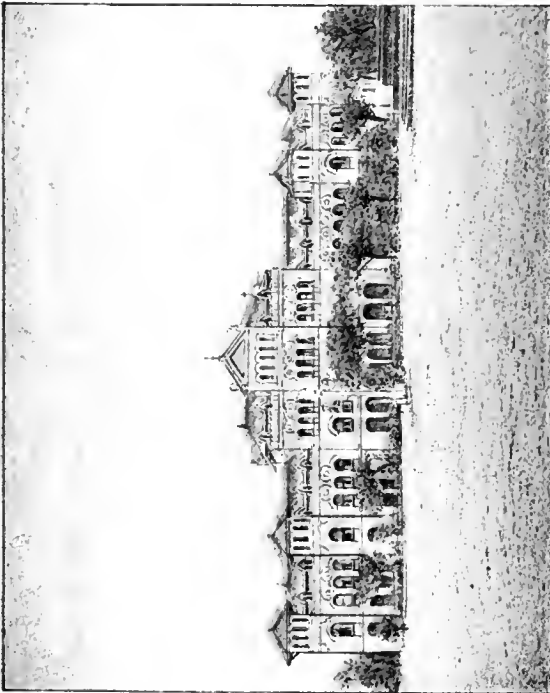
Certain it is that Calcutta has sacrificed some of her trade to Bombay; but for all this it is true that she will always be not only the great business centre of Eastern India, but also the capital of the great Eastern empire, where the whole machinery of state is regulated, and kept in excellent running order.

The population of Calcutta is estimated at about 800,000 souls, of which fully three-fourths or 600,000 are Hindoos; 150,000 Mohammedans; 25,000 Christians, including Europeans; and the balance are Chinese, Parsees, and other Asiatics.



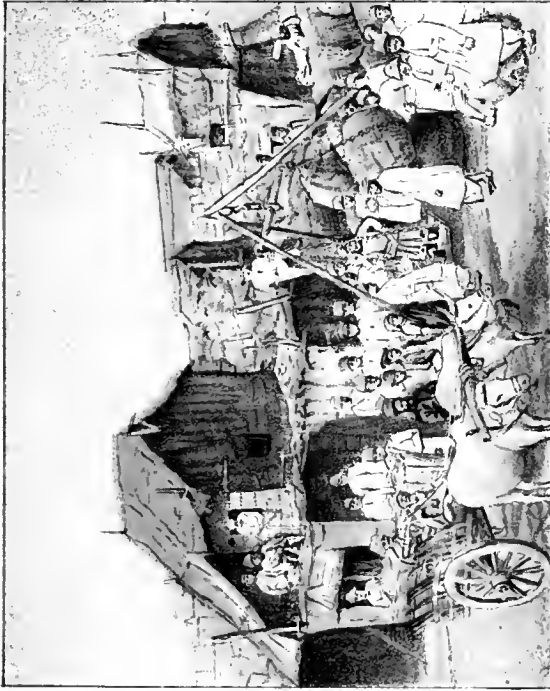
CHAPTER XI.

A visit to the Himalaya Mountains
and Darjeeling.

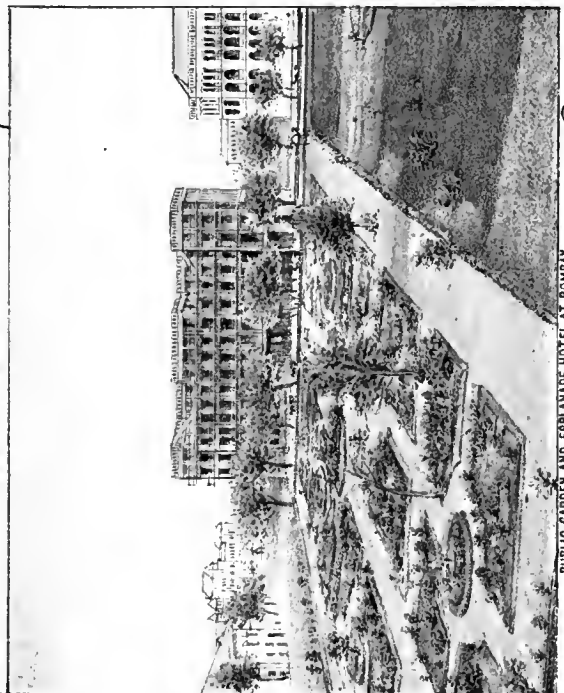


SAILORS HOME AT BOMBAY
MATROSEN HEIM IN BOMBAY

INDIA

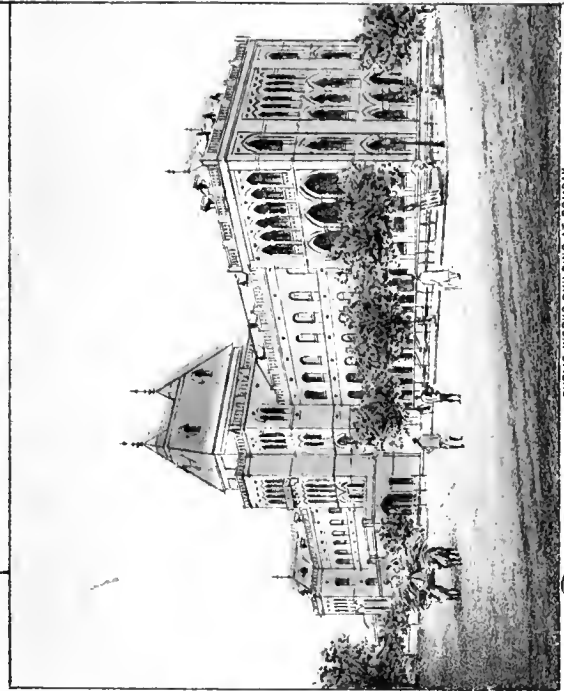


COTTON MARKET AT BOMBAY
BAUMWOLL-MARKT IN BOMBAY

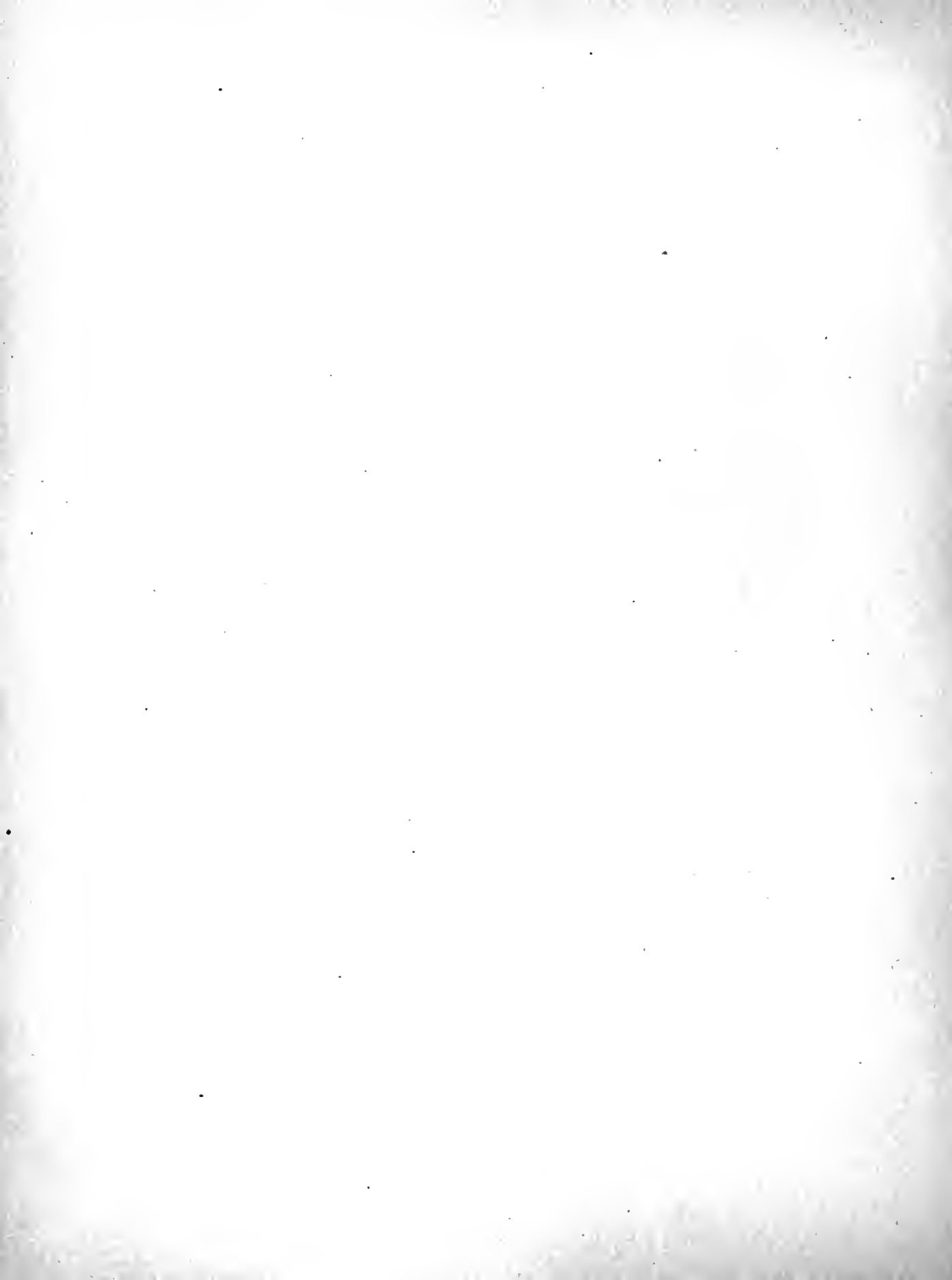


PUBLIC GARDEN AND ESPLANADE HOTEL AT BOMBAY
ÖFFENTLICHER GARTEN UND ESPLANADE HOTEL IN BOMBAY

INDIA



PUBLIC WORKS BUILDING AT BOMBAY
GEBÄUDE DES RATHES FÜR ÖFFENTLICHE ARBEITEN





AFTER we had fully satisfied our curiosity at Calcutta we made preparations for a journey to the Himalaya mountains. Although the temperature at Calcutta during our sojourn was seldom below 100° Fahrenheit in the shade during the day, with a slight fall of the mercury at night, we acted upon the advice of our guide Razoo, and unpacked our trunks and provided ourselves with woolen underwear, winter overcoats, and blankets. This was done so that we might successfully contend against the freaks of the elements, which we were certain to encounter in our ascent of the great Himalayas.

Razoo provided himself with a coarse, heavy pair of European pantaloons, and a coat. Both garments were large enough for two men of his size and weight. He told us that they were presented to him by a Christian missionary many years ago, and that he only made use of them when escorting a party of travelers to the mountains.

Darjeeling, our objective point, is situated 367 miles northward from Calcutta in the Himalayas, nearly 8,000 feet above the level of the sea. Within the past few years it has become the great East Indian summer resort.

There are many fine hotels and private villas, which are crowded to their utmost capacity during the hot season with members of the gay and fashionable world of the Indies. The vice-regal government, with its large retinue of officers and servants, is also removed there in the summer, and the reins of government appear to be handled with as much facility from that place as from Calcutta. The viceroy's residence, which also contains some of the state departments, is a large and imposing structure, surrounded by a beautiful park with elegant drives and bridle paths. The government supports an immense hospital at that point where the most remarkable results are achieved in the treatment of the jungle fever, and the numerous other climatic ailments, to which many of the Europeans are subject.

We visited Darjeeling in the month of March, and found it decidedly comfortable to slip into our overcoats before we had reached our destination. Upon our arrival at that city the thermometer registered considerably below the freezing-point.

We most heartily welcomed the cheerful fire which had been kept burning brightly for us by the genial host of the hotel, to whom we had telegraphed our intended arrival from Siliguri, at the foot of the mountains, fifty-one miles away.

The traveling accommodations from Calcutta to Darjeeling are very good. A fine broad-gauge railroad connects the former city with Siliguri. There is but one change of cars and that at Damookdea, on the south side of the Holy Ganges river. Passengers are carried across on a neat steamer to Sara Ghat, where they again step into the train to proceed on their way.

The scenery along the line of the road is not particularly attractive, and with the oppressive heat we had to contend with, the journey was not a pleasant one. The interesting and at the same time enjoyable part of the tour to the Himalayas is from Siliguri. Here you take the narrow-gauge train, whose small but powerful iron-horse draws its load slowly but surely up the steep mountain-sides to Dar-

jeeling. It takes fully eight hours, including a few short stoppages, to cover this distance of fifty-one miles, which of itself would be very tedious riding, were it not for the fact that the scenery along this road presents some of the grandest, most sublime, and loveliest mountain pictures imaginable.

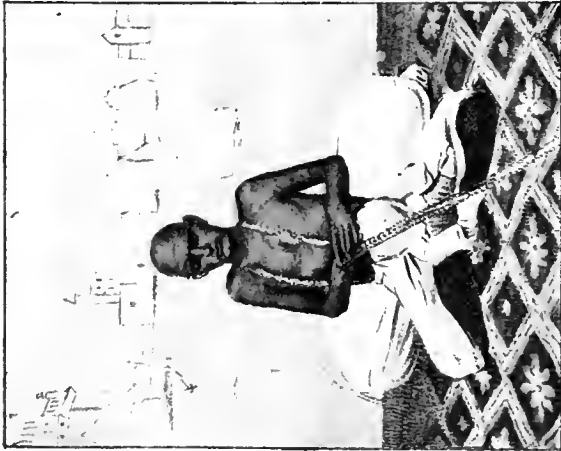
Despite the unfavorable weather we employed our time to good advantage in making excursions on horse-back up and down the mountain-sides. Having received the information that from Tiger Hill, a peak situated about eight miles from Darjeeling at an altitude of about 10,000 feet, occasional glimpses of Mount Everest and Mount Kinchin-chunka, the former over 29,000 feet and the latter over 28,000 feet high, could be obtained, we decided to see these, the greatest of mountains, at all hazards.

After making several trips to Tiger Hill without getting the longed-for view on account of the cloudy weather, the tops being continually enveloped in a dense fog, we finally concluded to get ahead of Old Sol and be on the Hill next morning before sun-rise. It was then that we were rewarded with a splendid view of the two highest mountains in the world, rising majestically up into the very dome of the skies.

The scene is one of awful sublimity. It is utterly impossible to comprehend it in all its vastness and grandeur. We stood fully a half-hour as if spell-bound, without uttering a word. It was not until the clouds had again fallen over the peaks and shut them off from our gaze, that it was possible for us to throw off the charm that had possessed us. This, one of the most wonderful of all our adventures, continued to be discussed for weeks and will never be forgotten.

We returned to the hotel, where a substantial breakfast awaited us, to which full justice was done, as the early morning ride had the effect of decidedly sharpening our appetites. Shortly after sun-rise of the day following the above experience we were again moving down the mountain-sides and over the hot and scorching plains to Calcutta, a little the worse for wear, but well satisfied with our adventures.





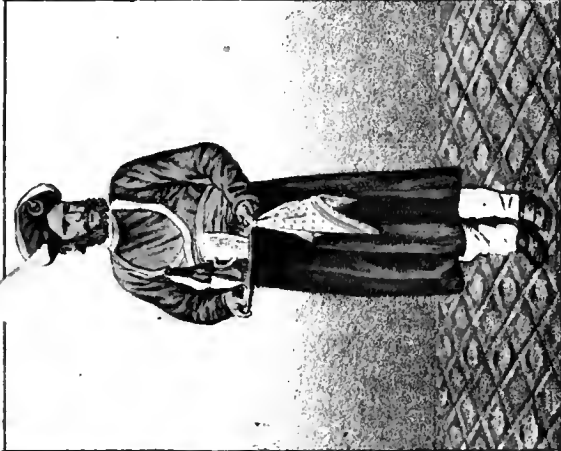
BODDHEE PRIEST
EIN PRIESTER DES BUDDHA

INDIA

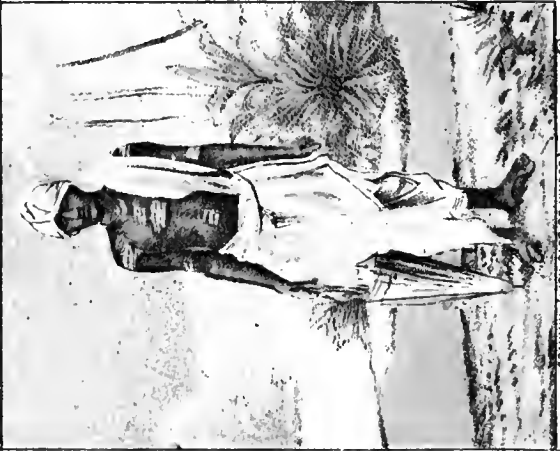


A MATCH GIRL
EIN MATCH MÄDCHEN

INDIA



WAITER IN CALCUTTA
AUFWARTER IN CALCUTTA



BRAMHIN, (HIGH CAST OF HINDOO)
EIN BRAMHINE, (HÖCHSTE HINDOO KLASSE)

INDIA

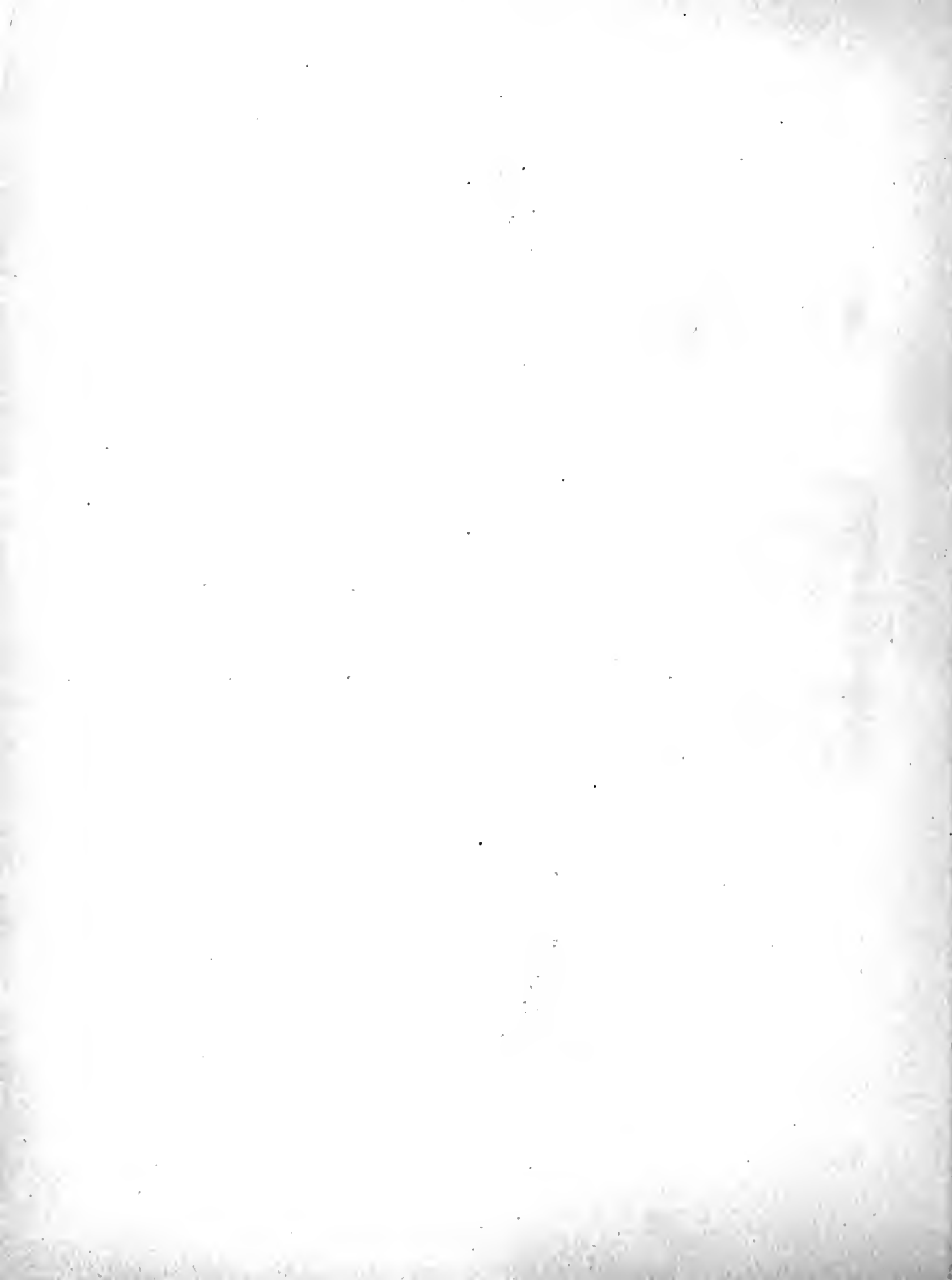


DANCING GIRL
INDISCHE TÄNZERIN

INDIA

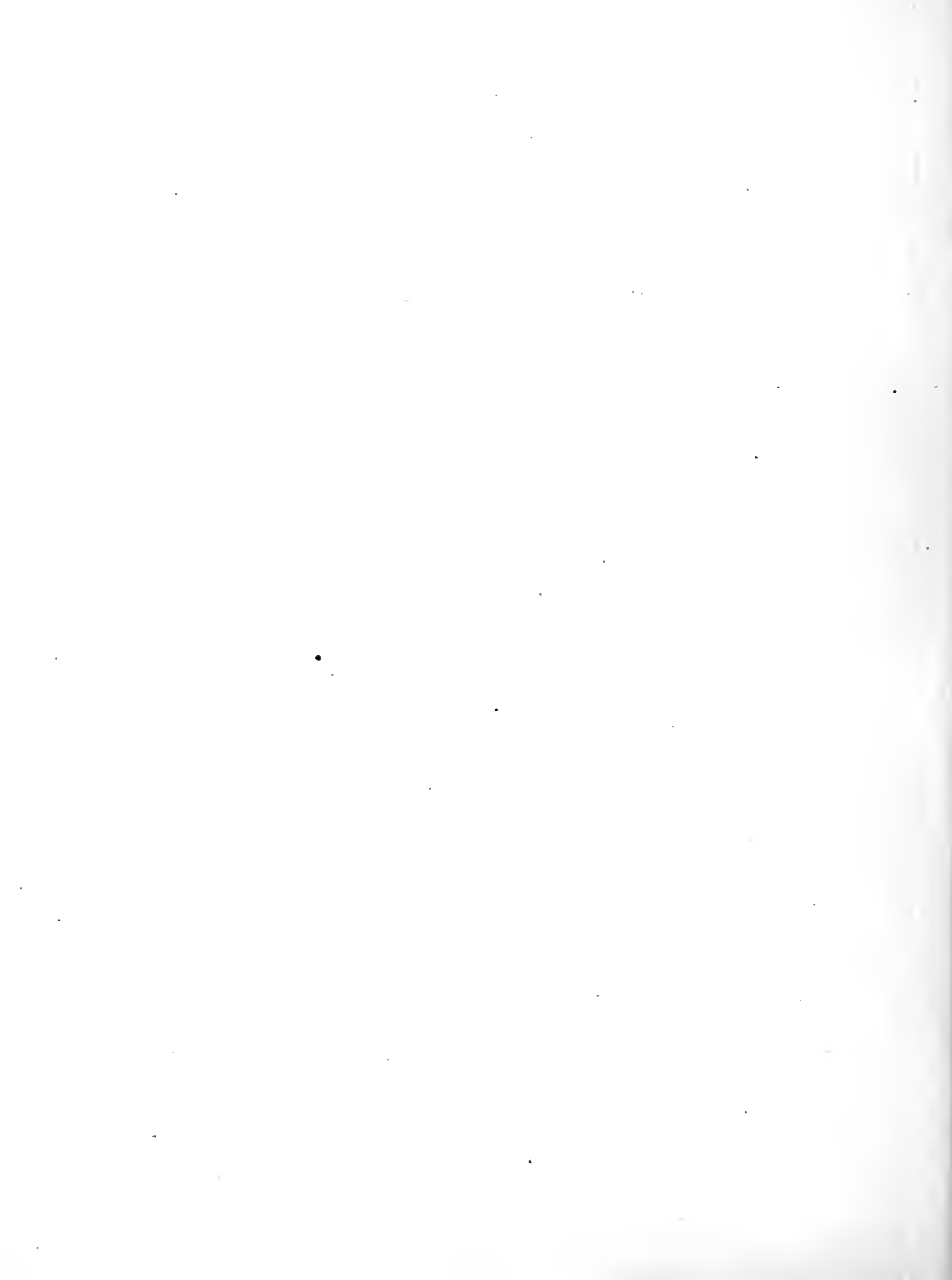


WATER CARRIER
WASSERTRÄGER



CHAPTER XII.

Traveling in India.





THE return journey to Calcutta was without any incident of interest and was more or less tedious. Though tired, fatigued, and sore, we lost no time in arranging for our trip "through the heart of India." Stopping only for a night's rest, we began what promised to be a dangerous journey the morning after our return from Darjeeling and the Himalayas.

The route we had previously planned made Delhi our northern objective point and contemplated stops at the renowned cities of Benares, Allahabad, Cawnpore, and Agra. From Delhi we were to push ahead to Bombay, via Jeypoor and Ahmedabad, stopping wherever we saw fit.

The scenery along the route, after leaving the beautiful poppy and indigo fields of the eastern part of Hindostan, presents no remarkable features. The arable land is all under cultivation, although the yield is not so large proportionally as in other countries, owing to the severe drain it has been subjected to for hundreds and even thousands of years, by giving up its nutriment in the production of crop after

crop without a corresponding return of fertilizing nourishment in some shape or form.

Occasionally fine groves of palm, mango, acacia, and other Indian species of trees break the monotony of the prairie-like fields.

Between Delhi and Jeypoor are the ruins of many old feudal castles; some of them are surrounded by high and thick walls, and must have been almost impregnable fortresses in their time. They were built to protect against the systematic plunder and murder so common in those days, but these causes exist no longer, for peace and quiet now reign.

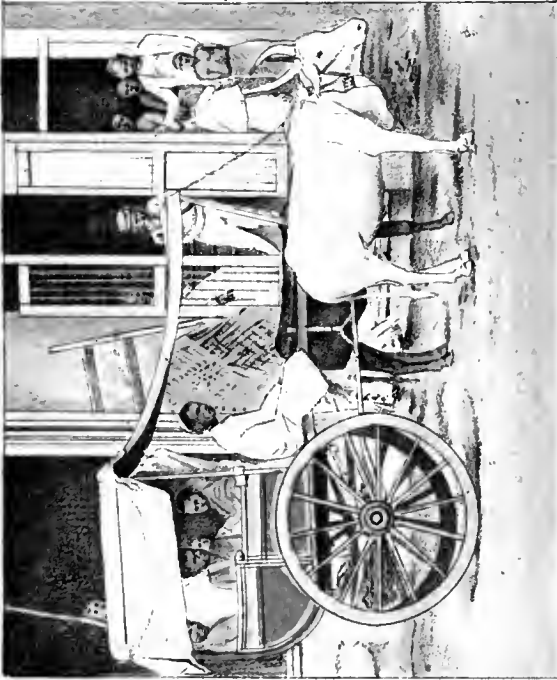
The central and northwestern portions of India are the great camel country. Here thousands of this humpy species can be seen doing good service in the cities and towns, on the public highways and in the fields, where they are sometimes hitched to a plow. They are turned out to graze in the extensive pastures like the cattle on our western plains.

Before entering India we had heard and read some of the most terrible accounts of the great dangers there. We were told that the country swarmed with elephants, tigers, leopards, snakes, alligators, scorpions and a thousand other wild and poisonous animals and insects, which were impatiently waiting to destroy the adventurer who should set foot on Indian soil.

These stories had some effect upon us. They certainly caused us to be on the lookout at all times. Whenever we were passing over what we considered dangerous ground, we were all eyes and ears, and were always armed with 42-caliber Smith and Wesson revolvers and heavy canes.

It is claimed that about 20,000 persons die annually in India from the bites of poisonous snakes alone, yet we were unable to find a single person who could give an authentic account of any one having come to his death in that way.

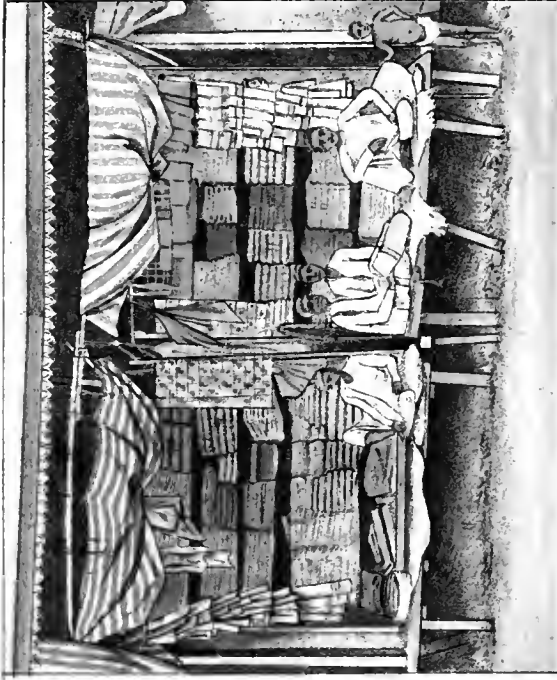
A German gentleman, connected with one of the largest houses



EAST INDIA MACKNEY COACH

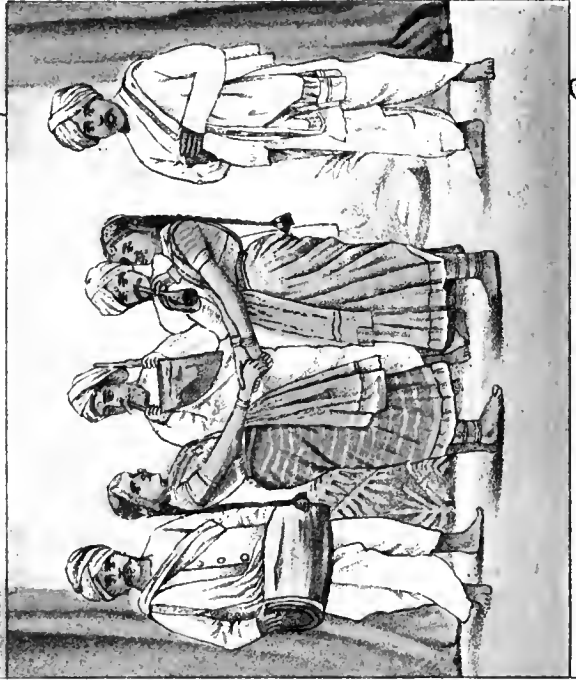
MIETSKUTSCHE

INDIA



EAST INDIA DRY GOODS STORE

ELEENWAAREN HANDLING



A NAUTCH BANCE

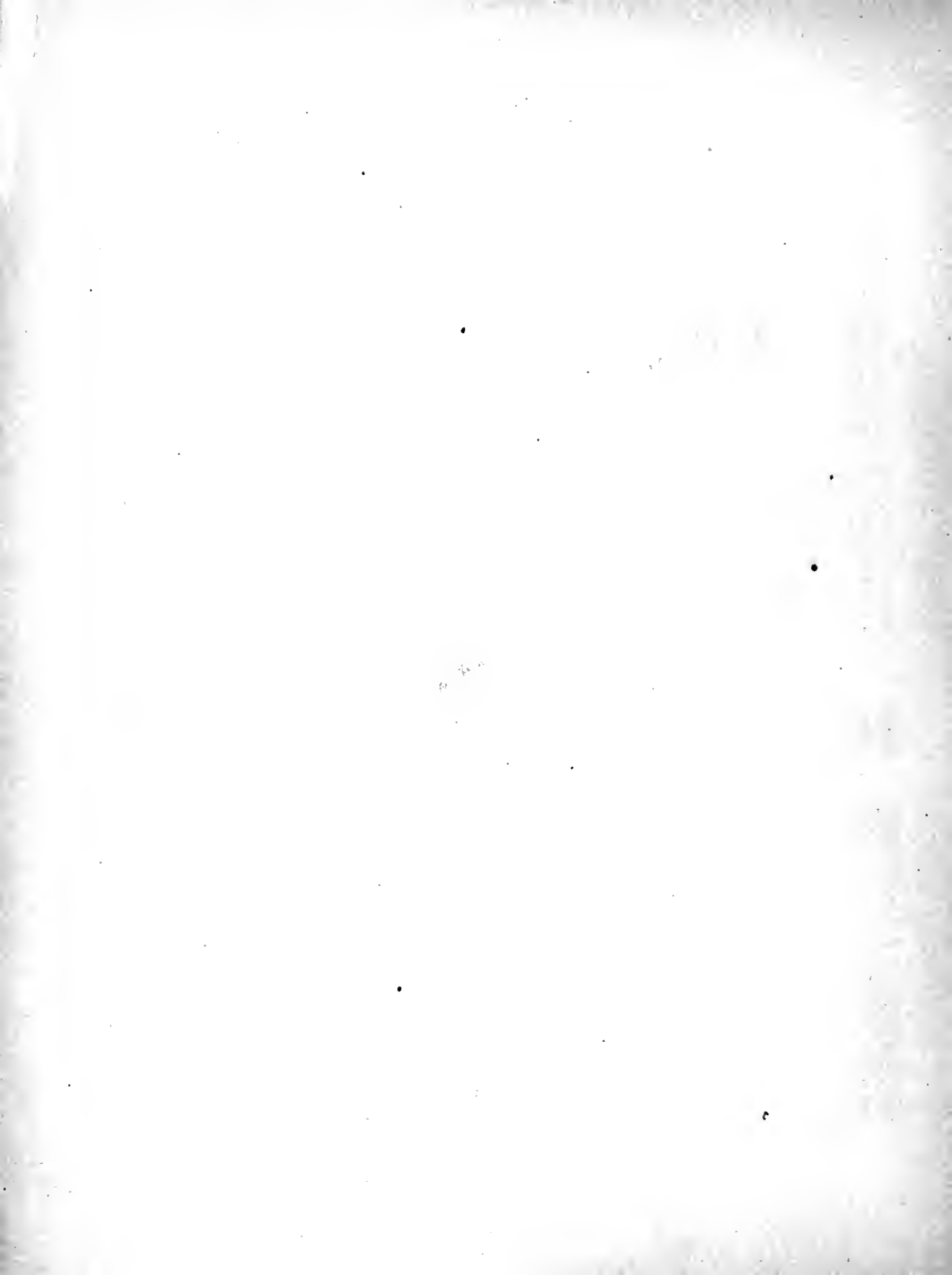
NAUTCH TANZ

INDIA



INDIA JUGGLERS

HINDUSCHE ZAUKLER



in Calcutta, told us one evening at the Great Eastern Hotel, after having the question put to him, that he had heard of very few cases of death from snake-bites during his ten years' sojourn in India. The greatest danger for a new-comer is the climate, the peculiar influence of which contributes more to the mortality list than all the other causes combined. The drinking of pure, unadulterated water is also considered very dangerous, and you will never see a foreigner, or any one not acclimated, drinking water without the addition of some brandy, or claret, or spirits of some kind.

It is a poor country for total abstainers. English ale and light German beer are largely consumed, especially the latter, which has come into great favor within the last three years. Several large German breweries are making a specialty of shipping beer to the Far East and large quantities are yearly exported. It is bound to make decided inroads on the exportation of ale and porter from the British Isles to that part of the world.

Traveling by rail in India, with all its obstacles in the shape of heat, vermin, and other inconveniences, is not so very uncomfortable. The railroad system cannot be excelled anywhere in the world. The roads are well built and smooth, and the depots are fine and substantial structures surrounded by flowers and shrubbery.

Every large station has a refreshment room attached, where the hungry and thirsty traveler can satisfy his appetite without stint. The passenger coaches are large and airy. They are built on the English coupé system, but are fitted up with all the modern conveniences, which the English and German cars so sadly lack.

The seating capacity of a first-class coupé is for four persons, who can all have a comfortable resting-place for the night by simply pulling out two shelves from the sides of the coach above the seats a la Pullman palace car. These seats or bunks are long and wide enough for anybody. Many a night we rested in them as nicely as in the finest of beds.

Travelers in India generally carry with them a small bag containing a head-pillow and a white sheet; the latter to be used as a covering at night, solely for the purpose of protecting the neat and tidy white clothes always worn in that country.

Some of the East India roads, especially the one between Ahmedabad and Bombay rival the famous Egyptian railways for dust-throwing capacity. The fine sand is in continual circulation through the train, covering everything with a thick layer of yellow earth, and almost suffocating the poor occupants. Such railroad travel is indeed burdensome and had no attractions for us.

Throughout our whole journey across India, during which we covered about 2,800 miles by rail alone, we were never hampered by any unnecessary luggage of any kind. Our light overcoats answered a double purpose. They were dusters by day and head-pillows by night. A change of white clothes for each, and an extensive supply of handkerchiefs completed our outfit, the whole scarcely filling up one side of a common hand-satchel. Our trunks and several valises, containing the remainder of our baggage, were shipped direct to Bombay from Calcutta by fast freight.

Razoo, our guide, who accompanied us as far as Bombay, was the happiest of Hindoos when he saw the limited amount of baggage placed in his care. The little ice-chest, which he had made for us, and which resembled, both in size and shape, an ordinary candle-box, lined with a half-inch layer of felt, to prevent the heat from penetrating into it, rendered excellent service. One side of the box we kept constantly filled with ice, which was procured at the refreshment stands of the large stations, and on the other side we had a supply of soda-water, claret, and a quantity of fruit that was always fresh and cool, and ready for immediate use.

One of the most accommodating as well as humane features of railroad traveling in India is, that at all stopping-places fresh water is brought to every car-window and door, and served out gratuitously

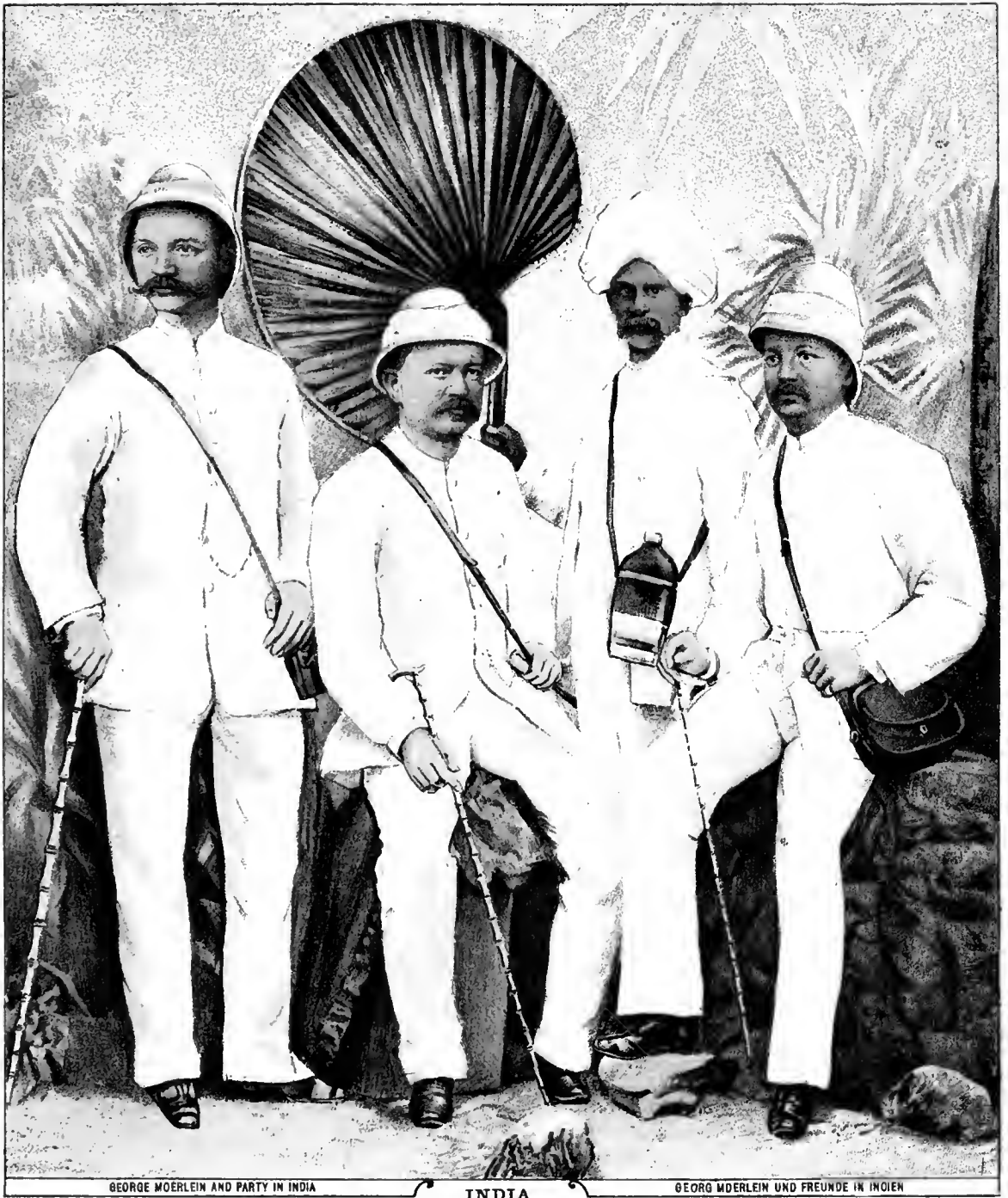
by parties especially employed for that purpose by the railroad companies. As stations are quite numerous, there is no occasion for anybody suffering for the want of a cool drink.

The Hindoos are great travelers, and it is a rare occurrence to see any of the third or fourth-class cars, which they usually occupy, not well filled. Trains run as frequently as do ours at home, and they seldom pull out of a depot with less than twenty, and often with as many as forty coaches, fully three-fourths of which are for the sole use of the natives; this fact proves how very fond of traveling the Hindoos are.

Of course, the stockholders of the different roads fare none the worse for this; but on the contrary are made extremely happy by the enormous dividends which, at short intervals, are declared.

Returning to the inhabitants of the East Indies, I will not attempt to give a description of their manners, customs and religion, as other pens have thoroughly exhausted this subject. I will say however that my personal experience in India showed everything to be almost exactly as I had previously been informed. Only in one respect do the accounts fail to properly portray the existing state of affairs, and that is the practice of the Brahmin religion.

To see the Hindoos, who are undoubtedly the grossest of all idolators, in their temples, some of which are actually reeking with filth and dirt, and from which emanates a most horrible stench, paying tribute to myriads of idols in the shape of bulls, dogs, monkeys, etc., both alive and in image, is a sight so disgusting, so loathsome, and so detestable, as to offend any civilized human being.



GEORGE MOERLEIN AND PARTY IN INDIA

INDIA

GEORG MOERLEIN UND FREUNDE IN INDIEN

CHAPTER XIII.

Trough the Heart of India.
Benares, Allahabad, Cawnpore, Agra,
Delhi, and Bombay.



will relate some of our personal experiences and endeavor to give some information as to what we saw in the different cities which we visited in our tour through "The heart of India."

Our first station after leaving Calcutta was Benares on the Ganges, the sacred river of India. A population of 900,000 is claimed for this city, of which fully 90 per cent. are Hindoos. Benares is the holiest spot on earth to the Brahmin. It is his Mecca.

To this place yearly thousands, aye, hundreds of thousands of pilgrims flock to do homage at the numerous shrines of Brahma, and wash away their sins in the holy waters of the Ganges. The shore for many miles is lined with large and magnificent palaces of the native princes, maharajahs, rich nabobs, and others, who frequently come here when the weight of their sins becomes oppressive, for the purpose of unloading it. They tenaciously cling to the belief taught them by their priests, that by bathing in the Ganges river, drinking of its waters, and by offering rich sacrifices to the gods, they will again become as pure and spotless as on the day they were born.

Benares has over a thousand temples and several hundred mosques, which with their domes and minarets, together with the grand palaces on the river banks, present, from the bridge, a truly enchanting view. But what a difference when you enter the inner city!

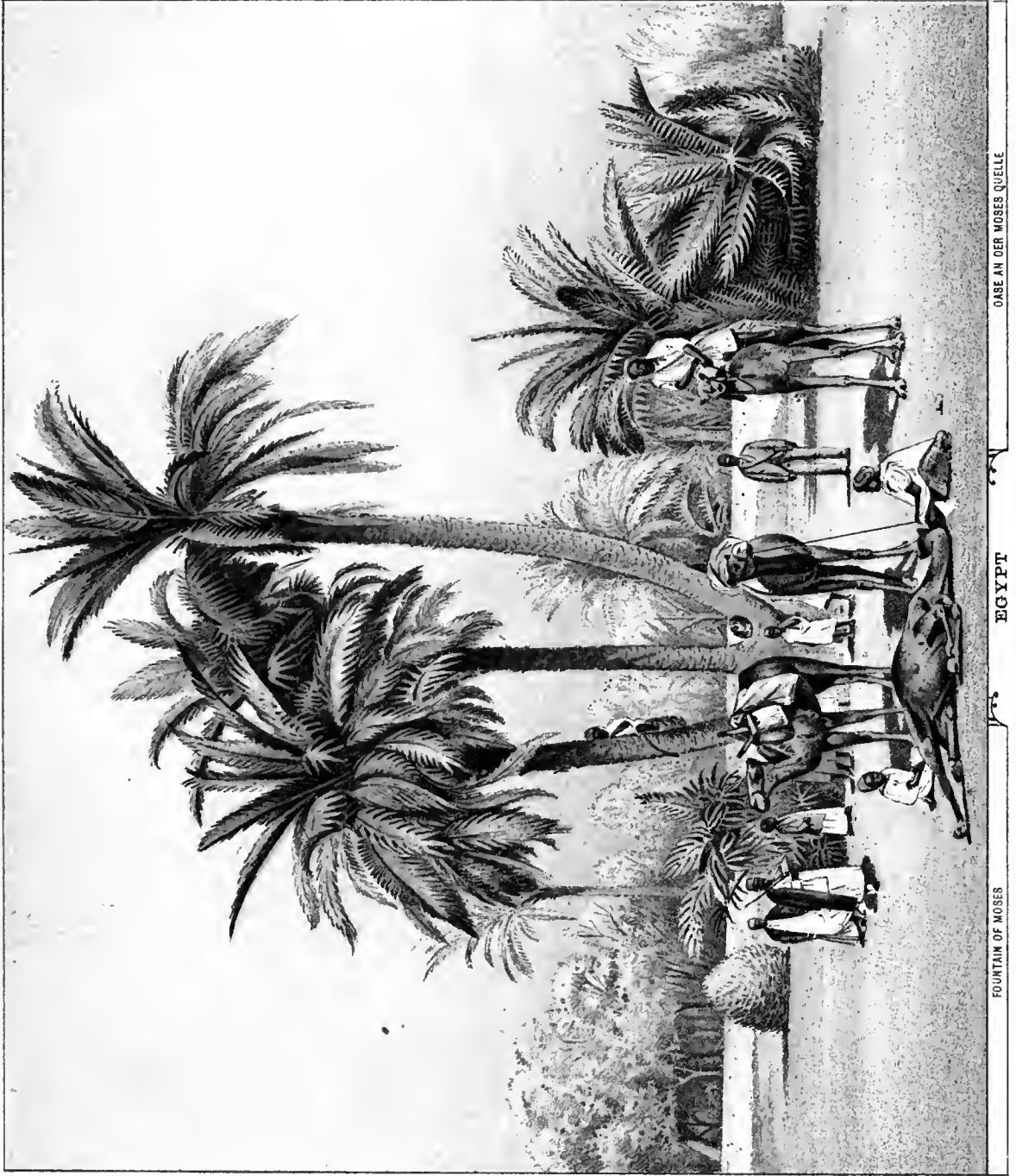
Many of the streets are so narrow, that if two persons, coming from opposite directions, want to pass, it becomes absolutely necessary for one of them to stand in some niche or doorway, so as to make room for the other. Some again are wide but almost impassable on account of the deep sand which forms the road-bed. No particular attention is paid to cleanliness and the consequences are easily to be conjectured.

The greater part of the city through which we passed appeared like a mass of ruins, and was undoubtedly the worst place we had thus far seen, with the single exception of native Shanghai. Under the guidance of Razoo we visited several of the finest temples, among them the world-renowned Golden Temple and the equally famous Monkey Temple.

The Golden Temple is very gaudy from the outside and makes a good impression on the stranger; but the interior, like all the other Hindoo places of worship, is filled with idols of all descriptions made of stone, wood, ivory, and other materials. Bulls, goats, monkeys, and mongrel dogs also roam about unmolested. Some of the gods must have a particular fondness for flowers, for in many parts of the temple the floor was literally covered with them.

By dint of shrewd management, or rather by downright impudence, on the part of our guide, we witnessed a sight, such as few tourists who visit Benares ever behold. Razoo, after having disposed of the crowd of beggars that had persistently followed us since our entrance into the temple by giving them each a small coin, ascended the steps to a small platform, from which a door led into an apartment. This entrance was closed at the time.

Razoo then whispered to us that he was going to push the door open as far as he could, and instructed us to place ourselves in such a



FOUNTAIN OF MOSES

EGYPT

OASE AN DER MOSES QUELLE

position as to get a glimpse of the interior in the event of his scheme being successful. This we did. The door yielded immediately, and almost opened altogether. We lost no time in poking in our heads and taking a survey of the situation. Scarcely ten seconds had elapsed before there was a scramble and a scuffle, and with a loud bang the door closed on us, and left us again on the platform.

Upon Razoo's advice we hastily left the temple, for we had profaned the holy place. What we saw was this: Immediately to the left of the door was a large space filled with cattle. It had the appearance of being a common cow-stable and there must have been fully forty head of cattle in it, which were being gayly decorated with ribbons and flowers by a crowd of fanatics—men, women, and children—who looked for all the world as though they had lost their reason on the subject of religion. They stared at us in blank astonishment, and some of them made threatening movements toward the door. But before they got there we had been hastily hustled out and made good our escape.

We afterward learned that it was the headquarters of the holy bulls and that it was one of the most sacred places in whole Benares. It is strictly guarded against intrusion from any non-Brahmin.

The interior of the Monkey Temple is similar to that of the others, with the exception that hundreds of monkeys disport themselves there in the most ridiculous and impudent manner. Upon entering the enclosure to the side of the temple, we were immediately surrounded by at least a dozen candy-venders and by a score of these animals.

The latter, by their ludicrous gesticulations and movements, together with their peculiar squeaking, left no doubt as to what was expected of us. They were begging for the sweets, and begging hard, too. In order to get out of this dilemma we purchased a large part of the stock on hand and transferred it to a number of small boys, who had orders from Razoo to distribute it.

Upon leaving this temple we were followed by a crowd of the

most persistent beggars we had ever met. From previous experience we concluded that to pay was the best thing we could do. Our change did not reach all around, and some of the beggars followed us for over a mile, though we were driven at a lively gait.

Along the river banks there are numerous places which are used exclusively for burning the Hindoo dead. The body is simply laid on a pile of wood, which is then ignited. The odor which arises therefrom is not the most agreeable. The fact is, that it is almost impossible for any one, whose delicate nasal organs are not accustomed to such odors, to endure it; surely he will not wish to test it the second time.

During our sojourn in Benares we suffered terribly from the heat. The reflection from the sand, on which the city is built, and the penetrating rays from the sun above, combined to produce a temperature, which in our opinion was fully sufficient to melt all the gold in and around the Golden Temple.

In all our travels we were never happier than when, having shaken the dust from our feet, we bade the Hindoo Mecca farewell.

Allahabad, our next station, is called the City of God, and is also one of the holiest of Indian cities. It is claimed that it is situated at the junction of three sacred rivers. The Jumna and the Ganges are two of them, and actually exist; but the third is a "spiritual" one, which only flows in the minds of the fanatics, who have been taught to believe that its source is in heaven and its course is past Allahabad.

This city is a very live business point, with a population of fully 70,000 inhabitants. The streets, especially in the early evening, present an animated and highly interesting appearance. It was very difficult at times for our conveyance to make any headway, on account of the thronged thoroughfares.

The fort, situated a short distance from the city, was built about three hundred years ago by the Mogul emperor Akbar. It has

lately been partially rebuilt and reconstructed by the English, who have a strong garrison stationed there all the year round.

In one of the vaults of the fort there are still left the ruins of an ancient Hindoo temple. An exceedingly clerical looking personage guided us through it. He was very willing to exhibit any number of the most wonderful curiosities at a rupee (forty cents) a piece, but we cautiously refrained from spending very much money on them. Our investment was therefore limited to only three rupees. This did not appear to please our priest-guide, although he did not venture to make any uncomplimentary remarks.

The elegant and costly palaces, which once adorned the interior of the fort, are still there, some parts being in a remarkably fine state of preservation. To-day they stand as unimpeachable witnesses of the once magnificent reign of the Mogul emperors.

From Allahabad we wended our way to Cawnpore, where we viewed the splendid monument erected to the memory of the poor unfortunate English, men and women, who were slaughtered there during the mutiny of 1857. At Cawnpore the terrible Sepoy rebellion, during which so much precious blood was spilled, and which at one time threatened to divest England of her power in India, originated. The history of this mutiny chronicles deeds of the bloodiest, the most fiendish, and the most horrible character.

We left Cawnpore with its melancholy history and took our course toward Agra, the residence, in days gone by, of the great Mogul emperors Akbar, Jehangeer and Shah Jehan, who ruled there during the sixteenth and seventeenth centuries with a splendor and regal pomp such as the world had never seen before, nor witnessed since.

The great fort of Agra, built by Akbar, is an immense and substantial piece of work. From appearances it could have withstood any assault in the days of active service. Within its walls are the grand palaces of this emperor and of his grandson, Shah Jehan. They are mar-

vels of beauty and elegance, and are fully in keeping with those glorious times.

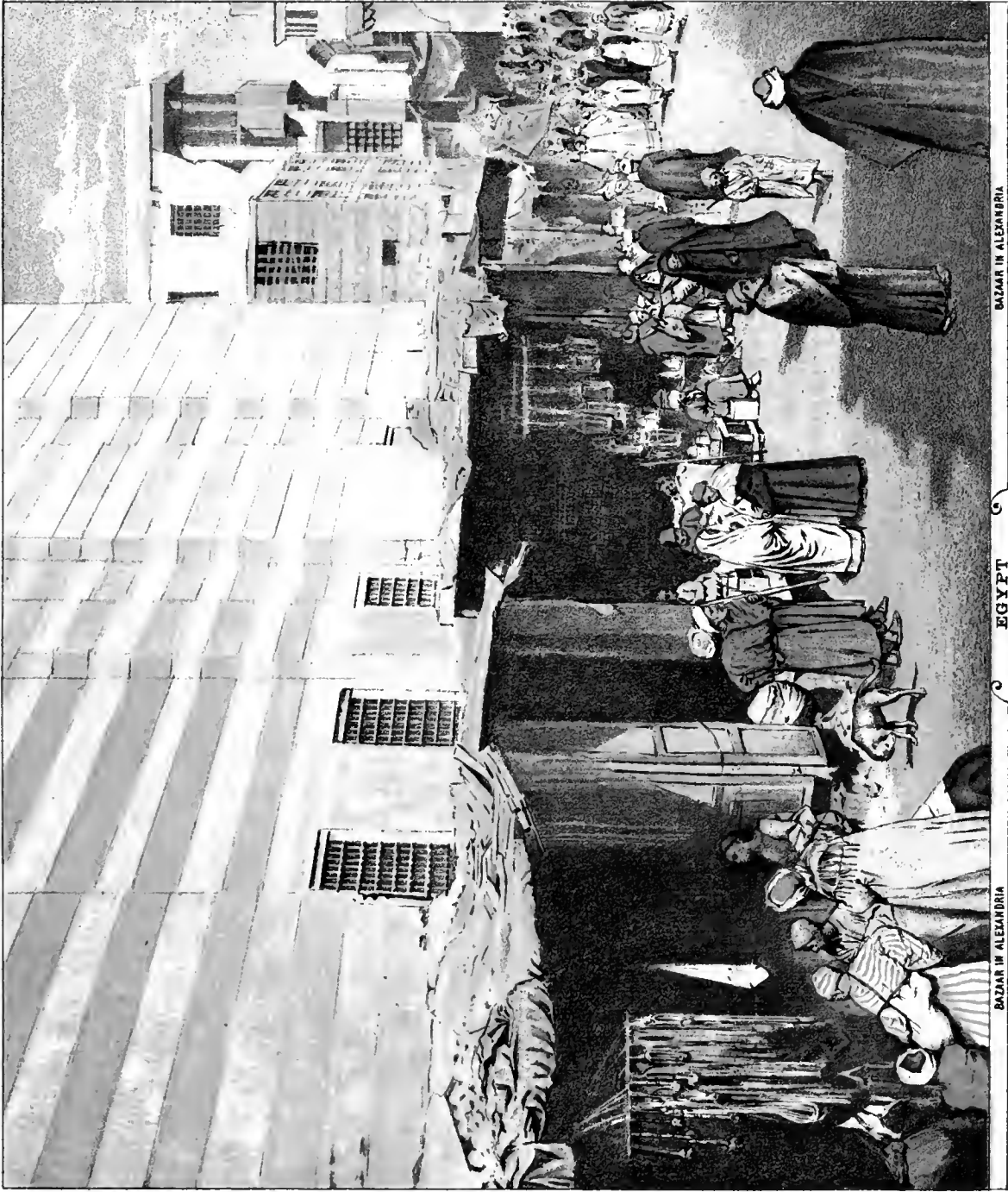
Fabulous sums were expended in their erection, and on account of their great architectural and other beauties they have become famous all over the world.

The "Jumna-Musjid," or "Great Mosque," situated near the fort in the city proper, is a grand structure and worthy to be ranked with the other monuments of the Mogul period. But all of these conclusive proofs of a once brilliant reign in Northern India fall into insignificance when compared with the grandest of all monuments, the most beautiful of all structures, the "Taj." Who has not heard of the Taj!

I well remember, when I was a child attending school, that my teacher gave us a description of the "Taj" in the most glowing terms. At the time it impressed me as would a charming fairy tale. I never forgot it, and as years rolled on and I had convinced myself of the existence of this marvelous work of man far away in the north of India, I firmly resolved to some day journey thither and view it with my own eyes.

My ambition was gratified. I saw it and shall never cease wondering. The Taj was built by Shah Jehan upon the death of his favorite "begum" (wife), Montaj-I-Mahal-Ranoo-Begum or Noor Mahal, as her last resting-place. It is beyond doubt the most lasting, costliest, and most fitting monument ever erected in memory of a dear departed. No one having seen it will doubt the great emperor's sincere affection for his young wife, Moontaj-I-Mahal, "the pride of the palace." They now sleep side by side, the remains of Shah Jehan having been placed in the Taj upon his death, in 1666, thirty-five years after the death of Noor Mahal.

For me to attempt to give a creditable description of this grand tomb and its surroundings would be as vain as to attempt swimming across the mighty Pacific Ocean. Both would be utterly impossible.



BAZAR IN ALEXANDRIA

EGYPT

BAZAR IN ALEXANDRIA

I doubt whether any description has ever done full justice to the beauties of the "Taj."

To me it seemed a fairy palace floating in the air, such as we read about in the "Arabian Nights." It is too grand, too noble, too sublime, too marvelously beautiful to be earthly—it is heavenly. Built as it is of white marble, it impresses one by moonlight as if it were a snow-white cloud suspended in the air and magically wrought into the contour of the Taj.

I shall never forget the mournful feeling that overcame me when standing before the two tombs. The effect was so overpowering that I could have wept like a child. In vain did I attempt to control my feelings. The tears came into my eyes in spite of all that I could do. It was so solemn—and oh! they must have loved each other so dearly. They must be happy even in death.

Verily, these strange feelings will cling to me forever—aye, until my journey of life is over. Farewell, Taj! farewell! May my footsteps guide me to thee again.

In whole India there are only two objects, to see which I would journey there again; they are the grand Himalayas, the mighty works of God and the peerless Taj, that grand production of man, so closely resembling divine handiwork.

After having partly shaken off the spell of melancholy which had taken possession of me while beholding the Taj, I decided to take a survey of the trees and shrubbery and the beautiful flowers, which were scattered in great profusion in the grand gardens facing the Taj. While perambulating around carelessly I was suddenly seized with a terrible pain in the back of my neck, which made me scream out. I immediately searched for the cause, and found a good sized honey-bee, which had sunk its sharp sting into me fully half an inch. I had scarcely killed this enemy, when I was surrounded by a large number of the busiest bees I ever saw, all trying their utmost to gain a foot-hold on some unprotected part of my body,

with a view undoubtedly of also attacking me as did my first assailant. I soon had my arms and hands working violently around my head and face, so as to prevent them from stinging me, and ran with full speed to my friends, who succeeded in killing some and driving off the remainder of my obnoxious enemies. One of the aggressive creatures had first to be taken out of my moustache, where it seems to have hidden itself to await an auspicious opportunity to taste my blood.

Our guide informed me that the day before at a basket picnic held in these gardens, by the children of the public schools of Agra, a large number of the little ones were severely injured by these bees. It is no wonder that such accidents occur, for the gardens literally swarm with bees. Large nests are found everywhere attached to the walls and ceilings. Even the hallowed interior of the Taj itself does not escape their intrusion. There is a huge nest right in the dome, which is not allowed to be removed. I may say that it does not add to the beauty of the place by any means. I felt exceedingly happy when I finally found myself away from the garden and out of reach of my late enemies.

At Agra we had the good fortune to secure the services of the celebrated Hindoo guide, Baboo Gobind Ram, through whom we were enabled to see everything worthy of notice.

From Agra we went to Delhi, where Baboo Gobhidual, a highest caste Hindoo, took us in charge and satisfactorily guided us to the various places of interest in and around this famous Indian capital.

Delhi is the great business point of north-western India, and has fully 200,000 inhabitants. Representatives of nearly all the nations and tribes of Asia, together with Europeans from different countries are found there. The public thoroughfares are crowded with busy people from early morn until nightfall. The scene is an animated and highly attractive one. There are several fine gardens in the city and in the immediate suburbs, all of which are kept in splendid condition under strict English management.

The fort and palaces, like those at Agra, are additional proofs of the truthfulness of the reports of the Mohammedan rulers.

In the Great Mosque, which is an immense structure of striking architectural design, we were shown, for a remuneration of one rupee each, the following "genuine" relics: Extracts of the Koran, written on parchment by the great prophet Mohammed himself; the whole Koran written by Mohammed's son-in-law; one of Mohammed's shoes; the imprint of his foot in a solid rock; and lastly a hair from the holy prophet's beard.

This hair is about four inches long, fiery red, and about as coarse as a sample from a horse's tail.

At Jeypoor, on the road from Delhi to Bombay via Baroda, are the great tanks containing the sacred alligators, whose only food, before the English government interfered, consisted of live human beings, who were thrown into the water by their fanatical relatives as sacrifices to the gods.

The English officials checked this most horrible of all Hindoo practices, but must be constantly on the watch, lest the natives resume the custom. There is only one argument through which these gross idolators can be brought to reason, and that is the cannon. Powder and shot have forced them to terms, where all other remedies signally failed.

Although missionaries and school-teachers have in some instances made satisfactory progress in the dissemination of the Christian religion, the best results in this respect are obtained in the localities occupied by the British soldiery.

Bombay, the great city of the western coast, if not the greatest city in the East, Calcutta not excepted, has large and magnificent structures, fine public grounds, and wide, clean streets. In other words, it is a large European or American city, populated with colored people.

The native quarter, unlike that at Calcutta, consists for the most part of four- and five-story houses, and the life in the streets exceeds

by far that in Wall street or Broadway in New York, or Washington street in Boston. Some of them are so crowded as to render it difficult for a vehicle to pass through.

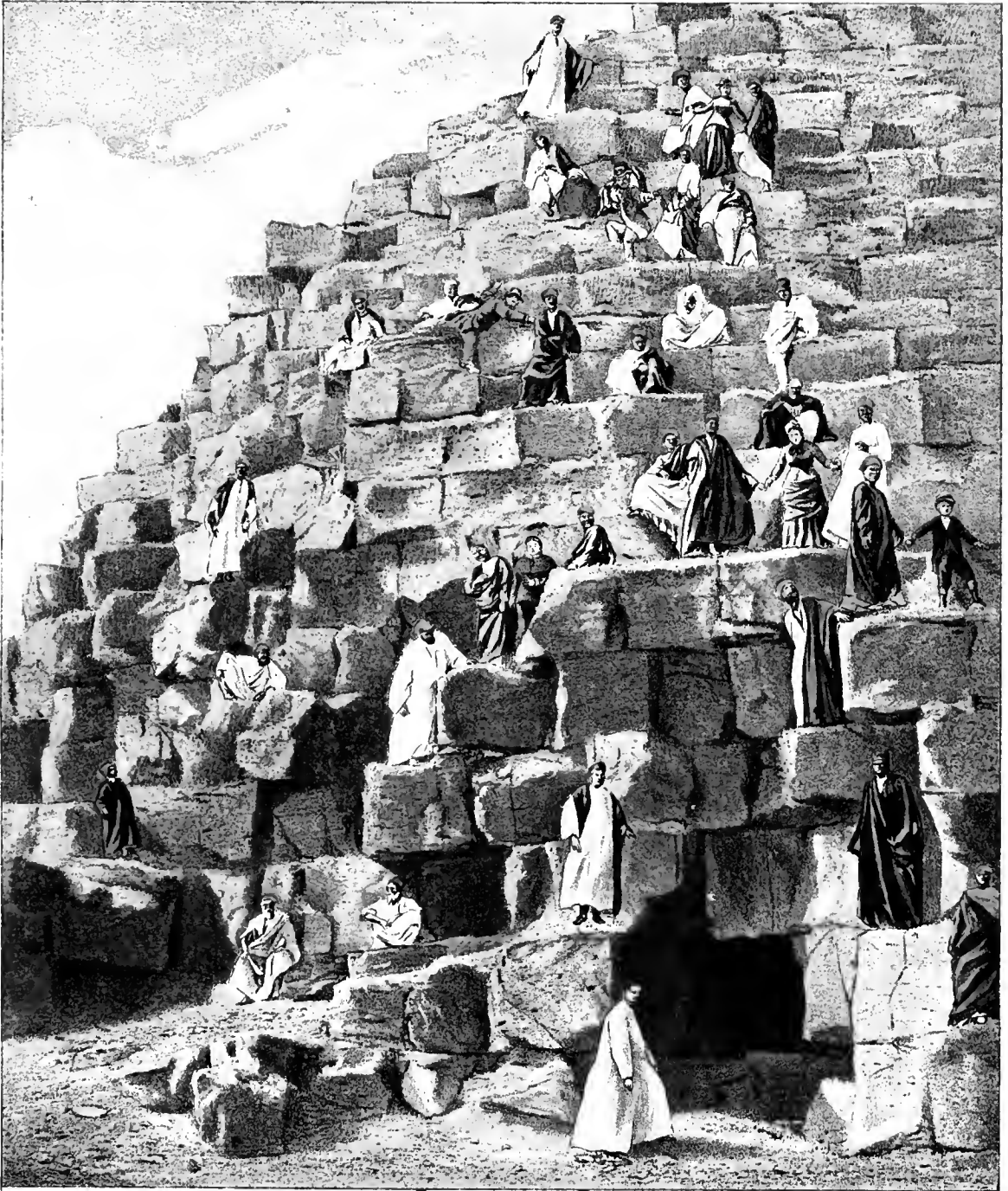
The Parsees make up a large part of the population of Bombay, numbering fully a hundred thousand souls. They originally came from Persia and are worshipers of Zoroaster (fire-worshipers). Zoroaster was a Persian prophet, who spread his doctrine about six-hundred years before the Christian era. Their manner of disposing of the dead is extremely revolting. The naked corpse is laid on a grate on the top of a tower, where vultures, hawks, and other carnivorous birds devour the flesh and entrails. The bones fall into the tower, where they are allowed to decay.

These fire-worshipers are excellent business men, and in the commercial world of the metropolis occupy a very prominent position. They are heavy owners of real estate in the city proper. Many of the largest and finest buildings are of their possessions. Besides, they control large landed estates throughout the western part of India.

The Parsee ladies are most charming creatures. To see them in the early evening in their elegant open carriages, with their bright colored wraps thrown gracefully around them, is indeed a pretty sight. Their complexion is as fair as a lily; they have jet black eyes, beaming in loveliness, and the most luxuriant dark hair. They are small in stature, but shapely in form.

The Apollo Bunder is a large pavillion situated on the banks of the harbor, where every evening an excellent concert is given at sun-down by the English military band. On these occasions the elite of the great capital congregates there. Some promenade around, while others appear in the finest of conveyances, and a few are on horseback.

All are dressed in the height of fashion peculiar to this hot climate and a fascinating scene is then unfolded. As a general thing the Parsee ladies eclipse their European sisters, both in the elegance of their dress, and in the stylishness of their turnouts.



ASCENDING THE PYRAMIDS

EGYPT

BESTEIGEN DER PYRAMIDEN

The Cave of Elephanta, situated on an island in the bay, about six miles from Bombay, is a Hindoo temple, with numerous underground apartments, containing large stone statues of the gods and goddesses. These are said to have been placed there as early as the sixth century.

Most of the figures are in a badly mutilated condition, occasioned by the firing of cannon-balls into them by the Portuguese in the sixteenth century.

The trip to the island of Elephanta is made in a small steam yacht belonging to the hotel and a most enjoyable afternoon can be spent in visiting these caves.

While at Bombay we saw a number of the best snake-charmers in India. Some of the snakes of the python species were fully fifteen feet long, and probably from fourteen to eighteen inches in circumference. There were also some fine specimens of the cobra variety. I took particular notice that the snake-charmers were very careful in handling them.

The stories which are circulated and which find credence everywhere, to the effect that the East Indian snake-charmers handle their snakes and especially the poisonous ones with all freedom, even going so far as to allow themselves to be bitten by them, which bites are said to never result seriously, are all fabrications, and have foundation only in the imagination of the writers.

These snake charmers are no more proof against the deadly poison of the cobra, than are other mortals. They are fully aware of this, as can be seen by the extreme caution they take while going through their performances with the snakes. Their numerous and world-renowned tricks are in nearly every instance the result of the most clever slight-of-hand manipulation.

The nautch-dancers and singers are also a great attraction. The girls are generally very pretty, but disfigure themselves with the many ornaments which they use to decorate profusely. It is nothing unus-

ual to see one of these lovely creatures with several large rings hanging from her finely shaped nose, which, as will be readily believed, does not enhance her beauty by any means.

The hair, ears, neck, hands, and feet also come in for their share of embellishments, making them appear in all reality like a traveling jewelry shop. The dancing and singing possess certain attractions, which rivet your attention to them for the time being, but for me it lacked that magic power, which many travelers, who have written about them, so vividly describe.

Watson's Esplanade Hotel at Bombay is, like the Great Eastern at Calcutta, a large caravansary. Business was decidedly brisk there during our stay, and all available space was occupied. There was a general rush for the table whenever the meal-bell rang, as there were more guests than covers, and everybody wanted a seat at the first table. The waiters are the celebrated Goa boys. They come from the island of Goa, the Portuguese colony on the west coast of Hindostan, and are petite, with a light brown complexion, and black hair. They are very neat and clean in their dress, in which they adhere to the European style, and render the best of services.

Upon first seeing them they forcibly recalled to my mind the fleet-footed and jolly little Jap waiters of the Grand Hotel at Yokohama.

At Bombay our journey through India ended, and we soon found ourselves steaming out of the fine harbor on board the Austrian Lloyd steamer "Elektra," in search of sights in other countries.

CHAPTER XIV.

Arabia and Egypt.



DANCING DERWISHES

EGYPT

TANZENDE DERWISCHEN



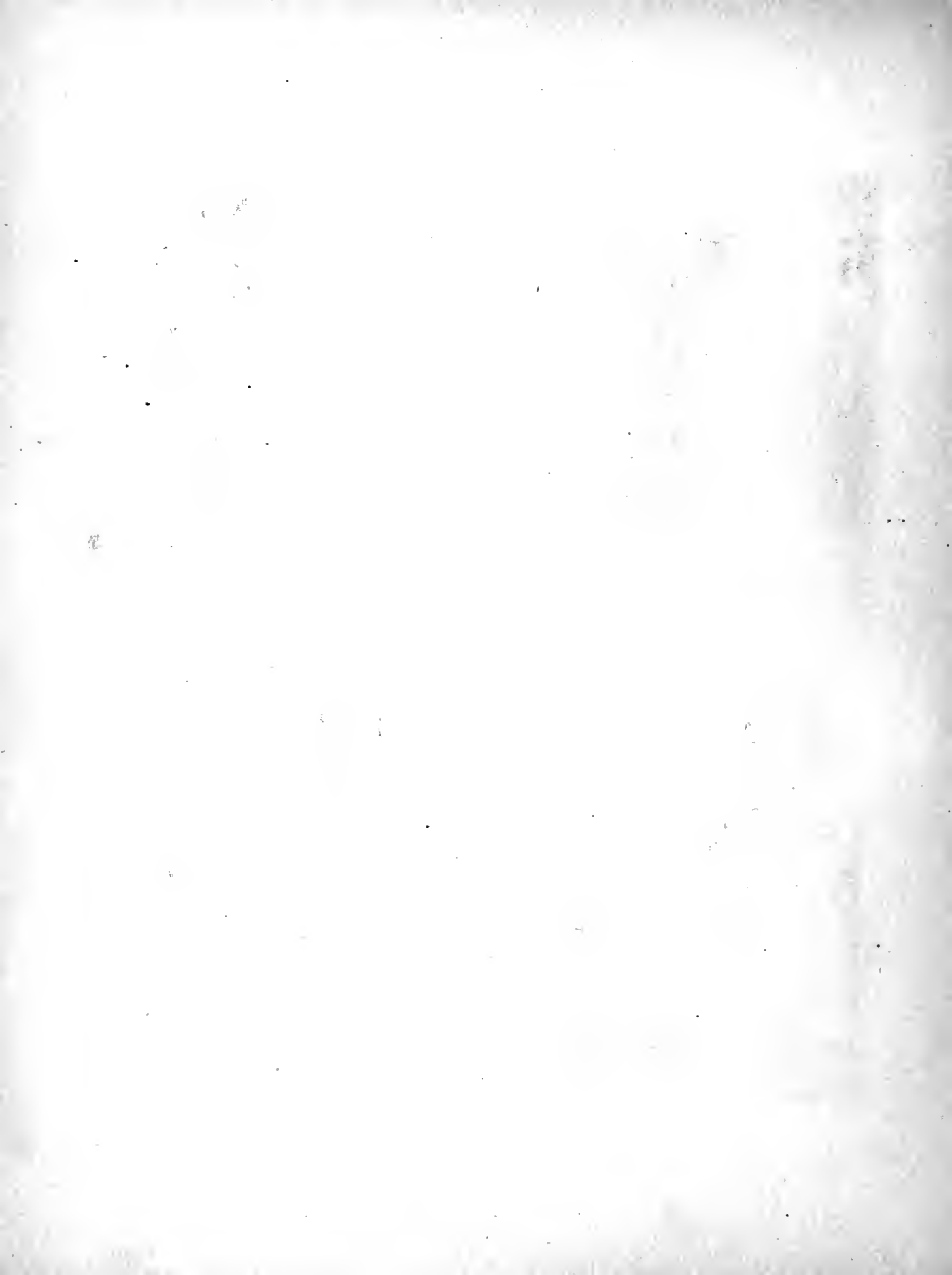
FELLAH WOMEN IN CAIRO

FELLAH WEIBER IN CAIRO



SCHLANGENBÄNDER

SNAKE CHARMERS





o fault could be found with the "Elektra." She was an elegant steamer in every particular and was brilliantly illuminated with electric light. Her capacity was 4,100 tons, and her engines of 600 horsepower. The sleeping accommodations were excellent, and the meals, although not equal to those on board of the French steamer "Qxus," were very acceptable.

The officers and crew were mostly Italians in the Austrian service, and the Italian was the only language used by them.

The captain and the doctor spoke English and German also, and they were ever ready to give us all desired information. We spent many a pleasant hour watching the doctor worrying over a game of chess, of which he was passionately fond. One or another of the passengers was generally his opponent, and during the whole voyage I cannot recall his winning a single game. This did not seem to concern him any, for he appeared just as well pleased as if he had been the victor in every contest.

Of passengers there were about sixty in the cabins and probably forty in the steerage. They were, like our fellow travelers on the "Oxus," from different sections of the Far East and bent on the same errands.

On our two weeks' voyage from Bombay to Suez the elements appeared to have taken kindly to us, as bright sunshine and a calm sea were our every day companions. Only once, and that was in the Red Sea within a day's sail of Suez, did the waters become turbulent and lash the white crested waves over the bow of our good ship. But in a few hours all was over and we were again gliding along smoothly.

On the seventh day out we anchored off the coast of Arabia, within a quarter of a mile of Aden. We were not allowed to land, as we were quarantined against cholera, which was raging to some extent at Bombay, whence we had come.

There is positively nothing attractive in connection with Aden. On the contrary, it appears as though it were the most forlorn and desolate place on the face of the earth. I really pity the poor Europeans, who are doomed to live there, for they surely waste their lives and energies on this spot. Not for the wealth of the Indies would I consent to make it my permanent home.

The natives of this inhospitable coast believe that the height of beauty consists in the possession of red hair. The score of diving boys and men, who were continually in the immediate vicinity of our ship, always on the alert for a piece of money to be thrown into the water, are the most curious people I ever saw.

Some of them had their heads covered with a kind of plaster, which we were told was made from common lime and which was to produce the desired color.

Others had been successful in dyeing their hair a dull and dirty red; and not a few had taken off the plaster, leaving many large bald spots and making them look as if they had gone through a first-class hair-pulling match.

With the few tufts remaining they had nevertheless gained their object, the much admired shade had been secured.

Shortly after we left Aden we passed through the strait of Babel-Mandeb into the Red Sea. That same afternoon we sailed within sight of Mocha, of delicious coffee renown, and on the thirteenth day out from Bombay (the sixth from Aden), we anchored before Suez, about three miles from shore.

Immediately a yellow flag was unfurled to the breeze from the top of our main mast, signifying that we were again in quarantine. After being delayed twenty-four hours we were allowed to leave the ship. We were loaded into a small boat, which soon landed us on Egyptian sand.

Egypt, the land of milk and honey, of the Pyramids, the Sphinx, the ancient ruins, the desert sands, the Delta, the Nile, and the inundations; the home of the Egyptian, the Arab, the Bedouin, the camel, and last but not least, the donkey, which is a prime factor in Egyptian life!

The land of the Pharaohs offers a rich field for both the antiquarian and the sight-seer. The grand monuments of ancient times are many, and thanks to the present government, they are being protected from total destruction by the vandal hand of the importunate relic hunter.

Harper says: "The climate of Egypt is as delightful as it is salutary." From my own observations I have only to say that if sore eyes, both partial and total blindness, the most oppressive heat during the day, and clouds of desert sand filling the air with every little gust of wind, with their necessary consequences, are indications of a "delightful and salutary climate," why, then to Egypt the palm ought to be awarded.

Diseases of the eyes are the great plague of this country. Judging from appearances fully one-half of the population of Lower Egypt suffers from such complaints. Along the road from Cairo to

the Pyramids of Ghizeh, a distance of about ten miles, I counted forty persons, mostly peasants, bringing produce on the backs of camels and donkeys to the Cairo markets, who were either blind in one eye or had completely lost their sight.

A kind of inflammation of the eyelids seems to be prevalent, especially among the little children, and to see the faces of these poor innocents all daubed up with a black paste or salve, which draws myriads of flies, is disgusting in the extreme.

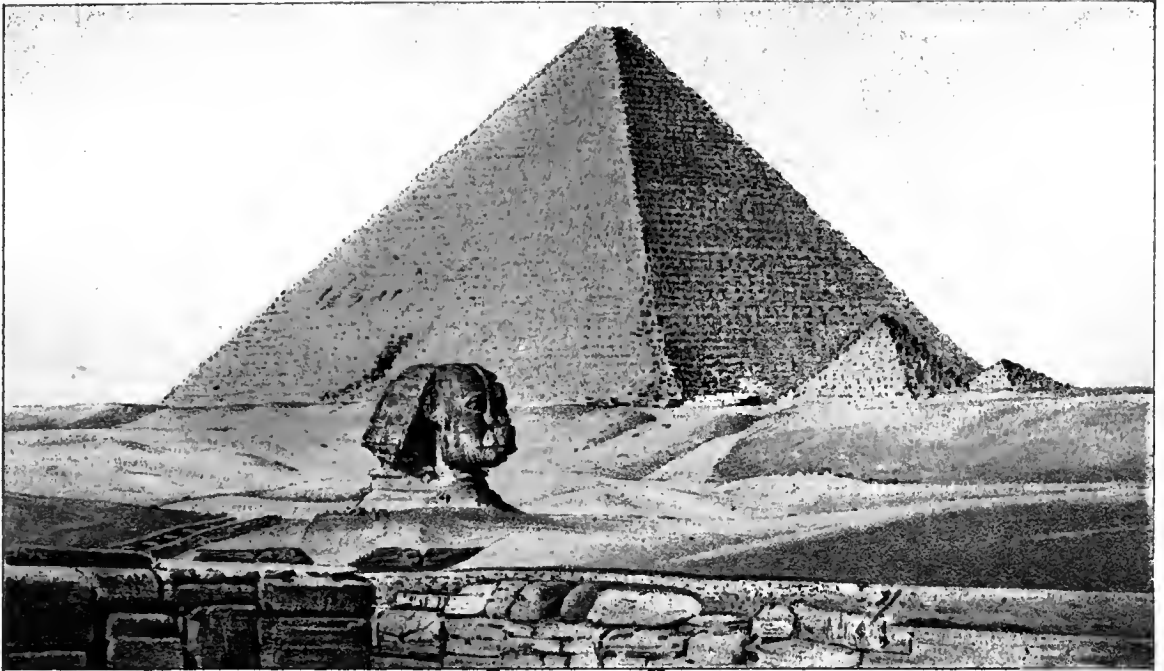
Many of the Egyptian ladies use the above paste as "a toilet," they say, but in reality for the purpose of hiding their already affected eyes or as a protection against this terrible plague. In the cities the Egyptian and Turkish ladies, upon venturing out into the street, cover their faces, with the exception of the eyes, the former with a black, the latter with a white veil or cloth.

The really handsome ones, who are undoubtedly as vain as their sisters in other countries and love to be admired, will occasionally, and especially when out on the Schoobra road for a drive, allow the veil to drop below the rosy lips and expose to the fortunate passer-by their faces in all their beauty and loveliness. The Schoobra road is one of the main attractions of Cairo.

While there we had the pleasure of seeing Lord Wolseley (the English general) and his daughter Miss Wolseley, the Khedive, "Tewfik Pasha," and "Nubar Pasha," one of his generals, also the two young sons and the brother of the Khedive. Of the ladies of the harem we obtained frequent glimpses, as they could not resist the natural longing for admiration.

Cairo, the capital of Egypt, is, after Damascus, the most Oriental city in the East, and is one of the most interesting places in the world.

In the native city the bazaars, the dwellings, the manners and customs, the dresses, and, in fact, everything is preserved in all its Oriental purity. While ströling through the elegant bazaars, the



SPHINX AND PYRAMIDS

EGYPT

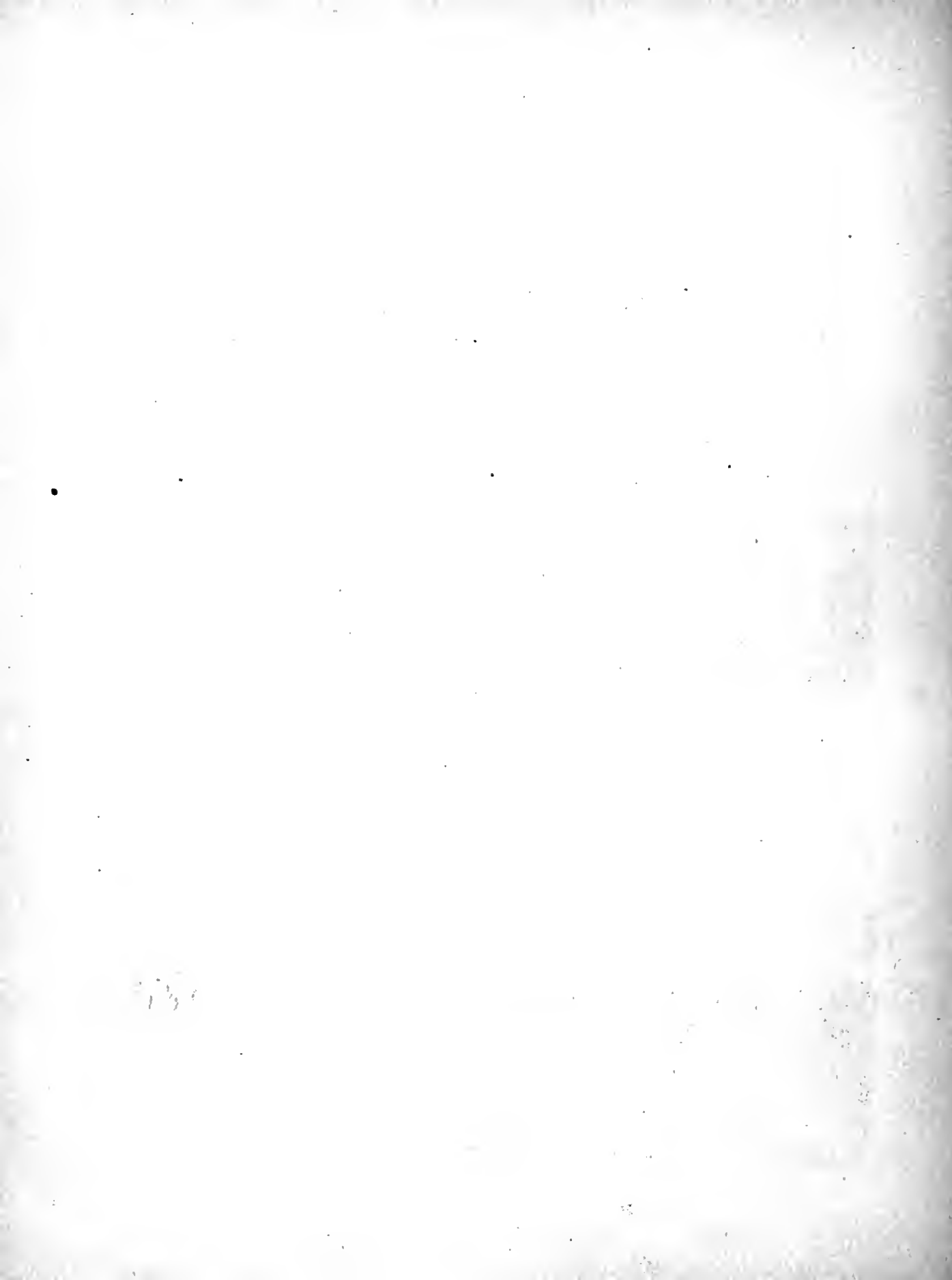
DIE SPHINX UND PYRAMIDEN



MEHEMET ALI'S MOSQUE AT CAIRO

EGYPT

DIE MOSCHEE MEHEMET ALI'S IN CAIRO



scenes of the Arabian Nights are again and again vividly recalled to your mind. A certain fascination seizes you and bids you linger, and it is with difficulty that you tear yourself from its magnetic grasp.

The Franks (European) quarter has fine wide streets and large and elegant buildings. In point of amusements it is fully equal to the "Over the Rhine" of Cincinnati. The residents, who are mostly Italian, French, or Greek,—there are very few English—are a music-loving people, and theaters, concert-halls, and other places of entertainment are quite numerous.

Vienna ladies' and other orchestras furnish excellent music and no admission fee is charged in these places, after the manner of many public resorts in the large cities of the United States. Native singing and dancing combinations, in their weird and romantic performances, are met everywhere in Egypt and fairly fascinate the stranger.

The singing, which is almost monotonous and in "sing song" style, is a dreary, melancholy, and dirge-like warble, but charms and entertains the listener, especially if it be heard for the first time. The dancing consists of a series of the most graceful movements of the head, arms, and legs, and when executed by a native beauty, has the same magical effect as the singing.

The musical instruments are primitive in their character and construction. The only thing attractive about the music itself is its strangeness. As for myself, I very much prefer these Oriental entertainments to the performances of the East Indian nautch girls, snake-charmers or necromancers.

Cairo, with its numerous and magnificent palaces, and the domes, cupolas, and minarets of its four hundred mosques, presents from the citadel one of the grandest views imaginable. The citadel, which at present is garrisoned by English troops, contains the famous mosque of Mehemet Ali, generally acknowledged to be as beautiful as the Mosque of Santa Sophia at Constantinople, though not as large.

The Sultan Hassan Mosque, one of the oldest and finest in Cairo, is considered to be, from an architectural standpoint, a great work of art. The appreciative Sultan, upon the completion of this grand structure, ordered the hands of the poor architect who drew the plans to be amputated for no reason but to incapacitate him from constructing another.

We also visited the School Mosque, where fully a thousand of the faithful, from the youth to the graybeard, were deeply engaged in poring over the Koran. They study hard, for every good Moslem is supposed to know the Koran by heart. It is one of the religious qualifications for heaven.

The buzzing, humming noise, that greeted us upon entering, can be likened unto that emanating from a dozen bee-hives. We were several times loudly hissed at, undoubtedly by secret sympathizers of El Mahdi, they mistaking us for Englishmen.

The Mosque of Omar, at old Cairo, built about twelve hundred years ago, is now partly in ruins. The support of its roofs and domes consist of three hundred and sixty-five large stone columns, one of which, according to our guide's statement, was thrown by Mohammed, the prophet, from Mecca to old Cairo through the air. It landed in the exact position intended for it. The imprint of the prophet's hand is shown to all travelers.

Our guide was very much surprised at my hesitancy in believing this Munchhausen story. I, however, brought calmness to his troubled features by saying:

"Yes, Allah is great, and Mohammed is his prophet; surely there is nothing impossible for him."

In our strolls around Cairo we visited a large number of mosques, schools and tombs, also the magnificent palace of the Khedive at Ghezireh, the highly interesting museum of antiquities at Boulak, containing numerous mummies, and jewelry, found in the tombs.

Some ancient sculptures exhibited in this museum are said to be over six thousand years old.

Through the influence of a liberal amount of "baksheesh" we were enabled to visit the stables, carriage houses, harness rooms, etc., of the Khedive. The stables did not come up to my expectations, and the horses—about thirty-odd, mostly of English and French breed—were not what might be termed fine. The six or eight Arab saddle-horses that we saw there, lacked most of the fine equine points, which go to make our fancy Kentucky thoroughbred.

The harness and carriages were elegant, and must have been very costly with their heavy gold and silver mountings and trimmings. They are all of English or French make and pattern.

Of course, we visited the Pyramids and ascended the "Great" one, a most laborious task even with the aid of three men to boost you. We also explored the inside of it, to the Kings' and Queens' chambers, and the well. The journey proved to be anything but easy. The Sphinx and the surrounding ruins were not forgotten. I will not worry the reader with a description, because everybody is undoubtedly familiar with the history, construction, etc., of these the greatest of all ancient monuments. There is a fine road leading from Cairo to the Pyramids. The distance can be covered in about an hour and a half.

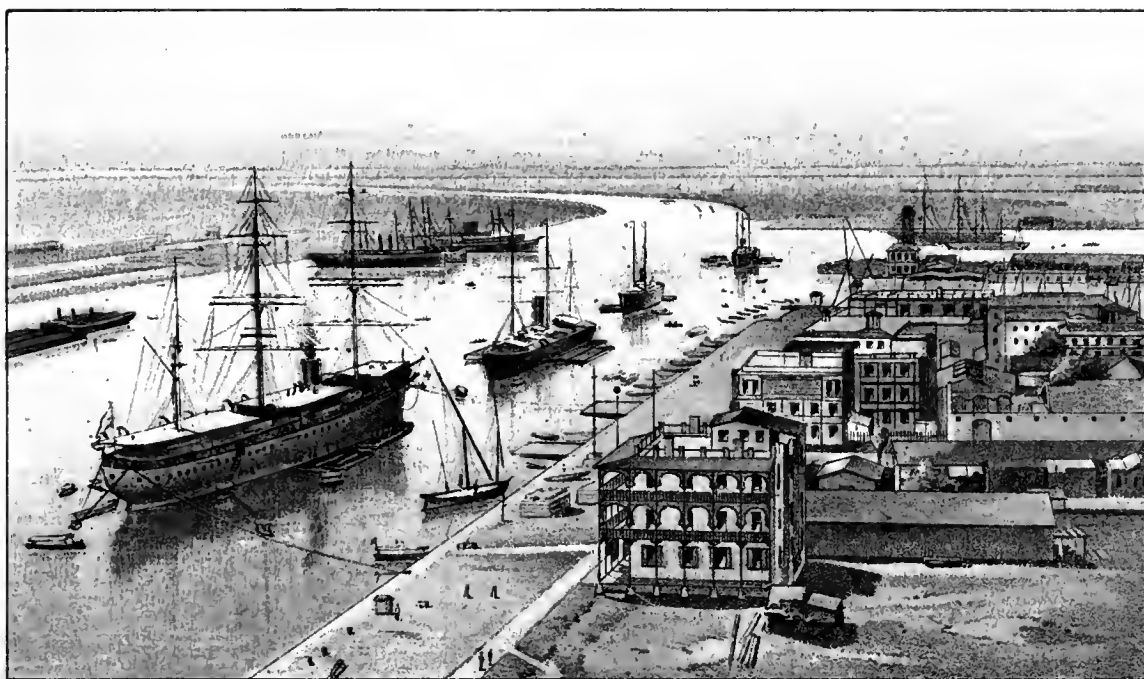
At the time of our visit Cairo was full of English soldiers, who were being withdrawn from the upper Nile, and transported via Suez and the Red Sea to Suakim, which had been chosen for the centre of operations for the Khartoum Campaign. The Nile expedition was a disastrous one and was looked upon at Cairo as a clear case of mismanagement. The English were by no means kindly spoken of either by the natives or by the resident foreigners.

Alexandria, although a mere shadow of its ancient self, is a bustling city of some three hundred thousand inhabitants. It is the commercial centre of Egypt and does an extensive business.

There are more foreigners there than in Cairo, and of about the same complexion. As to amusements it is fully as well supplied as the latter city. The ruin and desolation caused by Arabi Pasha and his hordes during the last uprising, are plainly visible on all sides, forming a decidedly melancholy picture. The grand square of the Consuls, which was laid in ashes by Arabi's men, was being rebuilt. The forts are in a very dilapidated condition, the result of the effective hot-shot poured into them by the English men-of-war, under the command of Sir Beauchamp Seymour.

Pompey's pillar, the ruins of the palace of Cleopatra and some ancient tombs are, on account of their old historical fame, objects of great interest.

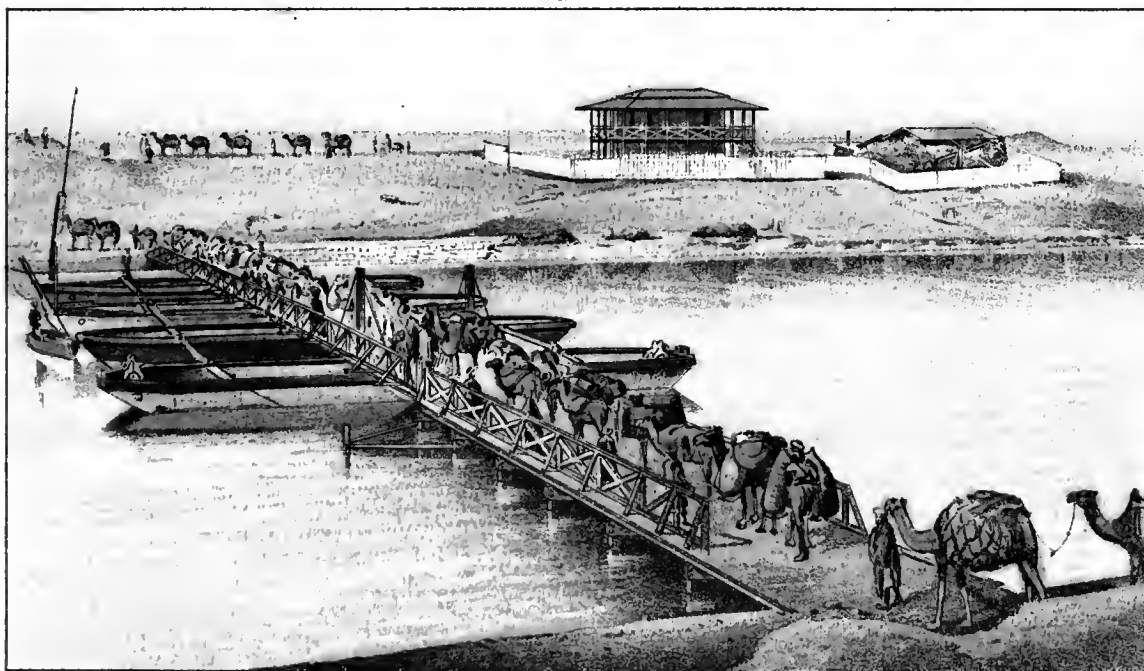
Suez at the southern and Port Said at the northern extremity of the Suez Canal offer no interesting sights for the traveler. The canal, although a great work, is in appearance the same as any other canal, only wider and deeper, and the banks consist of the everlasting desert sands. A large number of vessels pass through here annually. The receipts for toll for the year 1884 were about \$14,000,000.



PORT SAID AND MOUTH OF CANAL OF SUEZ

EGYPT

PORT SAID UND DIE MÜNDUNG DES SUEZ KANALS



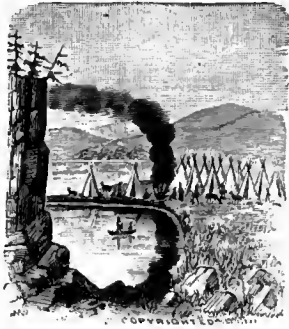
RETURN OF CARAVAN FROM MECCA

EGYPT

RÜCKKEHR EINES PILGERZUGES VON MEKKA

CHAPTER XV.

Palestine, the Holy Land.



BOARDING the Egyptian steamer Rhamanieh, of the "Khedive" line, at four o'clock in the afternoon, we were soon steaming from Alexandria for Palestine. On the second morning at eight o'clock we were at Howard's Hotel at Jaffa, the harbor of Jerusalem, stopping en route about nine hours at Port Said.

We immediately made all necessary arrangements with Mr. Howard for our inland tour, and on the same afternoon, at two o'clock, we were being jolted through the Plain of Sharon in a three-in-hand top-wagon, which reminded us forcibly of a pensioned cart.

At Ramleh, two and one half hours' ride from Jaffa, we made a short halt for the purpose of watering the horses and arrived at Lat-ron, the half-way station, where we put up for the night, at six in the evening. The next morning at five o'clock we were already climbing the mountains; the road leading through them was in a horrible condition, and walking was decidedly preferable to riding. We landed safely at the hotel in Jerusalem at half-past eleven o'clock in the morning.

Palestine, the Holy Land, the Land of the Christian, Moham-
medan, and Jewish pilgrims, the land of sacred history, of the Crusa-
ders, of the Saracens. What a contrast between the Palestine of the
present and that of the almost forgotten past! Nothing is left of its
former greatness. All has vanished. Time, the destroyer of all, has
accomplished his task.

A few dilapidated stone columns are pointed out to you as relics
of the once greatest structure of man,—Solomon's Temple. It has
been estimated that the present city of Jerusalem is built on the debris
fully forty feet above the Jerusalem of Solomon's time and, perhaps,
thirty feet above the city, where was spent so much of the life of
Jesus Christ.

This does not in the least interfere with the designation of the
thousand and one "exact spots," where transpired the great events con-
nected with both sacred and profane history.

The main object of interest in Jerusalem for the Christian is the
Church of the Holy Sepulchre, a combination of churches, chapels,
and shrines, all under one roof. The Greek, Latin (Roman Catholic),
Armenian, Syrian, and Copt denominations have their respective places
of worship within the same walls.

The chapel of the Greek Christians is by far the largest and
most magnificent. It is beautifully and expensively ornamented with
decorations of gold and silver, precious stones and fine paintings.

The chapel of the Roman Catholics cannot be compared with
that of the Greeks.

The other sects are represented by simple shrines, with few or-
naments and decorations.

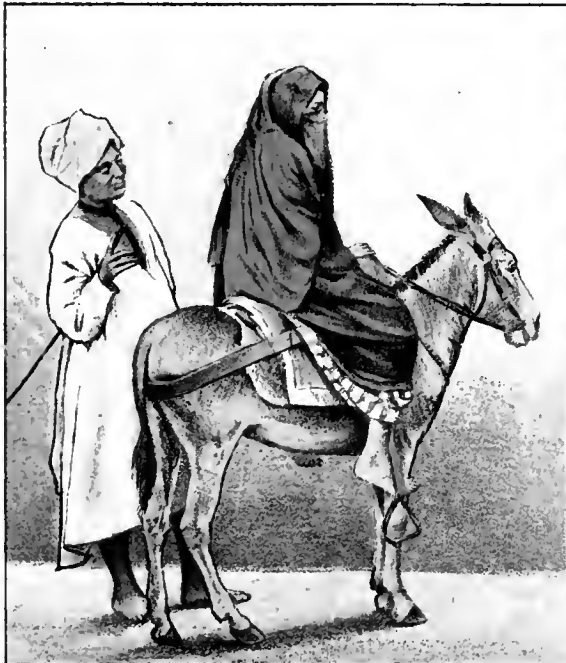
In this church is the tomb of Jesus Christ, a grand and im-
posing monument, with the most elaborate and costly embellishments,
presenting a view that is as beautiful as it is sublime. When entering
this, the most sacred spot on earth, a strange feeling overcomes the
visitor. We were at once given to reflections of the past, and when



THE WIFE OF THE KHEDIVE

EGYPT

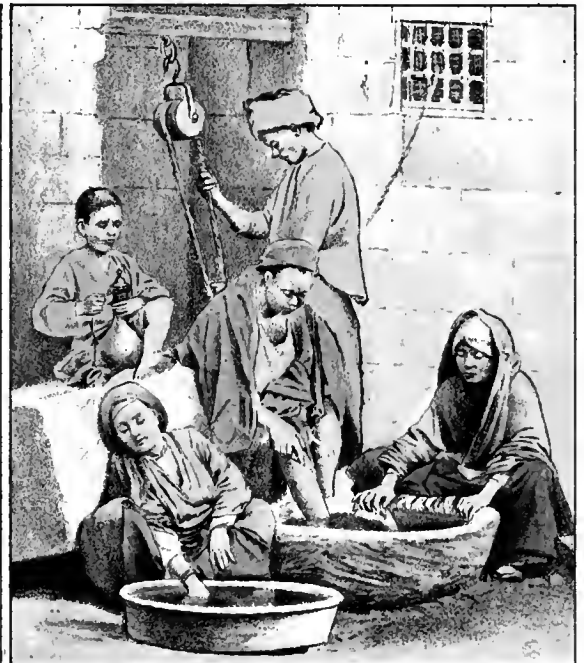
DIE FRAU DES KHEDIVE



TRAVELING FELLAHS

WANDERND FELLAHS

EGYPT



AT THE WELL IN CAIRO

AM BRUNNEN IN SAIRO

contemplating the sad fate of our Savior on Calvary we became depressed and melancholy, and left with heavy hearts.

Calvary, the place of the finding of the cross, the stone of unction, and numerous other places, chapels, altars, and tombs, connected with the life and death of Christ, are pointed out by the guides. This, the holiest place for the Christian, is often the site of the most disgusting scenes between the different religious sects. They are continually at war with each other, so that peace in and about the the holy sepulchre seldom prevails.

Other points of interest in and around Jerusalem are "Mount Zion," where are located David's tomb and the site of the "Last Supper," the ruins of the "Muristan," founded by Charlemagne as a monastery, which the knights of St. John during the time of the crusades turned into a hospital; the "Haram el Sherif" or the "Noble Sanctuary," which takes up fully one-fourth of old Jerusalem, and contains the site of Solomon's temple; the "Dome of the Rock," where can be seen the great rock, fifty-seven feet long, forty-three feet wide, and rising six and one-half feet above the ground. The Moslems claim that this rock fell from heaven, never touched the earth, but was kept suspended in the air. Their explanation for the presence of the stone pillars upon which it now rests, is, that they were put there for the purpose of protecting the stone in case of an earthquake! From this stone Mohammed is said to have ascended to heaven, and Jesus Christ is reported as having prayed there. The "Dome of the Rock" mosque is one of the finest in the East. The mosque "El Aksa" or "Omar's Mosque," is also a grand structure.

The Jews' wailing-place is outside of the "Haram," at the foundation of the "Mosque of Omar." This wall is believed to be a part of Solomon's Temple, and here may be seen daily, especially Fridays, large numbers of devout Israelites, weeping and lamenting over the destruction of the temple, giving vent to heart-rending wailings. It is a sad scene.

Passing out of St. Stephen's gate on the eastern side of the city, we behold the valley and tombs of Jehosaphat, the tomb and chapel of the Virgin Mary, and numerous other tombs; the Mount of Olives, with the two gardens of the Gethsemane, the one belonging to the Greeks and the other to the Latins. The finest view of Jerusalem can be obtained from the Mount of Olives.

Bethany, of great Christian renown, is situated about two miles from there. The "Golden Gate," through which Jesus is said to have entered Jerusalem, is walled up. The tombs of the kings and the judges are a short distance beyond the Damascus gate. There are many other points of interest in and around Jerusalem, but it would be utterly impossible for me to enumerate them.

I cannot help admiring the very great interest the Russian government has taken in the many pilgrims who go there from Russia. The Quadrangle erected by it near the Jaffa gate, on the finest piece of ground near Jerusalem, consists of elegant churches, an immense "hospice," and hospital buildings. They are open to the Greek pilgrims who receive there food, lodging and treatment in case of sickness without charge. At New Jericho, near the Jordan river, they have also erected an extensive hospice for the accommodation of pilgrims.

The streets of Jerusalem are in a horrible condition. They are paved with jaggy rocks, and walking on them is very difficult, especially in cases of "corned" feet. For our second day's trip through the town we procured donkeys; but we had not proceeded very far, before the one I was riding took a slide and went down, carrying me with him.

We had a grand roll-around in the street. Fortunately, with the exception of a slight abrasion of the epidermis of the donkey's off hind-leg, nothing serious came of the fall. I did not mount again. From Jerusalem we proceeded on horseback, a tedious ride of six hours, over the worst and dreariest of roads to Jericho and encamped alongside the fountain of St. Elisha. We had obtained an elegant outfit from Mr.

Howard, at Jaffa, consisting of three tents (a sleeping, a saloon and a kitchen tent) nine horses and five donkeys and first-class refreshments. Our manager and guide, "Raphael Massoud Farah," a Syrian from Beyrout gave excellent satisfaction. From our camp we made trips to the Dead Sea and the Jordan River, the former a two hours' ride through the plain of Jordan and the latter one hour's ride further on. On the Jordan River, at the supposed side of the baptism of Jesus Christ, is the bathing-place of the pilgrims, and we saw fully fifty of them, of the Greek persuasion, engaged in singing and praying while the waters of the Jordan were "washing away their sins."

When traveling overland in this country you are compelled to procure the services of a "sheik" as a guard; he guarantees you protection against the highwaymen, who are said to infest the roads. Our "sheik" was a fine fellow, and, in his fantastic costume, mounted on his thoroughbred Arab, presented a very picturesque appearance. On the last evening of our stay at the camp we were visited by about fifty "Bedouins," men, women and children, from the plain. They sang their Arab songs and executed several of their characteristic dances. Their dress and features reminded us of a band of robbers, and their singing and dancing were wild and weird in the extreme. Such a sight once seen will never be forgotten.

After three days sojourn in "Camp" we returned to Jerusalem, highly pleased with all our adventures. We next visited Bethlehem. The "Church of the Nativity" is, like the "Holy Sepulchre," a combination of buildings, belonging to the different sects. Here the Latins excel in the beauty and size of their church. The cave of the "Nativity" is underneath the old church, built by Saint Helena, the mother of Constantine the Great, in the early part of the fourth century, and is the oldest Christian Church in the world. A silver star marks the spot where Christ was born. Directly opposite is the manger, and although it has been generally conceded that the "original manger" is in the church of St. Maria Maggiore in Rome, this

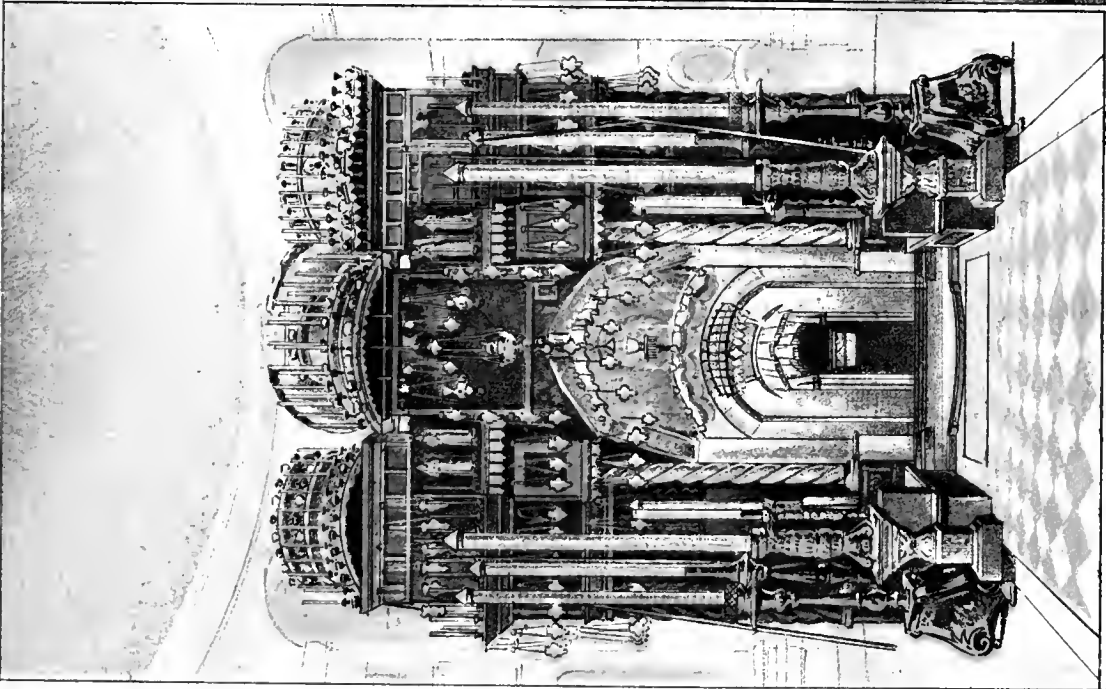
fictitious one answers the same purpose as the original, and is worshiped accordingly. There are numerous tombs, grottoes and crypts, including the celebrated "milk" grotto, where the Virgin Mary with the child hid from Herod. The grotto of the shepherds, the pools of Solomon and numerous other sites are in the immediate vicinity of Bethlehem. The tomb of Rachel is situated about half-way between the two holy cities.

One of the necessary evils of that country is the muleteer or donkey-driver, whose services you are compelled to engage when taking a ride on a donkey. His occupation consists in running behind the donkey and by pushes, twists of the tail, pokes with a stick or a crack with a whip driving him forward. Without his assistance "mule back" riding would be slow traveling.

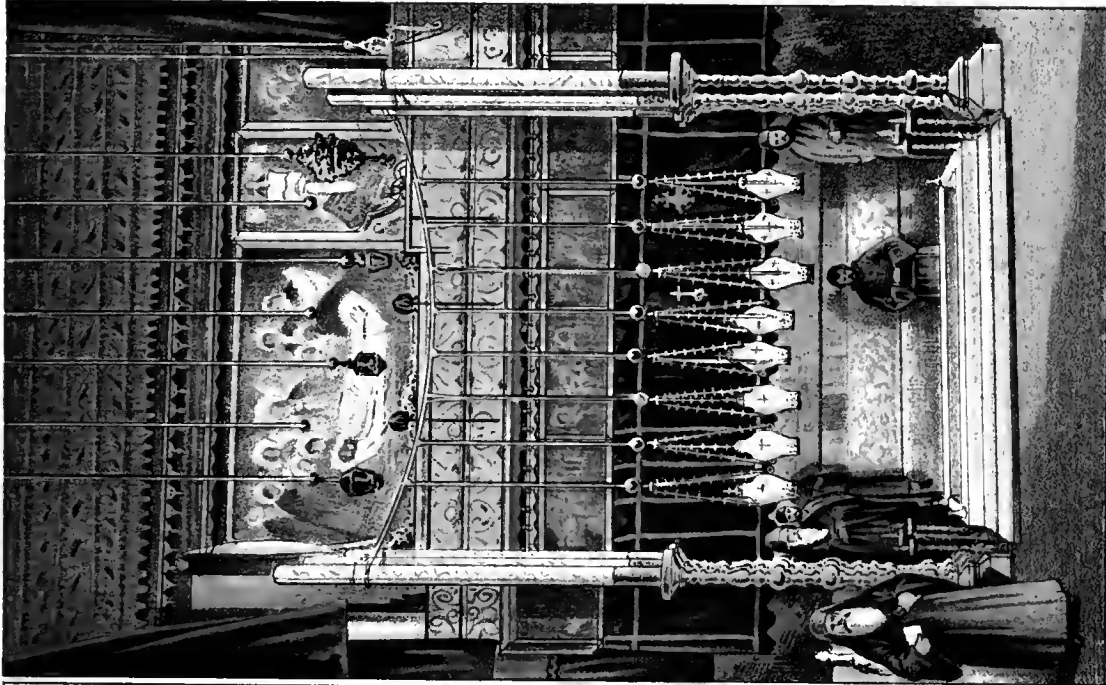
At Jerusalem we stopped at the Hotel Feil which is finely situated outside of the walls, and within a stones throw of the Russian "Quadrangle." It was under the management of the proprietor, Mr. Feil himself, and the accommodations were very good. Mr. Feil is a German from Suabia, but has resided in Palestine for over twenty-five years and has accumulated quite a snug little fortune.

Having satisfied our curiosity in and around Jerusalem we again packed our bundles, mounted our wagon and started off for Jaffa at one o'clock in the afternoon. Toward evening we arrived at Lat-roon, where a good warm supper awaited us, and where we stopped for the night.

Early next morning we were again en route, and arrived safely at Howard's Hotel at noon, in time for dinner. The next morning at ten o'clock we were quartered on board the Austrian Lloyd steamer Vesta, fully prepared for our voyage to Constantinople. At noon we weighed anchor and were off.

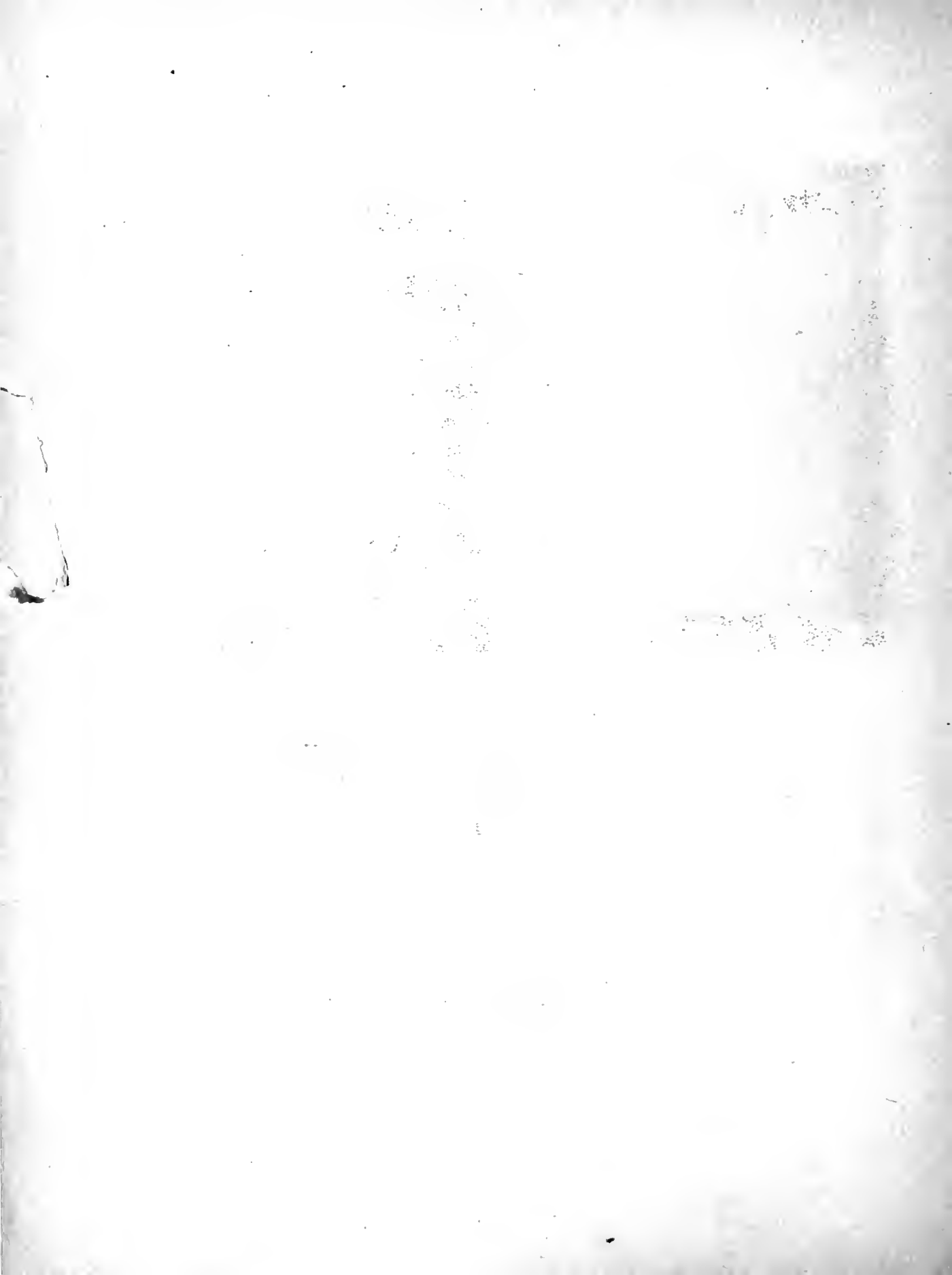


EXTERIOR OF CHRIST'S TOMB IN JERUSALEM
ÄUSSERE ANSICHT DES CHRISTUS GRABMALS IN JERUSALEM



INTERIOR OF CHRIST'S TOMB IN JERUSALEM
INNERE ANSICHT DES CHRISTUS GRABMALS IN JERUSALEM

SYRIA



CHAPTER XVI.

Beyrout, the Grecian Archipelago,
Smyrna and Constantinople.



OOD fortune was again with us during this voyage. We made the trip from Jaffa, in Palestine, on board the "Vesta," in eight days, without accident or storm. The ship was literally packed. Many of the cabin-passengers were obliged to accept quarters for the night on the sofas in the dining-saloons. The steerage contained about six hundred Arabian and Turkish recruits, who were being conveyed to Constantinople and Salonica for service in the army. The Arabians, in their varied colored, and romantic costumes, were singing and dancing day and night, sometimes going to excesses, which the Turkish officers quickly checked; it was a sight as picturesque as it was novel and interesting. Between the Arabs and the Turks there is not a very warm or kindly feeling, consequently scuffles and fights were numerous and frequent, without any serious results, however. The cabin passengers represented twenty different nations. The Americans, numbering fifteen including several Canadians, were in the lead.

On the morning of the second day out we cast anchor off Beyrout, "the beautiful," situated at the foot of the mountains of Lebanon, whose snow-capped peaks glistened in the sunshine. Beyrout is a great summer resort for invalids, who, under the benign influence of its mild and salutary climate, are generally very much benefited. It was from the mountains of Lebanon that the "cedars of Lebanon," used in the construction of Solomon's Temple, were brought..

There we accepted an invitation from our guide, Raphael Mas-soud Farah, to visit his family. They resided in a suite of rooms in the fourth story of a large building on the top of one of the numerous hills upon which Beyrout is built. From the house we had a fine view of the city, together with the harbor and the famous mountains of Lebanon. The father of Raphael is a prominent oculist. Judging from the stream of patients, who were continually going to and coming from his consulting rooms, he must have an immense practice. During our call the doctor was kept so busy that it was utterly impossible for him to give us much attention.

Upon being introduced to him he appeared to be highly pleased, especially so, when we told him that his son had given us such excellent satisfaction. The doctor deeply regretted his inability to have a long chat with us, and so did we, for he seemed to be learned and well informed.

Our hostess, the mother of Raphael, gave us a most cordial reception, as did also her two daughters and her daughter-in-law. They were all comfortably seated on large, sofa-like chairs, and busily engaged in smoking their large Turkish pipes. The young ladies were noble specimens of Syrian beauty. They were of medium height and proportionate build. Their complexion was of a light brown color, with coal black hair and eyes. Taken all in all they were very interesting and, indeed, beautiful.

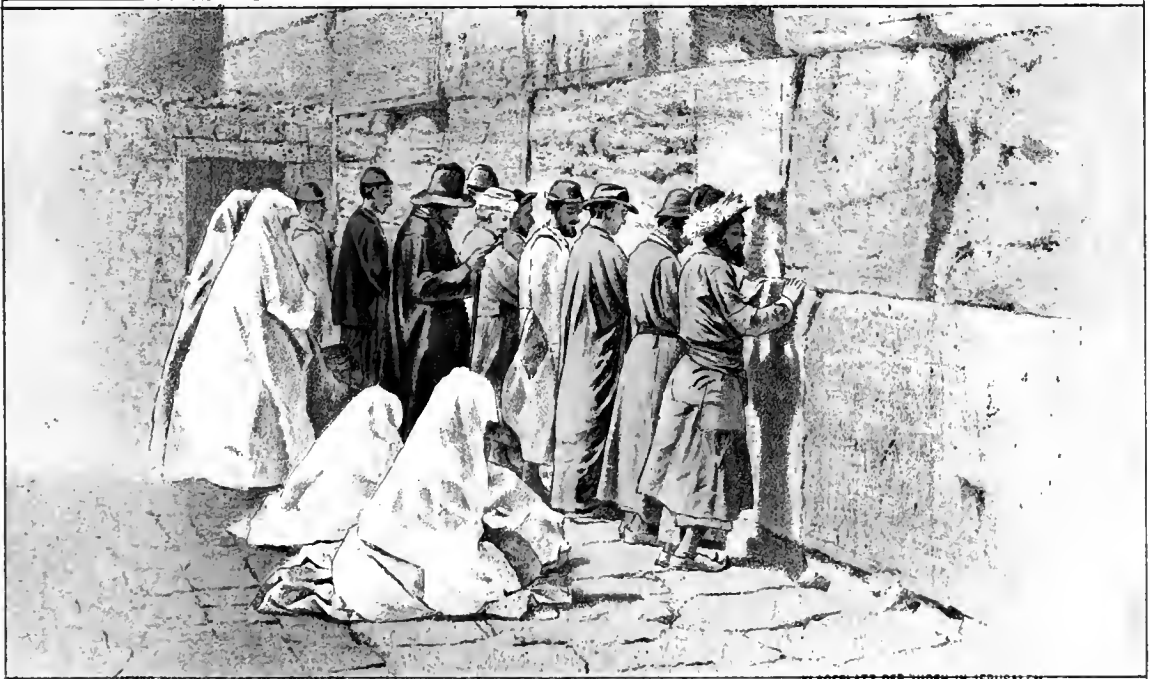
With the aid of Raphael, who acted as interpreter, we were enabled to carry on quite a lively conversation with them and were



MOHAMMEDAN HOME IN JERUSALEM

PALESTINE

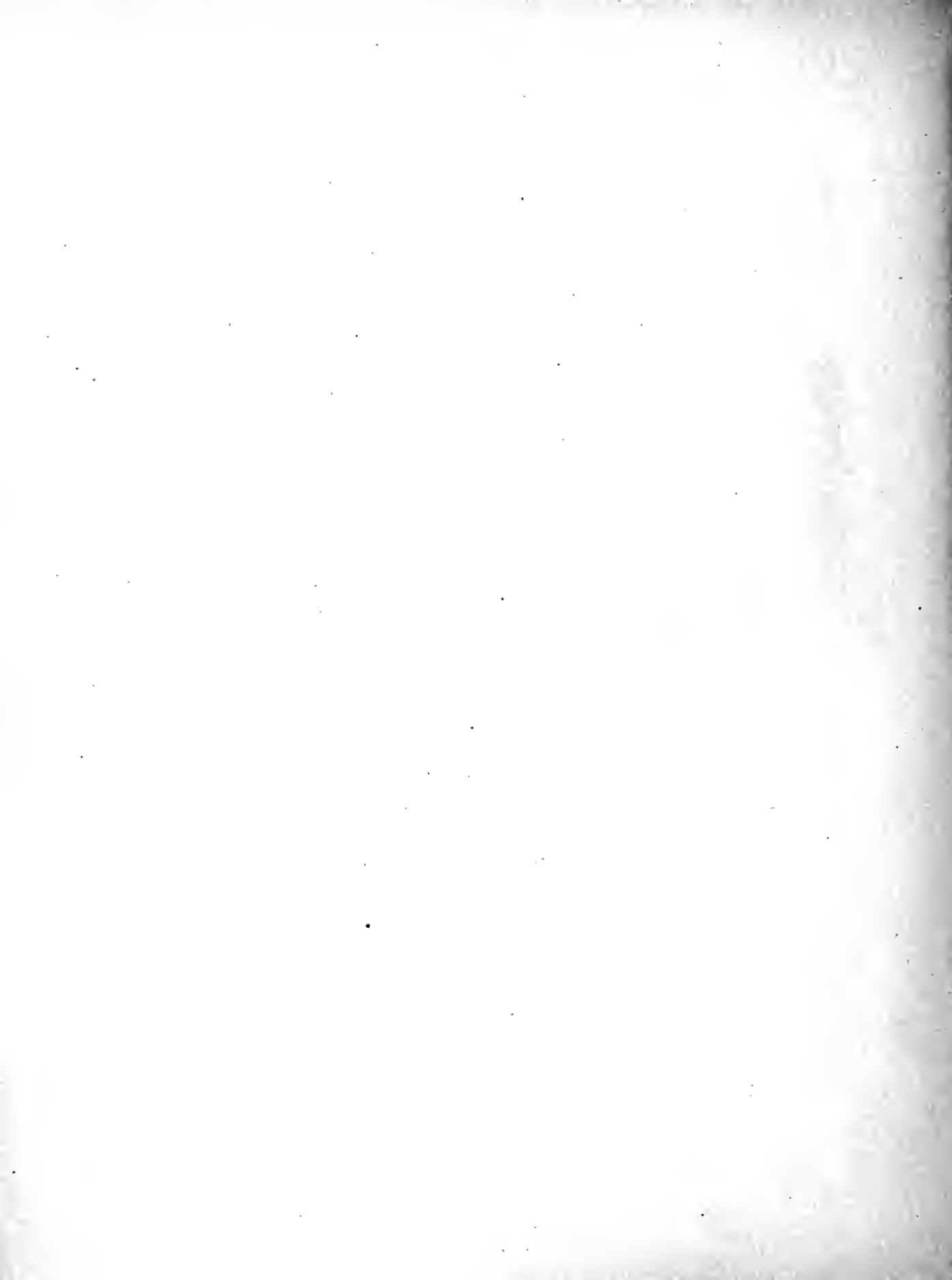
MOHAMMEDAISCHES FAMILIENLEBEN IN JERUSALEM



JEW'S WAILING PLACE IN JERUSALEM

PALESTINE

KLAGEPLATZ DER JUDEN IN JERUSALEM



surprised at their education and general knowledge of things. They all belonged to the so-called Syrian Christian Church, of which they were good and regularly attending members. Raphael, in particular, was very strict in the observance of his religious duties. A Mohammedan or any other non-Christian was despicable in his eyes.

His father had intended to have him study and follow in his footsteps as an oculist, but he preferred a roving life. His occupation as guide and interpreter suited him exactly. He claimed that it was very remunerative, and that during a season of five or six months he could earn sufficient to keep himself comfortably for the whole year.

To give an idea of Eastern hospitality I will relate how we were entertained during our call. After having taken seats, one of the young ladies passed a plate of assorted cakes around, after which candy and lemonade were served. We had scarcely finished these dainties, when we were requested to help ourselves to some fine fruit, to do which we did not require much coaxing. While eating this choice fruit, Raphael insisted on our partaking of some German beer, which he had purposely procured and cooled for our benefit. Although as a general thing fruit and beer do not harmonize, we were nevertheless compelled to indulge, come what may. A cup of the most delicious Turkish coffee concluded this, to us, queer luncheon. The good people wanted to do too much for us, and thereby got things pretty badly mixed up.

In taking our departure we were compelled to make solemn promises that we would frequently write to them after having arrived home safely. Raphael, of whom we had grown very fond, accompanied us to the steamer. When bidding us a last farewell he burst into tears, in spite of all that he could do to control himself. He stood on shore, his eyes watching us until we were out of sight.

On our way from Beyrout to Smyrna we made short stops at the island of Cyprus, England's latest acquisition in the Mediterranean Sea; Rhodus, in the harbor of which the spot where the great Colossus,

one of the Seven Wonders of the World, once stood, was pointed out to us; and Chios, the scene of recent earthquakes. We also passed within sight of the islands of Cos, Patmos, and Samos, prominent in ancient Greek history and mythology.

Smyrna, where we were compelled to lay for two days, is not an attractive city. Along the wharves there are a number of fine buildings, mostly occupied as hotels, cafés, and places of amusement. Beyond this, with the exception of the Armenian quarter, which contains many neat and substantial houses and clean streets, the city is a labyrinth of dirty, narrow streets and poorly built small houses.

Smyrna is the great commercial port of Asia Minor. During the day the wharf and the bazaars, which are very extensive, are crowded with people, giving the whole an appearance of business activity. The concert halls and gardens and other places of amusement offer good entertainments and are liberally patronized. Our guide, a Greek, whose only name as far as we know was "Greek George," informed us that on the day before our arrival Smyrna was considerably excited on account of the appearance in the harbor of a great curiosity. It was nothing more nor less than an American man-of-war, the first that had anchored off the city in three years.

At Ephesus, the cradle of Hellenic mythology, two and a half hours by rail from Smyrna, there are several ruins of vaults, which mark the spot where once stood the famous temple of Diana. Eight of the columns were used in the building of Saint Sophia at Constantinople, where they are to be seen to this day.

From Smyrna we sailed via Mitylene, Tenedos, and within sight of the plains of ancient Troy on our right, into and through the Dardanelles and the Sea of Marmora, to the Bosphorus and Constantinople. The voyage from Rhodes through the Grecian archipelago, among the numerous islands rich in mythological stories and events, renowned in ancient and mediæval history, and abounding in rare beauties of natural scenery, was indeed delightful.

At sunrise, on the eighth day from Jaffa, we steamed by San Stefano, the scene of the conclusion of the last Russo-Turkish war, and the Turkish capital loomed up before us. The sublime beauty of the great city from the Sea of Marmora is worthy of the thousands of praises that have been sung in its honor. It is so infinitely grand and charming, so marvelously beautiful, as to almost baffle description.

We availed ourselves of the opportunity offered to ascend the high hill of "Bulgurlu," directly back of Scutari, on the Asiatic side of the Bosphorus, and from here a panorama unfolded itself before our eyes, the like of which we had never seen before.

At our feet lay Scutari with its suburbs; to the left the sea of Marmora spread out to San Stefano in the distance; immediately in front of us rolled the famous Bosphorus, on whose banks on the opposite side, two and a half miles away, the great city of the Sultan extends for miles and miles; also the "Golden Horn," glittering in the bright sunlight like burnished gold, on the lower side of which is Stamboul, with her hundreds of domes and minarets and its celebrated Seraglio Point in the foreground; on the upper side Pera, with the suburbs of Galata and Tophana and beyond this, along the shore of the Bosphorus, a long line of the most magnificent royal palaces. All combined formed a picture lovely almost beyond belief. "It beats Naples, you know," remarked an English traveler, whom we chanced to meet on Bulgurlu.

Constantinople is not as interesting a city as Cairo. It has become too much Europeanized so to speak. The Turks are even abandoning their national costumes and adopting the styles of other countries. The "red fez" is worn by both Turks and Christians. The great bazaar at Stamboul, although well worth a visit, lacks the oriental charm and novel attractiveness which so fascinates the visitor in the same locality in Cairo.

The Turkish women adhere to and observe their old styles of dressing. When walking along the streets, with white veils tied across their faces below the eyes and dressed in a habit, generally of a dark

colored material, which is thrown over them like a masquerade domino, they look exactly like an inflated balloon turned upside down. Their walk has nothing of grace about it, on the contrary it closely resembles the ungainly waddle of a goose.

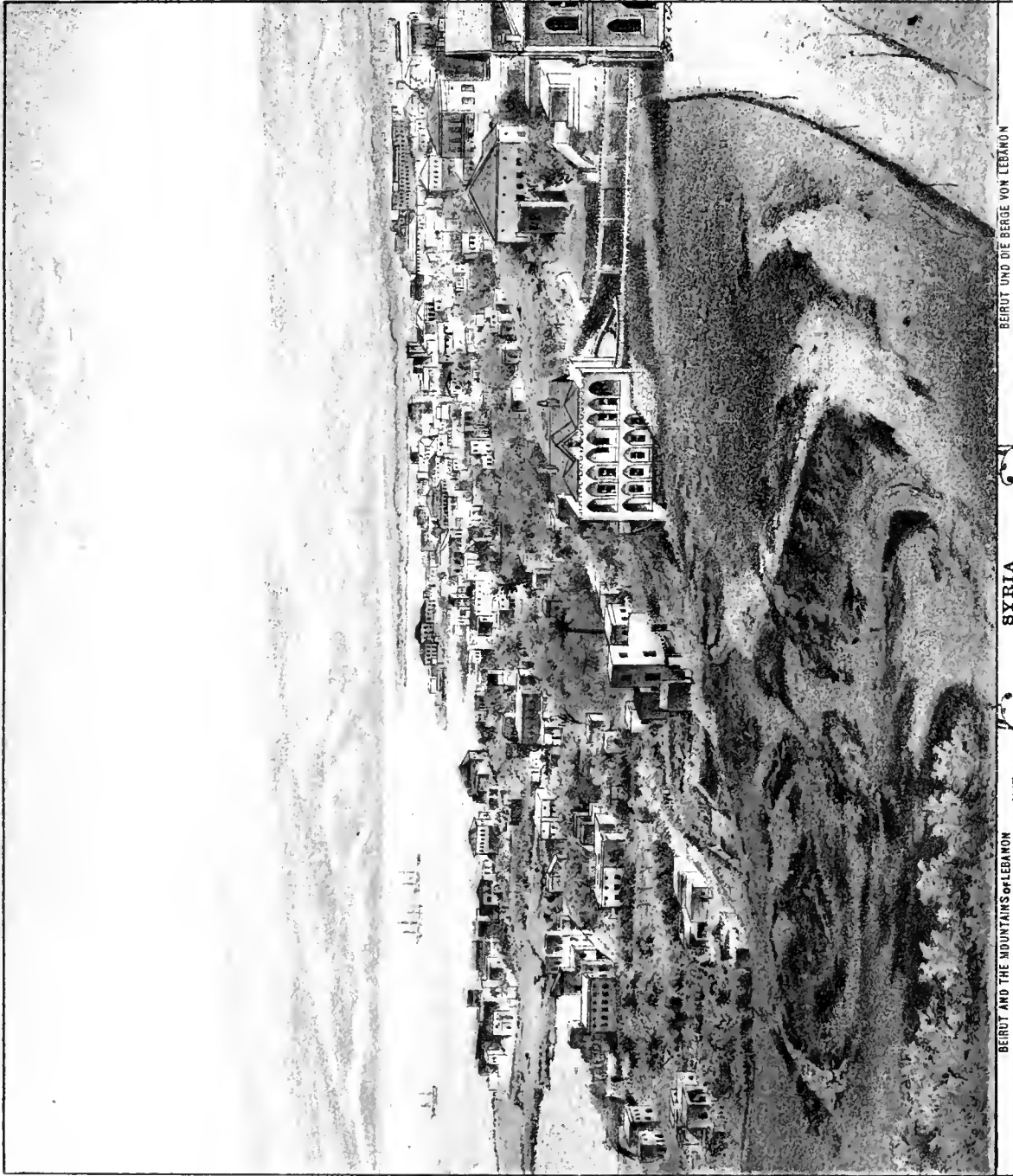
Prince Bluecher of Wahlstadt, a descendant of the great Bluecher, who was stopping at the Hotel d' Angleterre with us, and who was again visiting Constantinople after an absence of twenty years, said with evident disgust, when he returned from a tour through Stamboul: "Heavens, how they have spoiled Constantinople since I was here last." By this he meant that he had found Constantinople more like a common place European city than the Oriental metropolis of years before.

Pera is the Christian suburb, mostly inhabited by Greeks, although the French and Italians are largely represented. There are also a number of Americans, English, and Germans. The Grand Rue de Pera is the principal street, on each side of which are large and elegant buildings and fine stores. There is great business activity along this thoroughfare. From morning to night it is packed with people and conveyances of all kinds.

We were fortunately in Constantinople on the night of the illumination of all the mosques. This occurs but once a year. We visited Saint Sophia, the largest mosque in the world, on this evening, and viewed it with its thousands and thousands of lights. It was a great sight.

On that evening there appeared a ring of light about a foot wide, at least it looked so from the ground, from every one of the numerous minarets in the city, at about one-fourth the distance from the top of the minarets to the ground. These rings had the appearance of hoops of brightly polished gold. The effect was very pretty.

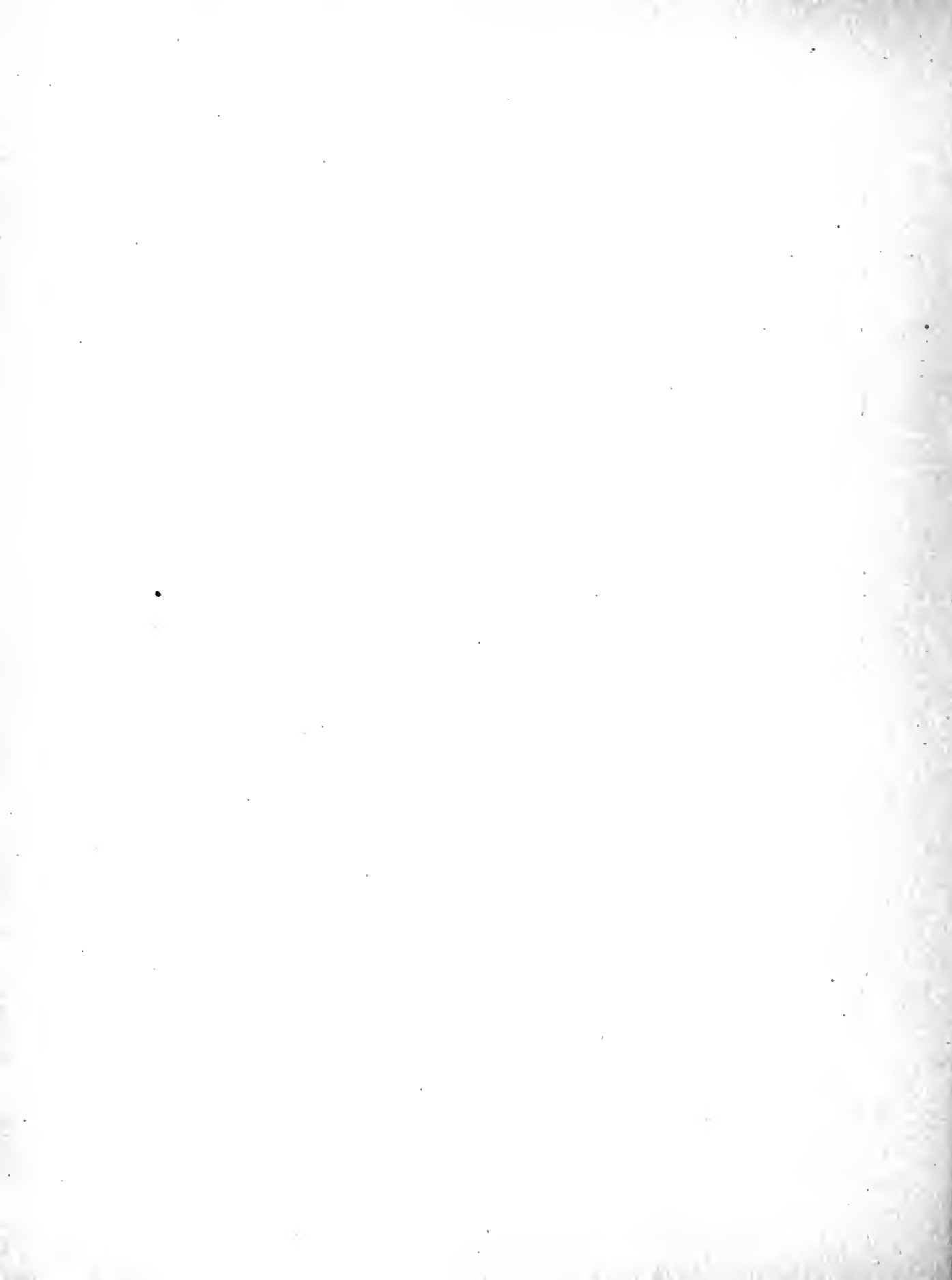
Friday is the Mohammedan Sunday. On this day, at about noon, his Sultanic Majesty drives to his private mosque, situated near his palaces, on the banks of the Bosphorus. His permanent residence is on the hill to the north of Pera, about one mile from the mosque. Our



BEIRUT UND DIE BERGE VON LEBANON

SYRIA

BEIRUT AND THE MOUNTAINS OF LEBANON



guide, Pericles Sittiri, an antiquated Greek, secured for us for this occasion an elegant open hack with a pair of fine horses, in gold-mounted harness. The driver, of course, was in livery to match. At eleven o'clock we arrived at the place where the Sultan was to pass and stationed ourselves where we could see everything. By noon hundreds of carriages had taken up positions in the vicinity where we were. Both sides of the streets as far as we could see were lined with spectators. We anxiously awaited the coming of events, because we had been informed that, preceding the arrival of his majesty, a grand military procession would pass by. Shortly after the noon hour a loud trumpet blast reached our ears. "They come! they come!" was shouted from all sides. And they did come. Their coming did not, however, stagger our party.

The advance guard consisted of about one hundred cavalry soldiers in Cossack uniforms, badly mounted and poorly clad. They were preceded by twelve buglers, who were evidently trying to sound some call or announce some order, but the noise was terrible. After the Cossacks came several fine coupés, each drawn by two very attractive horses. The occupants of these carriages were gayly uniformed and were said to be high officials of State. After an interval of about twenty minutes, the sound of music—but what music it was! We would not have recognized it as such had not our guide volunteered the information—heralded the approach of another squad. This crowd was even worse than the first. It was made up of several hundred foot soldiers, miserably clothed in a coarse, dark-blue uniform, wearing the red fez for head covering. They were really a pitiable looking set. Their marching was in harmony with their appearance. They trotted along like so many sheep, regardless of order, without keeping in line and apparently unconscious of what the music was for.

Next came the Minister of war, with a staff or escort of about thirty men who were richly uniformed and mounted on splendid chargers. Then came the Sultana's body guard, fully a thousand strong,

dressed in a greenish, Turkish-cut uniform, with turbans to match. About twenty buglers and a brass band of forty pieces led them. The buglers had everything their own way when they passed our carriage and were bugling for all that was out. Following this came the Sultana's carriage surrounded by a large crowd of men, women and children. The elegant coupé was drawn by two black Arabian steeds. Inside was seated her majestic Highness, dispensing, according to an old custom, alms to the poor who were following her. Very little could be seen of this distinguished personage, as she had her face closely tied up. The Sultana is not the wife of the Sultan as is generally believed. His mother wears the title and enjoys the honors.

The next thing on the programme was the straggling by of several hundred more miserable soldiers on foot, who looked for all the world as though they were lost. These had scarcely passed before a large troupe of nicely uniformed cavalry appeared upon the scene, followed by a magnificent carriage drawn by two superb horses. Behind came another similar troop of cavalry. The carriage had but two occupants, the Sultan and the Grand Vizier. On account of our favorable position we managed to get a good look at both. The Sultan is not a handsome man by any means, nor is he the picture of health; on the contrary he looked as though the weight of his Sultanic duties pressed heavily upon him. Our guide, who claimed to have his information from an authentic source, stated that the Sultan is a big coward, and is continually trembling in his boots for fear that he will be poisoned or will otherwise meet with a violent death.

Many carriages followed the Sultan's immediate escort, in one of which was seated the Sultan's son and his tutor. The other vehicles contained different officials. Last, but by no means least, came three horses belonging to the Sultan. They were being led to the mosque where his majesty chooses his animal in case he desires to return to his palace on horse-back after the religious services are concluded. These horses, the one snow white and the other two jet black, were the most

beautiful animals I ever laid my eyes upon. If there is such a thing as a perfect horse, judging from appearances, these then were perfect. Of their speed, bottom and other qualities I could not gain any information. Otherwise, however, nothing I ever saw in the shape of horse-flesh can compare with them.

It was two o'clock when we reached the Hotel on our return. At three o'clock, by which time we had partaken of a hearty dinner during which one of the lady guests remarked to one of her gentlemen neighbors at the table: "Oh my! how fast they are serving the courses. They don't give a person time to digest them," (poor thing,) we were again fixed in our flashy turn-out and started for the "Sweet Waters," a most lovely little green and shady valley through which a limpid stream courses, emptying its sweet waters into the Golden Horn. This valley is situated some five miles from Pera. The roads through it are the fashionable drives of Constantinople.

Every Friday and Saturday afternoon, especially on the former day, there is a grand exodus of the beauty and wealth of Constantinople to this locality. When we arrived, there were two long lines of vehicles, carriages and coupés predominating, slowly moving in opposite directions and so close together that the occupants of the opposite vehicles in the different lines could shake hands without leaving their seats. The main attraction were the ladies of the harems, of whom we noticed several hundred. They were being driven up and down in elegant coupés by gaudily liveried coachmen. Of course we immediately joined the procession and critically inspected the Turkish beauties as they passed. The harem ladies have no escorts and are not allowed to tarry in the valley after seven o'clock in the evening.

Of the proverbial beauty and loveliness of the harem women, I did not see much and but few of them, at least in my opinion, would be winners in a beauty show.

But one magnificent coupé carried two ladies who were the observed of all observers and set more than one heart to fluttering. They

were the personification of all that is graceful and lovely. They were certainly the handsomest women I had ever seen. We were informed that they belonged to the harem of one of the high officers of state, who was insanely jealous of them and always managed to be near them when they were out for a ride or drive. They are said to be the most beautiful women in all Turkey. Rumor had it that the poor Sultan was very much smitten with these beauties.

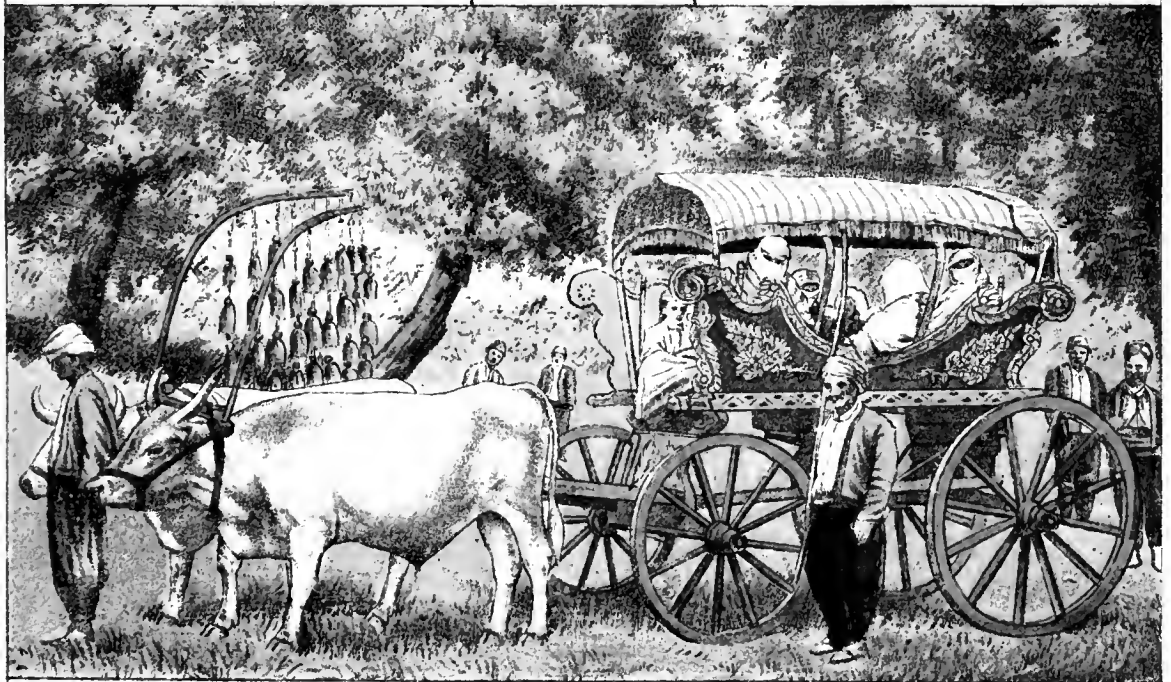
We left Constantinople on the Steamer Flora and after fourteen hours' steaming through the Bosphorus and the Black Sea, landed at the Port of Varna on the Eastern Coast of Bulgaria. From here we went by rail to Rutschuck on the Danube. We crossed the river in a small steamer to Giorgevo, in Roumania. From thence the Oriental Express carried us to Vienna where we arrived forty-nine hours after leaving Constantinople.



TURK AT PRAYER IN SMYRNA

SYRIA

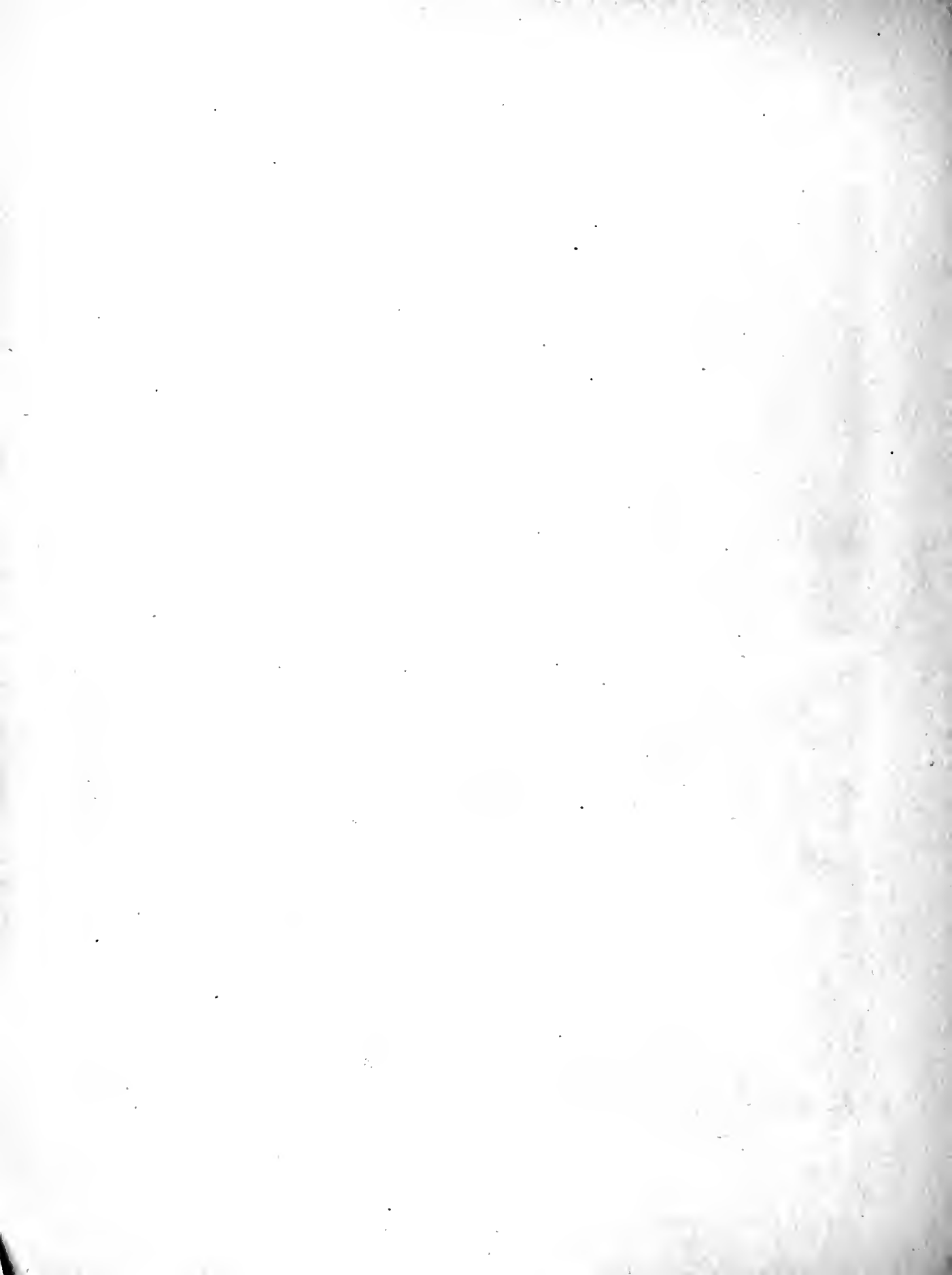
TÜRKISCHER BETER IN SMYRNA



CONVEYANCES IN ASIA MINOR

SYRIA

FAHRGEBEHMHEITEN IN KLEIN ASIEN



CHAPTER XVII.

From Vienna to Cincinnati.



MOVING on in our final tour through Europe, which consumed five weeks, we traveled from Vienna to Munich, from there to Strasburg, and then to Bischweiler in Alsace. In the last-named city we met with the most cordial reception at the hands of the Rinkenberger family, to whom we had letters of introduction from several of the members of that family, who have located in America and are intimate friends of ours. We had originally intended to make our stay two days, but prolonged the visit to six. Every morning there was some new surprise in store for us, each one vying with the others in showing us attentions. Our entertainment could not have been more generous.

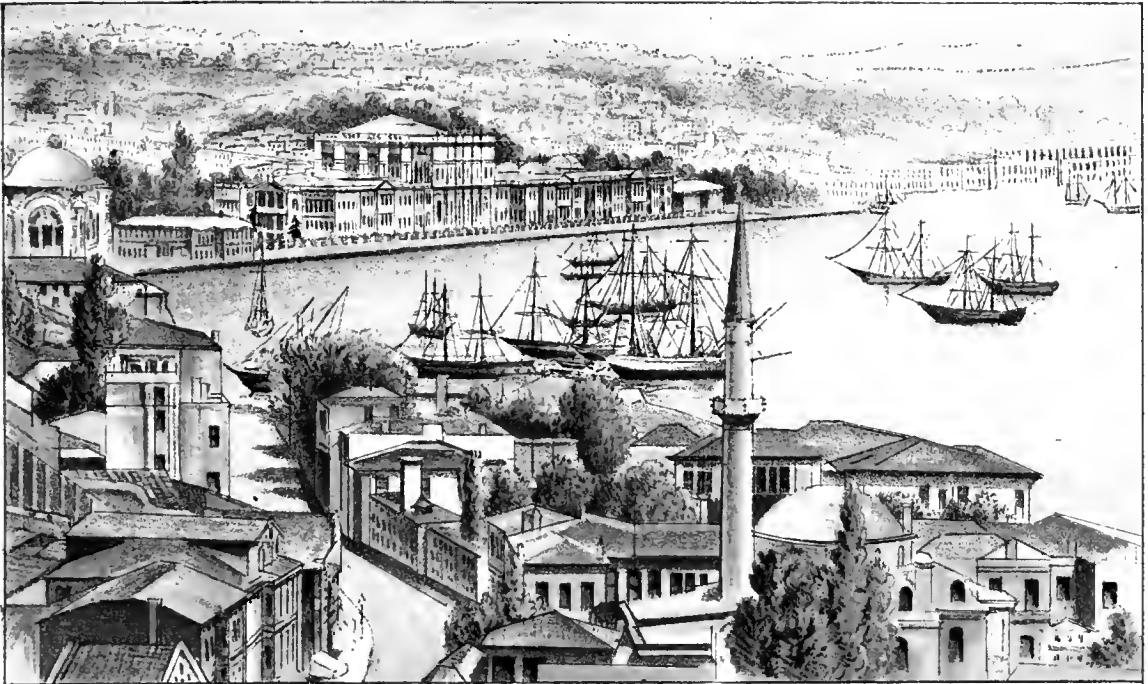
A large hunting-wagon was at our disposal, in which we made delightful excursions into the surrounding country and along the banks of the beautiful and romantic river Rhine. No pains were spared by these friends to make our visit pleasant and they succeeded admirably. It was with no little regret that we bade these kind people farewell and resumed our journey.

From Bischweiler we journeyed to Mayence, from there to Frankfort-on-the-Main, and then back to Mayence again. Almost one whole day, from morning until evening, was spent on the Rhine in reaching Cologne from Mayence. A delightful May day, combined with the famous Rhenish scenery, made the trip one long to be remembered. From Cologne we traveled to Berlin, thence to Dresden, Bayreuth, and Nuremberg. At Nuremberg we spent the time gloriously in the company and under the direction of my dear friends Ferdinand Carl, the proprietor and editor of the "Hopfenzeitung," the official organ of the extensive hop trade of the continent of Europe, P. Marlier, J. Hoffner, and Hans Bauriedel, three successful business men. They had been my most intimate associates during the years 1869, 1870, 1871, when I attended school in that city. This was our first meeting since the fall of 1871. After a separation of fourteen years the re-union was indeed a happy one.

Events and escapades of days gone by were recalled and related to the enjoyment of my traveling companions. Our parting was truly painful, and we all fervently wished for another meeting in the near future.

From Nuremberg our course lay to Stuttgart, Carlsruhe, Strasbourg, Paris, London, and Liverpool. In all cities mentioned we stopped over long enough to obtain a correct idea of their appearance and also to view many of the interesting sights for which they are noted. But so much has been written of these European cities by the hundreds of travelers who yearly visit them, that I deem it wholly unnecessary to enter upon a detailed account, and they are therefore passed with only a mention, so that the continuity of our trip might not be broken.

On June 20th we embarked from Liverpool on the finest and fleetest of all ocean steamers, the so-far invincible "Etruria." A dense fog which we encountered after we had covered about one-half of the distance across the Atlantic in extraordinary fast time, prevented us from making the customary quick passage for which the steamer has



SULTAN'S PALACES

CONSTANTINOPLE

DIE PALÄSTE DES SULTANS



BAZAARS

CONSTANTINOPLE

VERKAUFS BAZAARE

become famous. We steamed into the harbor of New York after the ninth day out. When the custom house officers boarded the steamer they had with them a party of friends from Cincinnati, who had come to New York as a reception committee. They were Messrs. August Wittgenfeld, Frank Tucker, Frank Rattermann, and John Moerlein. Our greeting was warm and hearty; and our feelings at again grasping the hands of old friends, and seeing their familiar faces after such a journey "around the world," can very readily be imagined.

After a short rest in New York we started home on July 1st, at four o'clock in the afternoon, and arrived the following afternoon at the Little Miami depot in Cincinnati, where a host of relatives and friends were on hand to meet us. After the usual handshakings and congratulations we hastened to the sacred family circle, there to discuss and relate our adventures. Thus ended our journey. We had accomplished our task without serious mishap or misfortune, not only benefited physically, but with our minds improved, and altogether well satisfied with the successful ending of our "Trip around the World."

APPENDIX.

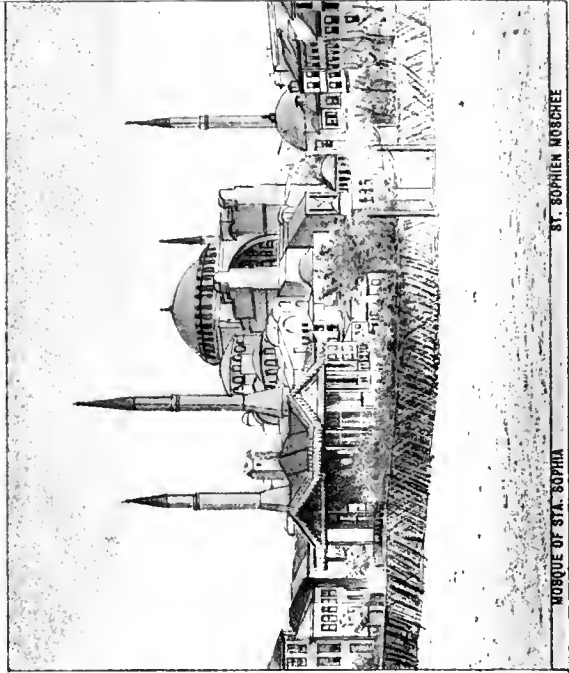
Our Illustrations.

The Hotel Charges.

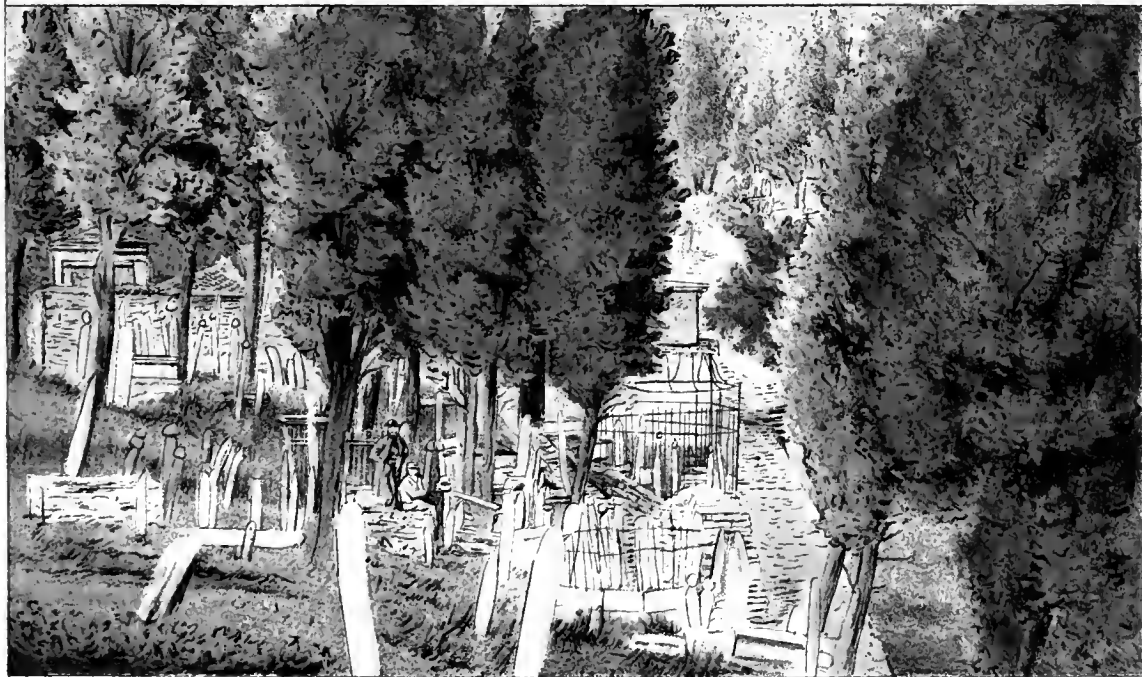
A Table of Distances.



STREET IN PERA



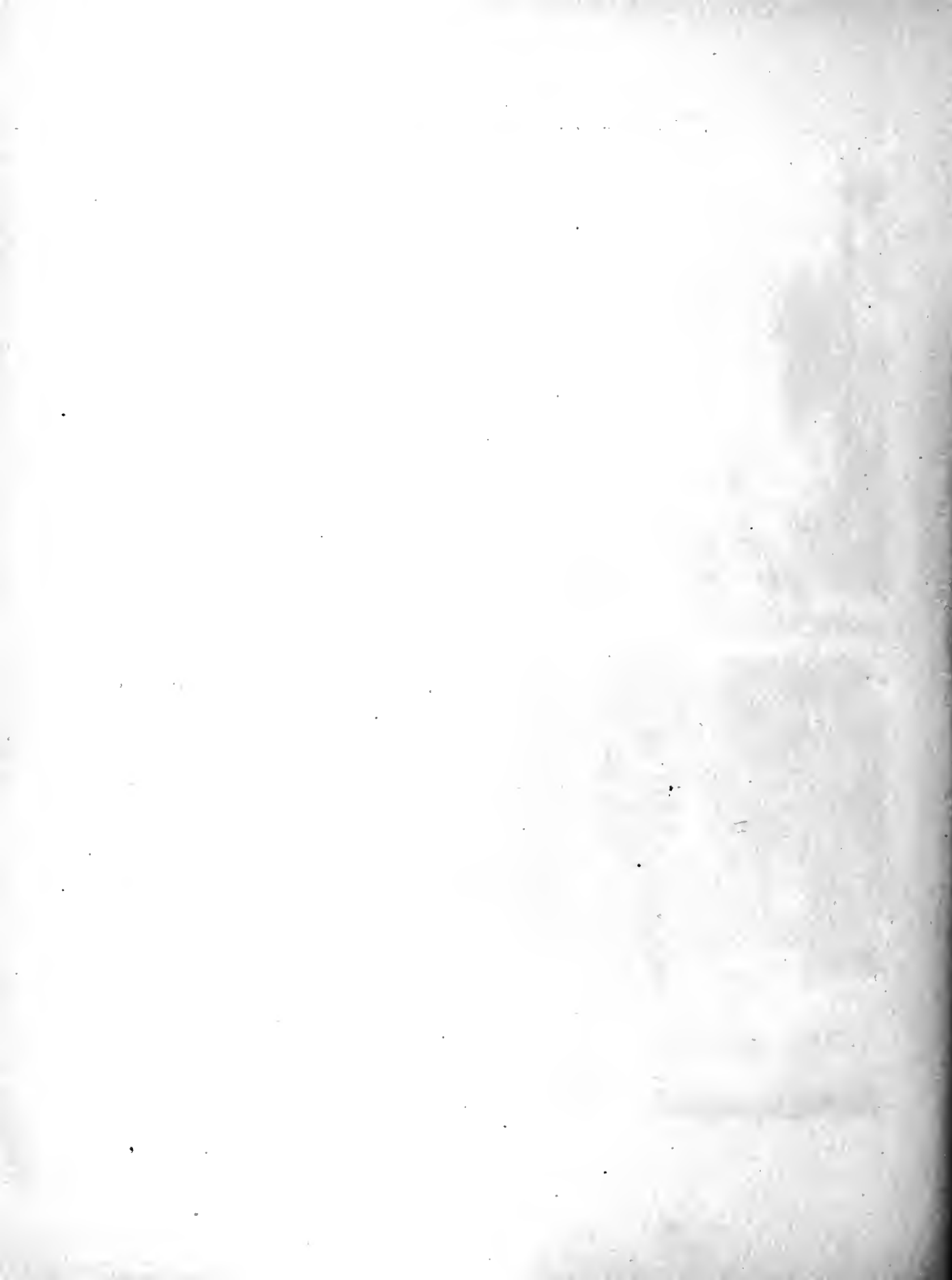
MOSQUE OF ST. SOPHIA



CEMETERY

CONSTANTINOPLE

BEERDIGUNGS PLATZ



◀ Our Pictures. ▶

JAPANESE CURIOSITY-SHOP.

A Japanese curiosity-shop is a sight worth seeing. Filled with curios of all kinds imaginable, one scarcely knows which way to turn or what to buy. Coats of mail, different styles of weapons, bric-a-brac without limit, platters, plates and vases of wood, stone and metal, in fact almost every thing conceivable greets the eye. Buy you must when you once enter, for the attendants will annoy you to death unless you do.

JAPANESE FISH MARKET.

Fish are one of the principal articles of food among the Japanese. The fish stalls are large and well patronized. The illustration shows the buyer, proprietor and a peddler, also a traveling musician who has stopped to rest.

JAPANESE TEA HOUSE.

The picture correctly portrays a Japanese tea house or roadside inn. The front is open while the rear is lattice work. Tea and saki (a liquor distilled from rice) are sold to the passing travelers. A number of the latter can be seen resting on benches. The female figures are those of the attendants.

JAPANESE LADY ASLEEP.

Japanese ladies' manner of sleeping would be rather inconvenient for their American sisters. The head rest is a hollowed, padded block, about three inches wide, so constructed as to fit the neck. The lady reclines as illustrated. This is done to protect the hair, in the dressing of which much time is spent.

JAPANESE WEAVING SILK.

In Japan silk-weaving is almost entirely in the hands of women. Their machinery is very simple and primitive, but the finest and most beautiful patterns imaginable are produced. Their work in this direction is something remarkable.

JAPANESE CHILDREN.

Japanese village children are often found in large groups under the charge of some old grandmother as appears in the illustration. Those in the picture are of all ages and sizes, but their sex can not be distinguished by their dress. Some of the children carry babies on their backs. The different styles of cutting the hair are well illustrated.

FREIGHT TRANSPORTATION IN JAPAN.

Freight is transported in Japan as illustrated in the picture. Very heavy loads, more than enough for one horse, are placed on a dray-like truck which is drawn or shoved by two or three coolies. When too heavily loaded a rope is attached to the truck and thus the wagon is pulled.

JAPANESE JINRIKSHA.

The Jinriksha is rather a simple though peculiar contrivance. As a matter of fact, it is nothing more nor less than a large-sized baby carriage. The one in the picture is occupied by a lady whose husband is walking by her side. They are evidently on a shopping tour.

JAPANESE LADY HAIR-DRESSER.

A Japanese lady hair-dresser will spend almost half a day on one customer's head of hair. These people go around from house to house among the wealthy classes. The picture is that of a lady having her hair dressed while she is watching the operation in a mirror. A thick paste-like substance is used to keep the hair in place.

JAPANESE BARBERS.

Japanese barbers are not far behind their Christian brethren as tonsorial artists. They do their work quickly and well. One inconvenient thing is to compel the customer to hold a dish or basin under the chin, as illustrated. Foreigners, however, are not required to thus assist the barber.

JAPANESE CARPENTER-SHOP.

A Japanese carpenter or cabinet-maker works with his feet as well as his hands. For that reason his bench is very low, being but slightly raised from the ground. When at work, he is mostly seated on the ground.

JAPANESE CLEANING RICE.

In this illustration we find a party of Japanese preparing rice for the table. The rice is dumped into the stone vessel where it is pounded by a man with a simply constructed mallet or hammer. The whole mass is then placed in another vessel in which it is cleaned. A fan is kept revolving between two sticks which continually stir up the grain. Thus the chaff is separated from the rice. This is their method of winnowing.

JAPANESE KITCHEN.

This picture represents a kitchen of one of the wealthy Japanese families. The lower classes have nothing that can be called a kitchen.

The servants are preparing a meal. The cooking utensils are quite rude but serve the purpose for which they were made very well.

JAPANESE GIRL AT THE WELL.

Japanese wells and the methods of operating them are of the most primitive character. The bucket or tub is fastened to a pole, which is raised and lowered by means of a lever-like arrangement. The girl in our illustration is bare-footed and has evidently been washing.

JAPANESE PEDDLER.

A Japanese peddler can carry a pack on his back much larger and many pounds heavier than he is. He deals in everything and is always ready to make a bargain. He travels around from house to house through the rural districts.

JAPANESE WOMAN AND CHILD.

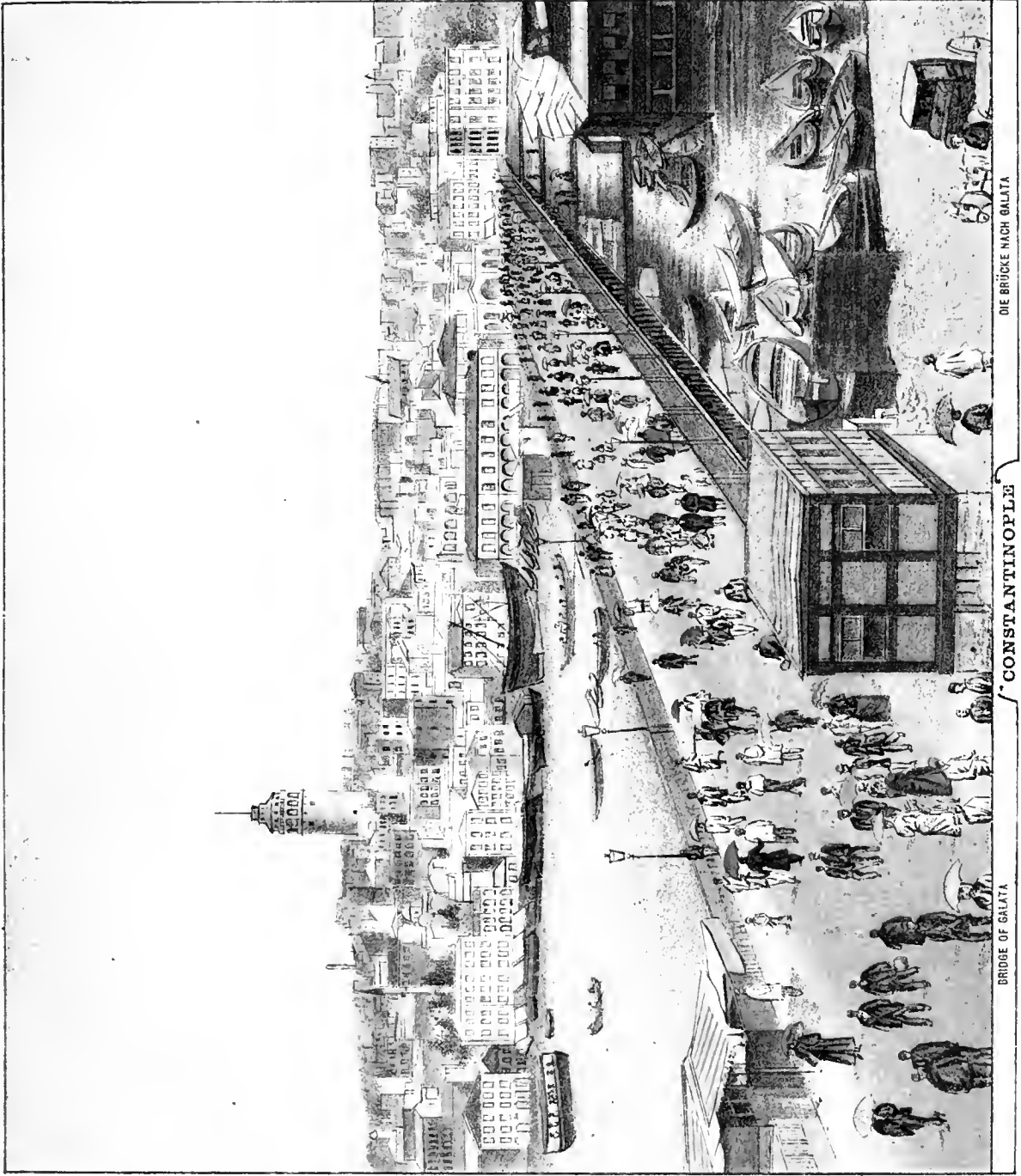
This lady is about making a call for she is in out-door dress. The child is carried on the back, both hands being thrown behind to hold it. Japanese women take more than ordinary care of their children.

JAPANESE BEAUTY.

Many of the Japanese females are indeed beautiful. The portrait is that of a belle, richly attired in silks. Her hair is fashionably put up according to their idea of style, and decorated with ornaments. These latter are sometimes very costly, being made of gold, and set with precious stones.

JAPANESE LADIES IN FULL DRESS.

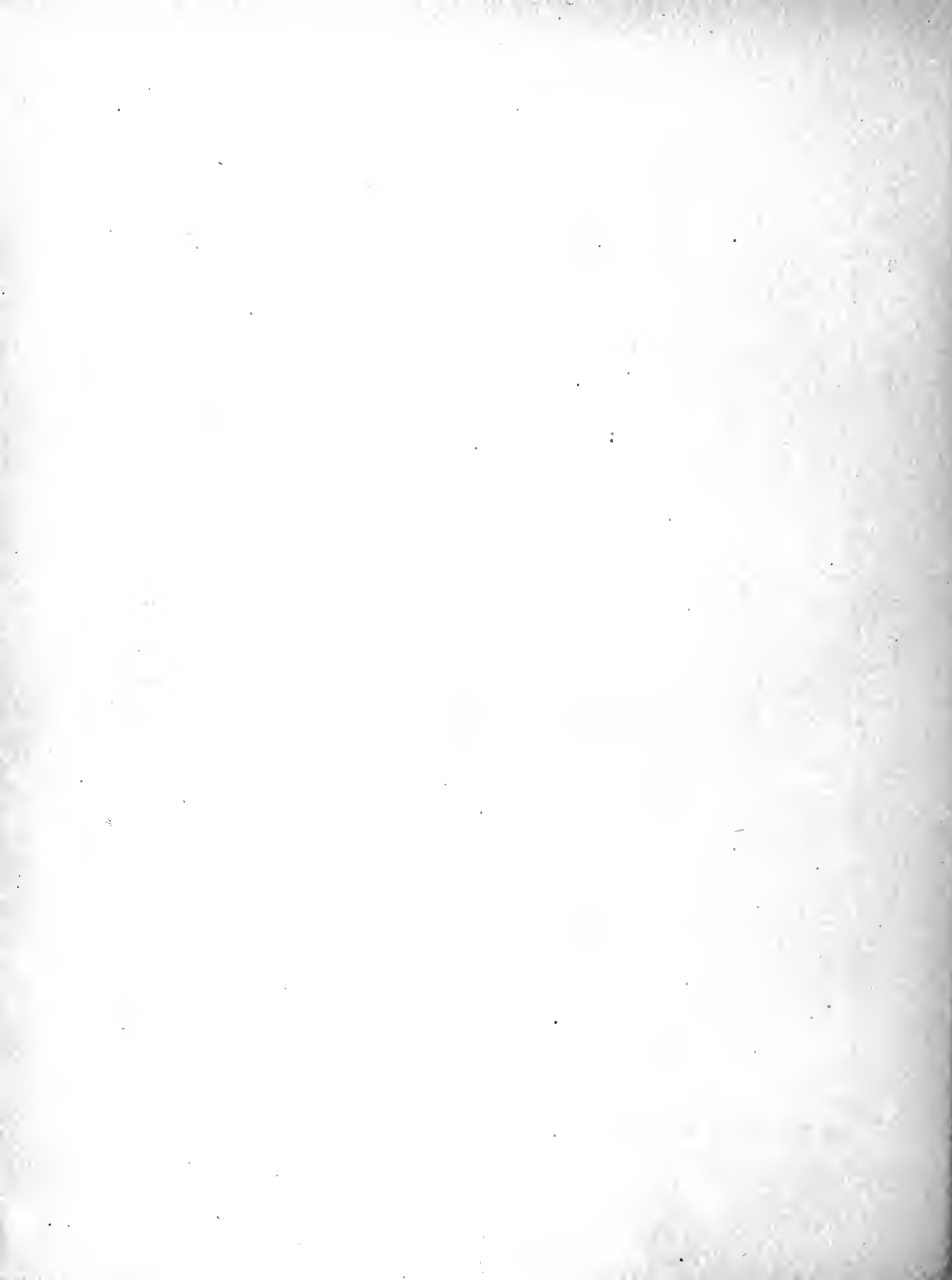
Japanese ladies in full dress present a novel and interesting sight. They are literally smothered in silks that would make any American belle sick with envy. The heads are decorated with fans,



DIE BRÜCKE NACH GALATA

CONSTANTINOPLE

BRIDGE OF GALATA



combs, and different ornaments, many of which are of gold and silver, studded with precious stones. The ladies in our illustration are from the wealthy class.

JAPANESE PEASANT GIRLS.

Peasant girls in Japan are just as ambitious to make an impression as their more fortunate and wealthy sisters. Especially on holidays do they exert themselves. Then they are just as flashily, though not as expensively attired as the wealthier ladies. The illustration represents a group of peasant girls in such costumes.

JAPANESE TEMPLE.

This temple is situated near Tokio and is a good illustration of Japanese worshiping places. Like nearly all public or religious buildings, it is very fantastically designed. The decorations and ornamentations both inside and outside are very costly ; some of them being of solid gold.

DAIBUTZ.

Daibutz, an immense figure almost 50 feet high, is located near Yokohama. It is supposed to be one of the Gods and is said to be very ancient—many centuries old. It is one of the greatest of Japanese curiosities.

PARK IN TOKIO.

This is a view of one of the drives through a public park. On either side grow huge trees so closely together as to almost entirely shut out the sun's rays. The building in the distance is a sort of shelter house for the accommodation of visitors.

FUSIYAMA.

Fusiyama, the Holy Mountain, is an extinct volcano and can be seen distinctly from Yokohama. It is held in great reverence by the

natives. It is supposed to once have been the abiding place of one or more of their deities.

PAPENBERG ISLAND.

Papenberg Island in the harbor of Nagasaki was the scene of the terrible massacre of Christian missionaries and native converts during the sixteenth century. The harbor and city are beyond the island, the illustration being a view from the sea.

NATIVE QUARTER AT YOKOHAMA.

The illustration represents the native quarter of Yokohama as it appeared on New Year's night, gayly decorated and illuminated for the celebration of that great holiday. The houses and shops were hung with lanterns of all sizes and colors, decorated with bright papers and streamers and festooned with flags of all kinds. Many of the streets are of good width, though a number of them are scarcely passable.

EUROPEAN QUARTER AT YOKOHAMA.

The European quarter of Yokohama is attractively built and laid out. The streets are wide and the buildings are substantial. Great attention is paid to these thoroughfares in regard to cleanliness. In many instances residences are surrounded by magnificent shade trees.

CHINESE AT DINNER.

Knives and forks are never used by the Chinese. Two small wood-sticks are exclusively employed in conveying the food from the dishes to the mouth. This group of chinamen is busily engaged in transferring the large platter of rice to their stomachs.

CHINESE LADIES AND CHILD.

The ladies look rather clumsy and anything but graceful in the dress they wear. The style in which they put up their hair is not according to the latest European fashion. The little child looks interesting.

STREET IN HONG KONG.

The streets of Hong Kong are wider, cleaner and in better condition than those of Shanghai. The buildings too are larger and more substantial. The picture is a fair illustration of what the streets are. There are no sidewalks, and each side of the street is one continuous line of stores, in all of which are a lot of jabbering Chinese. Jinrikshas are waiting for patrons like a hawk for prey.

GARDEN IN HONG KONG.

This is a public garden under the management of English officials. In point of attractive situation, choice flowers and decorative vegetation it ranks with any garden in the world. It is splendidly kept and well patronized.

INTERIOR OF TEMPLE (SHANGHAI).

The interior of a Chinese Temple is indeed interesting and a study. On each side of the building are arranged a lot of idols of all sizes and shapes. The material they are constructed of is generally stone or wood. Before each figure is an urn into some of which the faithful drop their offering, while in others they keep up everlasting fires in honor of departed greatness. In the center, raised on a pedestal, is God Buddha himself.

CONVEYANCES IN CHINA.

The two popular styles of conveyance in China are the Jinriksha and the Sedan Chair. The 'Riksha is a cart-like vehicle drawn by a coolie, while the Sedan Chair is carried by two coolies. Both are correctly represented in the illustration.

SCENE IN SINGAPORE.

In the morning at sunrise, in the Chinese portion of Singapore, the scene is a very gay one. Hundreds of small craft, mostly fishing

boats and small lighters, covered with awning-like tops of all conceivable shapes, materials and colors can be seen. The houses are of the better class; the one in the background being especially of large dimensions.

CHINESE TEMPLE AT SINGAPORE.

This is the most prominent temple of the Celestials on the island. It has a splendid location on a part of ground overlooking the city and is a fine specimen of Chinese architecture. The decoration and ornamentation are exceedingly fine and very costly. The interior is filled with Buddhist idols.

POLICE STATION (SINGAPORE).

This station is situated in the suburbs of Singapore, directly opposite a beautiful grove of palm trees. In this particular district the English soldiery perform police duties.

COCOANUT GROVE (SINGAPORE).

This scene gives only a slight idea of the luxuriance of tropical vegetation. The cocoanut tree especially flourishes here in all its glory and usefulness. Everywhere in Singapore island large groves of these particular palm-trees are encountered.

MALAY VILLAGE.

The houses are frail structures mostly of bamboo and covered with palm- or other leaves. The interior of these native houses, or rather huts, are not furnished with special apartments intended for kitchen, dining, parlor, or sleeping purposes. All of these are combined in one room and that generally of very limited dimensions. The Malay mother always carries her child in front of her, occasionally a little to one side or the other and she appears to be very affectionate.



PALACE SERVANT

PALAST DIENER



HOWLING DERVISH

HEULENDER DERWISCH

CONSTANTINOPLE



BULGARIAN

BULGARE



SYRIAN ARAB

ARABER VON SYRIEN

CONSTANTINOPLE



TALIPAT OR FAN PALM.

This picture was photographed near Batavia, on the island of Java, and is natural even to colors. The plant or tree is indigenous to the East Indian tropics. It often grows to an enormous size, the leaves reaching twenty to thirty feet.

A SCENE IN BATAVIA.

Batavia, on the island of Java, is a beautiful spot. The view selected is that of a street through the Hotel quarter. On either side of the road, setting far back, are palatial residences facing the most invitingly arranged parks man ever planned. The illustration but poorly pictures the scene. It must be beheld to be appreciated.

SCENE IN CEYLON.

A tropical landscape with native houses, and a number of trees peculiar to this climate. The palm trees, as usual, predominate. This picture represents a scene on a country road in the neighborhood of Colombo.

PICKING COCOANUTS IN CEYLON.

It is no uncommon thing to see a native climbing up one of the cocoanut trees, so plentiful in these climes, for the purpose of picking the nuts. These natives are active and will rob a tree of its fruit in a very short time.

SINGHALESE GIRL.

SINGHALESE MAN.

These are fine representatives of their race. They are supposed to be the original inhabitants of Ceylon, and at present make up fully three-fifths of the whole population of the island.

The Singhalese men all wear the horse-shoe comb in their heavy black hair, which makes them look decidedly effeminate.

CEYLON STAMP-VENDER.

He is generally a half-breed and considers himself of the very greatest importance. In his curious dress, the style of which is exclusively his own, he presents quite an attractive appearance.

RAILROAD TO KANDY, CEYLON.

This gives a glimpse of mountain scenery along the railroad from Columbo to Kandy. When nearing Kandy the road winds its way up the mountain sides as can be seen in this illustration.

BATHING IN THE GANGES AT BENARES.

This scene is characteristic of the Hindoo religion, which demands that all true believers bathe themselves or at least wash their entire bodies every day before they are allowed to eat a morsel of food. Thousands upon thousands swarm to the river from early morn until late at night.

GRAND MOSQUE AT DELHI.

This is the largest and one of finest mosques in India. It covers a large area of ground and with its domes and minarets is considered a model of oriental architecture.

THE RAJAH'S ELEPHANT.

This is a representation of a fine specimen of the Indian elephant. On state or festive occasions he is always caparisoned in this elaborate style.

VIEW OF CALCUTTA.

Calcutta received its name—"The City of Palaces"—from this combination of buildings. In the fore-ground is the Government house, the residence of the Viceroy of India. The building with the dome in the back-ground is the Post Office. The other structures are all occu-

pied by the different departments of government. The road in the immediate front is the famous drive.

MEMORAL WELL AT CAWNPORE.

On the plain of Cawnpore, marble walls enclose the well in which the bodies of so many Christians were thrown during the mutiny of 1857. Immediately over the well stands the marble figure of an angel having in her arms palm leaves. The inscription reads: "Sacred to the perpetual memory of a great company of Christian people, chiefly women and children, who, near this spot, were cruelly massacred by the followers of the rebel Nana Dhoondopunt of Bithoor and east, the dying with the dead, into the well below, on the fifteenth day of July 1857."

THE TAJ AT AGRA, VIEW FROM THE GARDEN.

This is said to be one of the grandest buildings in the world. In fact it is generally conceded to be the grandest. Twenty thousand men were engaged twenty-two years in erecting it, and it is said to have cost \$15,000,000. To-day it could not be built for \$50,000,000. "It is a dream in marble," says a renowned traveler in his description. The gardens in the fore-ground contain the most luxurious vegetation, and are splendidly kept under the able management of a superintendent appointed by the English Government.

THE TAJ, FULL VIEW.

This is the appearance of the wonderful Taj from the river Jumna side. The buildings on either side are the two mosques. The garden is on the other side in front of the Taj.

GRAND GATE TO THE TAJ.

The Grand Gate is a magnificent structure. The workmanship is exquisite as is also the architectural design. This is the grand or principle entrance to the gardens.

HIMALAYA MOUNTAINS, FROM DARJEELING.

It is only possible to give a faint idea of the grandeur and sublimity of these the mightiest of mountains. This view was taken near Darjeeling, and is the most striking and desirable that could be obtained.

RAILROAD UP THE HIMALAYAS.

This is one of the greatest feats of railroad engineering ever accomplished anywhere. The zigzag manner of construction which undoubtedly required great skill will be observed. The building of the retaining walls cost an immense sum of money.

READY FOR CREMATION IN INDIA.

The Hindoos, as a general thing, burn all their dead. This is an illustration of a body laid out on a stretcher, ready to be taken to the place of cremation.

GOING TO THE TEMPLE.

The devout Hindoo visits his temple daily, offering prayers and sacrifices to the numerous Gods he worships. In our picture at the right-hand corner one of his idols can be seen, presumably a stone image of one of the sacred bulls. Many of the temples, especially those at Benares, are constantly filled with devotees.

PUBLIC GARDENS AND ESPLANADE HOTEL.

The Esplanade Hotel is probably the most popular and best patronized in the East. The location is delightful. It faces the public gardens, which, as can be seen, are grand. Around the gardens there is an elegant drive which is frequented by the elite of the city of Bombay every evening.

SAILORS HOME.

At Bombay, the English Government sustains a large Sailors' Home which is conducted on an extensive scale. It is open to all



TURKISH BEAUTY

EINE TÜRKISCHE SCHÖNHEIT



ARMENIAN WOMAN

FRAU VON ARMENIEN

CONSTANTINOPLE



TURKISH SERVANTS

TURKISCHE DIENER



TURKISH LADIES AT HOME

TURKISCHE DAMEN ZU HAUSE

CONSTANTINOPLE



English sailors in case of sickness or disability from sickness, accident or old age.

PUBLIC WORKS BUILDING.

Hardly a city in the world has a finer Public Building than Bombay. All the public offices are located here together. The building is situated in the center of a large open square.

COTTON MARKET.

Bombay's cotton trade is very large. The cotton ground in that locality is of a very superior quality. A large part of the trade is controlled by the Parsees, some of whom can be seen in the illustration. But there are also some few English interested in this business.

BUDDHIST PRIEST.

A NAUTCH GIRL.

WAITER IN CALCUTTA.

BRAHMIN, HIGH CASTE HINDOO.

DANCING GIRLS.

WATER CARRIER.

These are all life-like representations of East Indian characters. The Buddhist Priest is engaged in prayer. It can not be said that his outward appearance is very inviting.

The Nautch girls and the dancing girls are met with everywhere in India. As a general thing they are very pretty and dress rather fantastically. The decoration of their noses with jewelry, mostly of the cheap kind, disfigures them.

The Waiter in Calcutta can be found at the Great Eastern Hotel. He presents a very attractive appearance in this, the regulation uniform.

The young Brahmin, a member of the highest Hindoo caste, is very particular as to the fineness and whiteness of his linen, and the

brightness of the stripes with which he decorates his arms and body. A Brahmin is not necessarily a priest, but is allowed to ply any vocation.

The Water-carrier handles the goat-skin in which he carries his water very dexterously, and when sprinkling the streets of Calcutta, he distributes the water from the mouth of the skin-bag that he carries as easily as it can be done with a regular sprinkling-cart.

A NAUTCH DANCE.

Groups of this class of entertainers in India travel in bands from place to place, like the wrestlers in Japan, giving exhibitions in every town and village.

EAST INDIA DRY GOODS STORE.

These stores are merely stalls, seldom more than from eight to ten feet in width, with even a less depth. The purchaser buys his goods direct from the street on the plan of our fruit-stands.

EAST INDIA CONVEYANCE.

Two bullocks are generally hitched to a cart-like vehicle which is provided with a canvas-top to protect the occupants from the scorching rays of the Indian sun. Some of these conveyances, especially those at Delhi, are built in the most elaborate style. The bullocks are for the most-part pure white in color, and the very finest of their species.

INDIA JUGGLERS.

The Jugglers in India are generally snake-charmers also. The small round baskets in the left corner of the picture contain the snakes. The little boy is playing on an instrument, peculiar to that country, from which he succeeds in producing the most screeching tones, while the elder one is showing his skill in the performance of a number of jugglers tricks. They display great dexterity and cunning.

GEORGE MOERLEIN AND PARTY IN INDIA.

The original of this picture was taken at Bombay upon our arrival there after having completed our East Indian tour.

The central figure is John F. Leidlein; to the right of the picture is Charles Cramer seated comfortably on a ledge of rock; standing to the left is the author, and in the rear Razoo, our guide, armed with a gigantic palm-fan and the indispensable canteen.

FOUNTAIN OF MOSES.

On the East side of the Red Sea, a short distance inland, is situated the Fountain of Moses. This is an Oasis in the desert directly opposite Suez. There are many cool wells here and great shade-trees and dense shrubbery, making it a desirable stopping place for the Caravans which always halt here while en route to and from Arabia.

BAZAAR IN ALEXANDRIA.

This part of Alexandria, like that of Cairo, retains its true oriental character. In the march of civilization mostly all oriental cities have partly or altogether thrown off their ancient garb, and adopted the styles and features of the commonplace European cities. It appears that the day is not far distant when we will seek in vain for traces even of the once so charming oriental scenes.

ASCENDING THE PYRAMIDS.

In ascending the Great Pyramid the traveler receives the assistance of three natives, two of whom go before him from layer to layer, pulling him by the hands, while the third stays on the same layer and pushes. It will be noticed that the sides of the Great Pyramid are not smooth as is generally supposed. The former smooth outer layer was taken off and the stones used in building up Cairo. The square opening in front is the entrance to the interior.

DANCING DERVISHES.

They are a Mohammedan sect, who number among their disciples men in all stations of life. When practicing their religion they dress in this odd style, and will for hours go through a series of motions with their hands, feet and head, contorting their bodies into almost every conceivable shape, and repeat in a sing-song style various parts of the Koran hundreds and hundreds of times. The exercises they keep up until they are exhausted. They have no objections to strangers being present.

FELLAH WOMEN.

This costume, with a black or colored veil, is worn by all Egyptian women with the exception of mendicants, who wear anything they can get hold of. This illustrates a group of Egyptian peasants and the curious fashion in which the mother carries the young offspring.

SNAKE CHARMERS.

Snake charmers are not as numerous in Egypt as they are in India. But they are occasionally met within the streets of the cities and towns, and always attract a crowd of lookers-on. They handle the snakes with great freedom, but take great care not to be bitten. It is believed that the poisonous fangs are always extracted and that the snakes are therefore harmless.

SPHINX AND PYRAMIDS.

The sphinx is only a short distance from the pyramids. The head and a small part of the body is all that is visible of this almost prehistoric relic, the balance being covered by the desert sands.

MEHEMET ALI'S MOSQUE AT CAIRO.

This is the most magnificent mosque in Egypt. From its elevated position a splendid view of Cairo can be obtained. In the foreground is an Egyptian cemetery with its curious tombs.



TURKISH ARMY OFFICER

TÜRKISCHER ARMEE OFFIZIER

CONSTANTINOPLE



TURKISH BEGGAR

TÜRKISCHER BETTLER



TURKISH SCISSORS GRINDER

TÜRKISCHER SCHEERENSCHLEIFER

CONSTANTINOPLE



GYPSY GIRL

ZIGUNER MÄDCHEN

PORT SAID AND THE SUEZ CANAL.

The course of the canal can easily be traced into the desert. The ships lying here at anchor have either just come out of the canal or are waiting to enter it. The large steamer in the fore-ground is one of England's great men-of-war. The view of Port Said with the canal in the distance is a very interesting one. Port Said has the reputation of being the worst city in the world.

RETURN OF THE CARAVAN.

Having exchanged their goods in Cairo the Caravan is again returning to Arabia, crossing the Suez canal on a pontoon bridge. Sometimes hundreds of camels can be seen in one continuous line, forming quite a respectable procession.

THE WIFE OF THE KHEDIVE.

We acquired this picture from a dealer in Cairo who guaranteed, that it was a true likeness of the Khedive's wife. Be this as it may, everybody must admit that it represents a charming creature. She is endowed with beauty, such as is rarely met with even in the Orient.

TRAVELING FELLAHS.

These are Egyptian country people or farmers. The indispensable driver is always prepared to urge the donkey along, either by goading him with his stick, pushing him forward or by twisting his tail. Of the lady riding the donkey little can be seen, but she is evidently of the better class of peasant women.

AT THE WELL IN CAIRO.

Sights of this kind are met with frequently in Egypt. At this well some people are washing themselves, others are engaged in drawing water from it, while the young Egyptian is enjoying a quiet nap.

EXTERIOR OF CHRIST'S TOMB IN JERUSALEM.

INTERIOR OF CHRIST'S TOMB IN JERUSALEM.

The decoration and ornamentation are most elaborate and costly. The appearance of the whole is sublime. In the interior, in the foreground, is the tomb proper where are supposed to lie the Savior's remains, directly back of which a pilgrim is offering his prayers.

Greek-Christian Priests and Monks, mostly Russians, are in constant attendance. Several of them can easily be distinguished in their priestly garb, and their patriarchial beards.

MOHAMMEDAN HOME IN JERUSALEM.

The Turk and his wife are sitting or rather squatting on a rug before their little table. From the expression in their faces one would imagine that they were not in the most cheerful mood. They are about to take their meal.

JEWS WAILING PLACE IN JERUSALEM.

Daily large numbers of the devout Israelites can be seen here wailing over the destruction of Solomon's temple. The wall shown on this picture is believed to be a part of the great temple.

BEYROUT AND THE MOUNTAINS OF LEBANON.

The beautiful harbor to the left and the renowned mountains in the back-ground are prominent. The location of the city is delightful. It is a great resort for invalids. Many of the houses have flat roofs to which the inmates repair in the evening and at night to enjoy the cool breeze from the bay.

TURK AT PRAYER.

The Turk always prays on his knees with his face toward Mecca in Arabia and always removes his shoes. While thus performing his religious duties he kisses the floor a great number of times.

CONVEYANCES IN ASIA MINOR.

Vehicles of this description loaded with Turkish beauties, and always under escort are common scenes in the Orient. The finest turnout of this kind we saw at Smyrna. It was elaborately decorated and drawn by two fine bullocks. Of the females who occupied it we could only see the eyes.

THE SULTAN'S PALACES ON THE BOSPHORUS.

The palaces shown here are the principal ones on the Bosphorus. They are large and elegant structures. The small dome-like building in the left-hand corner represents the private mosque of the Sultan, to which he goes every Friday, about noon, in grand procession to worship.

THE BAZAARS OF CONSTANTINOPLE.

The low building in the fore-ground covered with small domes is the great bazaar. The light in its vault-like interior is very dim, which undoubtedly works beneficially for the seller, but to great disadvantage for the buyer. The bazaar is situated in the center of Stamboul, on the Southern shore of the Golden Horn. Stamboul is the Turkish quarter and occupies an extensive territory. A good idea of its appearance can be obtained from this illustration.

MOSQUE OF SAINT SOPHIA.

Saint Sophia ranks among the mosques as the largest and finest in the world. It is an imposing edifice and is daily visited by thousands. The immediate surroundings are anything but attractive. The houses are small and in some instances dilapidated, making the approaches very uninviting.

STREET IN PERA.

The streets in Pera, one of the quarters of Constantinople, are good. The houses on either side of the thorough-fare, which is the

subject of our illustration, are all well built and mostly of modern architecture.

CEMETERY IN CONSTANTINOPLE.

Mohammedans are not much concerned about their burying grounds. They are terribly neglected, and interesting only because of their disorder. While there are in some instances family lots the graves generally are scattered about without regard to system. The stones marking the resting places of the dead partake of this same disarray and are strikingly odd in design and shape.

BRIDGE OF GALATA.

This bridge is a wooden structure across the Golden Horn and connects Stamboul and Galata, both suburbs of Constantinople. It is but slightly elevated above the water. In the center there is a draw to allow the passage of large sized boats. The travel on this bridge during the day is immense. Our view is taken from the Stamboul end of the bridge with Galata and Pera in the distance. The large tower to the left is the Fire Tower.

TURKISH PALACE SERVANT.

At the Sultan's parade in Constantinople we saw a large number of these servants, dressed in long Prince Albert coats with black-cloth pantaloons, highly polished shoes, and wearing a red fez. In walking along the streets it appeared as if it were their sole object to impress everybody, who chanced to look at them, with an idea of their great importance. They are all full-blood Africans with very dark complexions and tall and well proportioned.

HOWLING DERVISHES.

They belong to a fanatic sect of Mohammedans. They dress in the style indicated, and howl, jump and gesticulate in the most disgusting manner, when performing their religious services.

A BULGARIAN.

He is one of the race of sturdy mountaineers who inhabit their fine country to the North of Roumelia, to the South of Roumania and to the West of Servia. He is a fine specimen of manhood, bold and fearless, and an excellent soldier in battle.

SYRIAN ARAB.

Our Arabian Sheik, who accompanied us to the Dead Sea and the Jordan river, was dressed in this fantastic but at the same time romantic costume. In the valley of the Jordan river, in the immediate vicinity of Jericho, many of them live with their families in tents covered with striped black and dirty white material, herding their sheep and cattle. Large numbers also inhabit certain sections in Syria.

TURKISH BEAUTY.

TURKISH SERVANTS.

ARMENIAN WOMEN.

TURKISH WOMEN AT HOME.

Our Turkish beauty, despite the veil, discloses a pair of the most lovely eyes, as well as an expression of countenance beaming with kindness. She can occasionally be seen in her elegant coupé, riding through the streets of Constantinople or the "Sweet Waters." She is always the observed of all observers.

The Turkish servants wear no veils and when accompanying their mistresses are always clad as illustrated.

The Armenian woman with her rich and luxuriant black tresses, sparkling black eyes and fair complexion is decidedly attractive. When at home she is usually clad in a wrapper which gives her a clumsy appearance.

The ladies' apartments of a wealthy Turk's home, are furnished with all that is comfortable and in the most elegant style. The ladies

are always richly attired and wile away the weary hours in drinking coffee, and smoking pipes or cigarettes.

TURKISH ARMY OFFICER.

TURKISH BEGGAR.

TURKISH SCISSORS-GRINDER.

GYPSY GIRL.

In the streets of the Turkish Capital the traveler soon becomes familiar with these characters. The officers and soldiers, in the style of their uniform, closely resemble those of the other European countries, with the exception of the covering for the head. The red fez which is worn in nearly all cases is the only distinguishing feature between them and the soldiers in other parts of Europe.

The beggar woman and child, the scissors-grinder and the gypsy girl are met with everywhere in Constantinople.

MAP OF THE TRIP AROUND THE WORLD.

The red line indicates the exact route taken by the tourists.



ERRATUM.

The bottom illustration, on the same plate with the "Rajah's Elephant," has by mistake been inscribed "The Taj at Agra." It should read "The Grand Mosque at Delhi."

→ Hotel Charges. ←

The Hotel charges in the Eastern countries are on the whole more reasonable than the American rates. The accommodations are in some instances not quite as good, but the Houses must be ranked first-class. Frequently the guests are compelled to hire their own servants which at the most amounts to little. In order to give a general idea as to Hotel rates, we will mention the prices of the principal houses in the different countries :

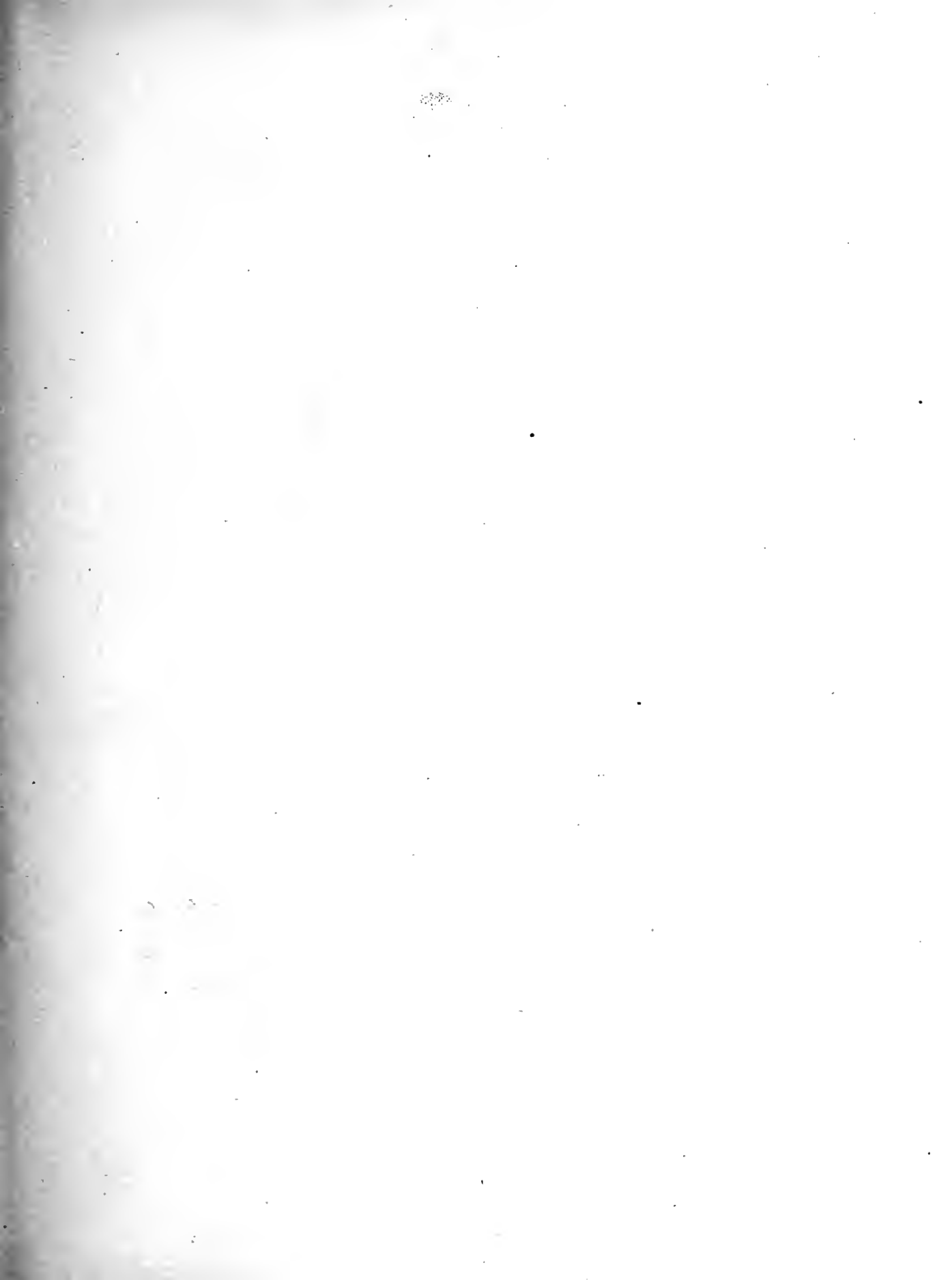
| | |
|---|-----------------|
| Grand Hotel, Yokohama, Japan, | \$3 50 per day. |
| Astor House, Shanghai, China, | 3 00 " |
| Victoria Hotel, Hong Kong, China, | 3 00 " |
| Hotel de l' Europe, Singapore, | 3 00 " |
| Hotel der Nederlanden, Batavia, Java, | 2 50 " |
| New Oriental Hotel, Colombo, Ceylon, | 2 40 " |
| Great Eastern Hotel, Calcutta, India, | 2 40 " |
| Woodlands Hotel, Darjeeling, India, | 2 40 " |
| Clark's Hotel, Benares, India, | 2 00 " |
| Laurie's Hotel, Agrá, India, | 2 00 " |
| Kellner's Hotel, Delhi, India, | 2 00 " |
| Esplanade Hotel, Bombay, India, | 2 00 " |
| Suez Hotel, Suez, Egypt, | 3 00 " |
| Shepherd's Hotel, Cairo, (Breakfast extra), | 2 00 " |
| Hotel Abbat, Alexandria, Egypt, | 3 00 " |
| Howard's Hotel, Jaffa, Palestine, | 2 00 " |
| Hotel Feil, Jerusalem, Palestine, | 2 00 " |
| Hotel D'Angleterre, Constantinople, Turkey, | 4 00 " |

✻ Distances Traveled. ✻

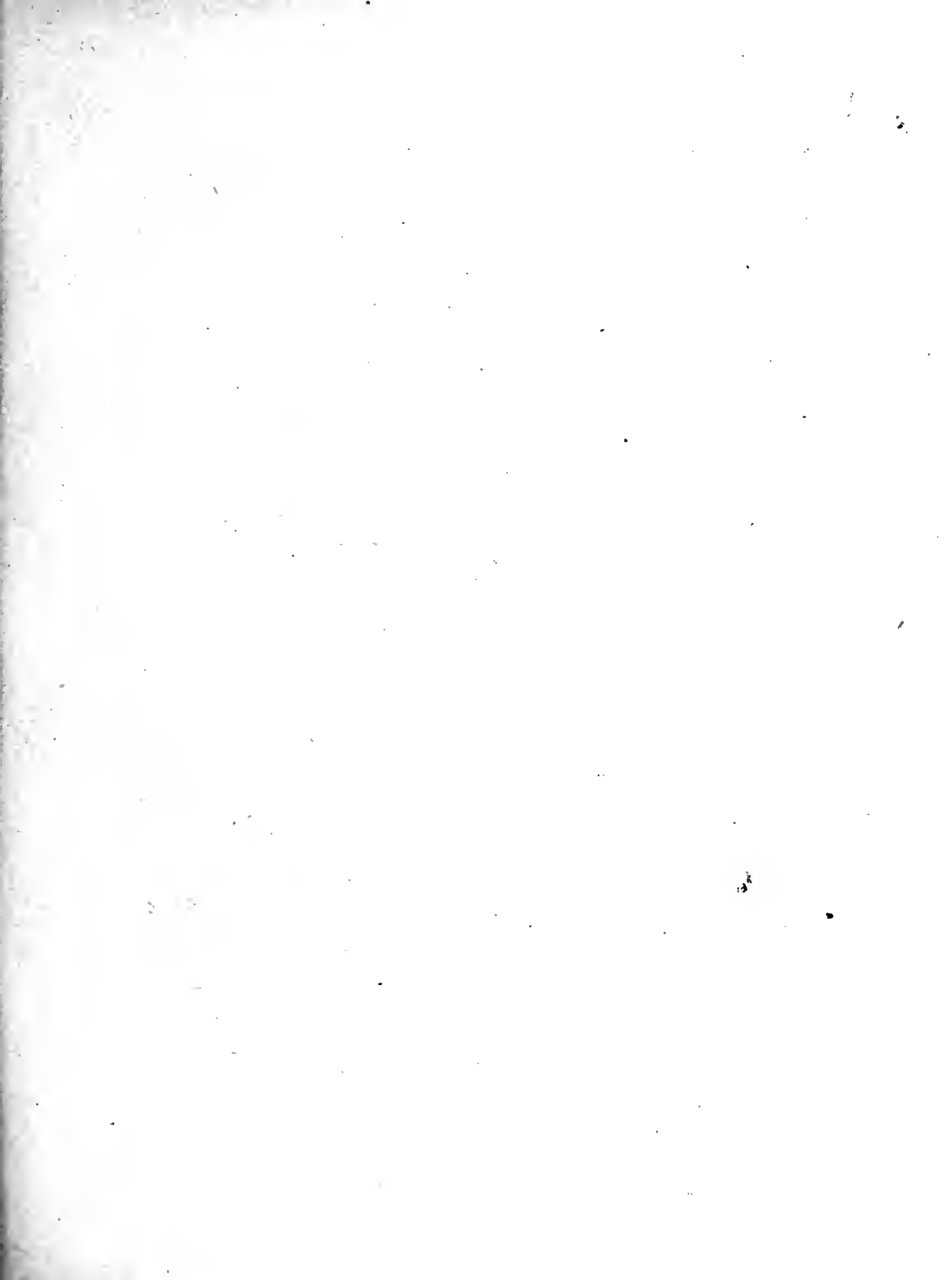
| | English Miles. |
|--|-------------------|
| From Cincinnati to St. Louis, by Railroad, | 341 |
| “ St. Louis to Kansas City, “ | 297 |
| “ Kansas City to Denver, “ | 639 |
| “ Denver to Cheyenne, “ | 106 |
| “ Cheyenne to Ogden, “ | 516 |
| “ Ogden to Salt Lake City and return to Ogden, by Rail, | 74 |
| “ Ogden to San Francisco, by Railroad, | 895 |
| “ San Francisco to Los Angeles and return to San Francisco, | 964 |
| “ San Francisco to Yokohama, Japan, by steamer, 4955 ^{Nautical} Miles - | 5740 |
| “ Yokohama to Tokio and return, by railroad, | 36 |
| “ Yokohama to Hiogo, Japan, by steamer, 348 “ - | 403 |
| “ Hiogo to Nagasaki, Japan, “ “ 390 “ - | 451 |
| “ Nagasaki to Shanghai, China, “ “ 469 “ - | 541 |
| “ Shanghai to Hong Kong, China, “ “ 860 “ - | 996 |
| “ Hong Kong to Canton and return, “ “ 160 “ - | 185 |
| “ Hong Kong to Macao and return, “ “ 60 “ - | 69 |
| “ Hong Kong to Singapore, “ “ 1450 “ - | 1679 |
| “ Singapore to Batavia and return, “ “ 1140 “ - | 1320 |
| “ Batavia to Buitenzorg and return, by railroad, | 80 |
| “ Singapore to Colombo, Ceylon, by steamer, 1770 “ - | 2050 |
| “ Colombo to Kandy and return, by railroad, | 144 |
| “ Colombo to Pondicherry, India, by steamer, 560 “ - | 648 |
| “ Pondicherry to Madras, India, “ “ 90 “ - | 104 |
| “ Madras to Calcutta, India, “ “ 770 “ - | 892 |
| “ Calcutta to Darjeeling and return, by railroad, | 722 |
| “ Calcutta to Benares, India, “ “ | 475 |
| “ Benares to Allahabad, India, “ “ | 101 |
| “ Allahabad to Agra, “ “ “ | 278 |

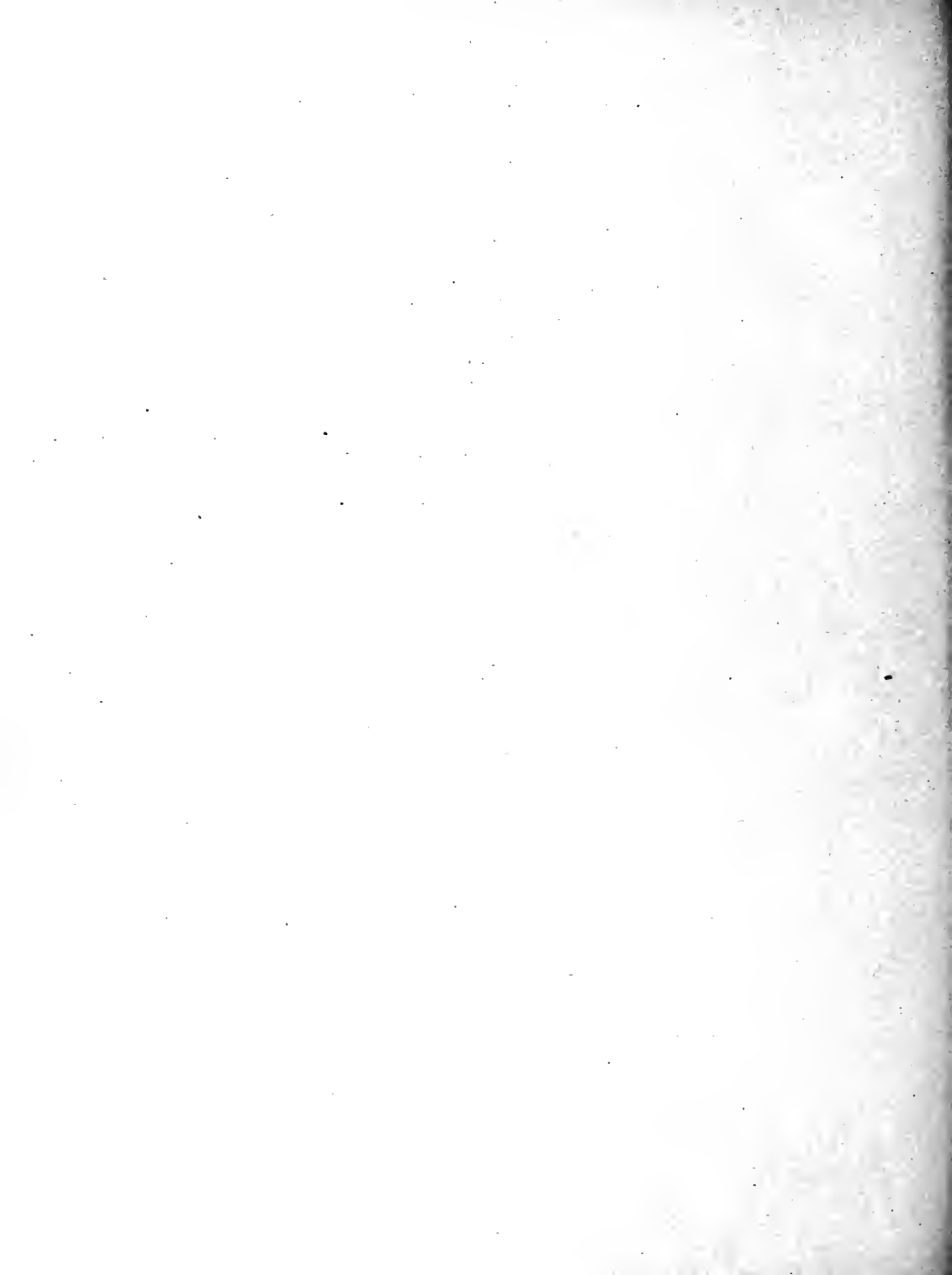
| | | | English Miles. |
|---|--------|---------------------|-----------------------|
| From Agra to Delhi, | India, | by railroad | 142 |
| " Delhi to Ahmedabad, | " " | " " | 580 |
| " Ahmedabad to Bombay, | " " | " " | 309 |
| " Bombay to Aden, Arabia, | | by steamer, 1690 | Nautical Miles - 1956 |
| " Aden to Snez, Egypt, | | " " 1350 | " - 1552 |
| " Suez to Cairo, Egypt, | | by railroad, | 149 |
| " Cairo to Alexandria, | | " " | 129 |
| " Alexandria to Constantinople, via Jaffa, Beirut, Smyrna, | | } by steamer, 1139 | " - 1308 |
| " Constantinople to Varna, Bulgaria, | | " " 165 | " - 190 |
| " Varna to Vienna, | | by railroad, | 1077 |
| " Vienna to Munich, | | " " | 291 |
| " Munich to Strassburg, | | " " | 254 |
| " Strassburg to Bischweiler, | | " " | 17 |
| " Bischweiler to Mayence, | | " " | 114 |
| " Mayence to Frankfort, | | " " | 23 |
| " Frankfort to Mayence, | | " " | 23 |
| " Mayence to Cologne, | | On River Rhine, | 116 |
| " Cologne to Berlin, | | by railroad, | 383 |
| " Berlin to Dresden, | | " " | 118 |
| " Dresden to Nuremberg, | | " " | 259 |
| " Nuremberg to Strassburg, via Stuttgart and Carlsruhe, | | by rail, | 247 |
| " Strassburg to Bischweiler, | | by railroad, | 17 |
| " Bischweiler to Strassburg, | | " " | 17 |
| " Strassburg to Paris, | | " " | 308 |
| " Paris to London, | | " " and steamer, | 254 |
| " London to Liverpool, | | " " | 201 |
| " Liverpool to New York, by steamer, | | 3180 nautical miles | - 3657 |
| " New York to Cincinnati, by railroad, | | | 757 |
| Total by steamer, | | 23,741 miles. | |
| " " railroad, | | 11,453 " | |
| Total, | | | 35,194 miles. |

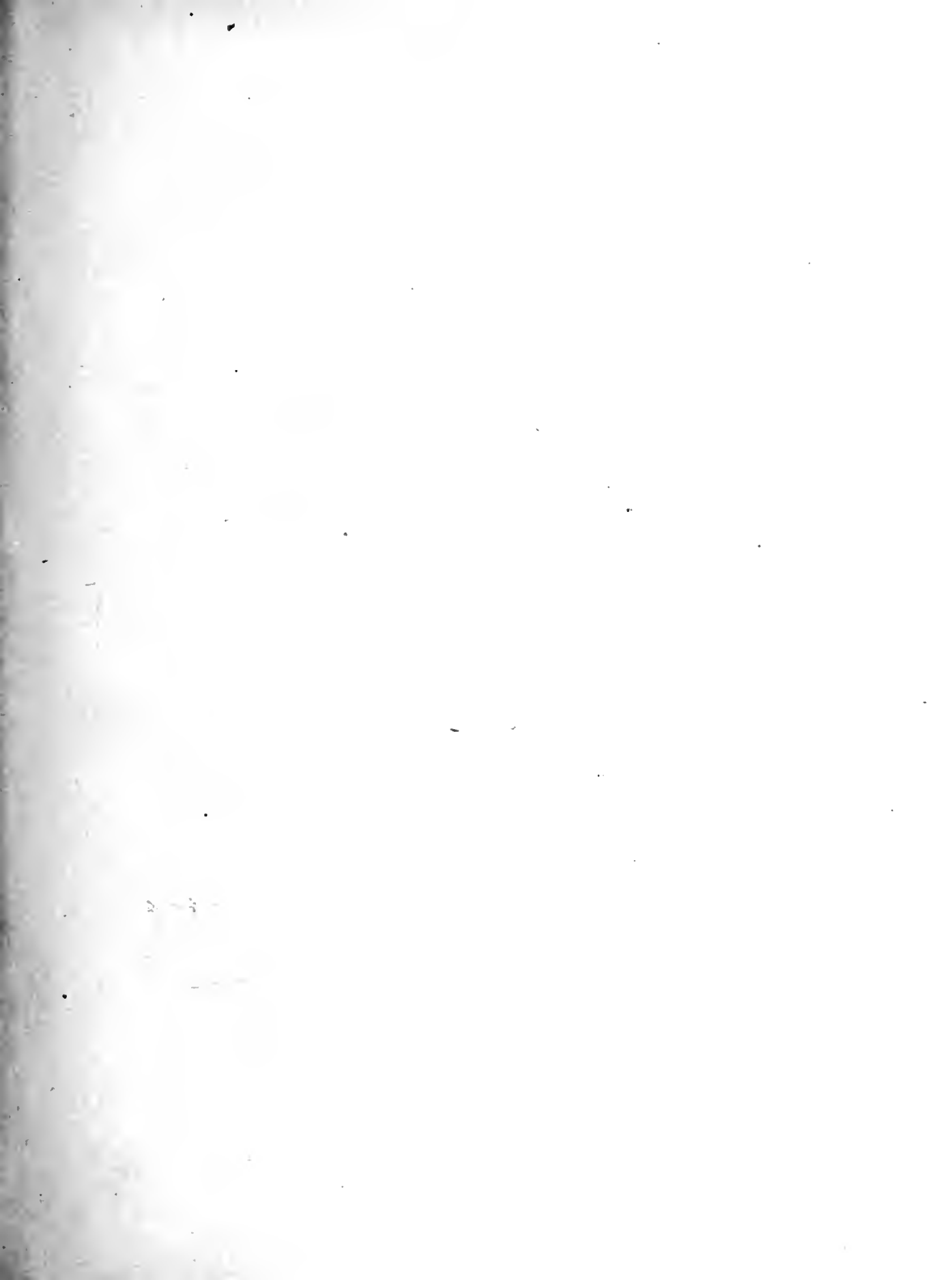




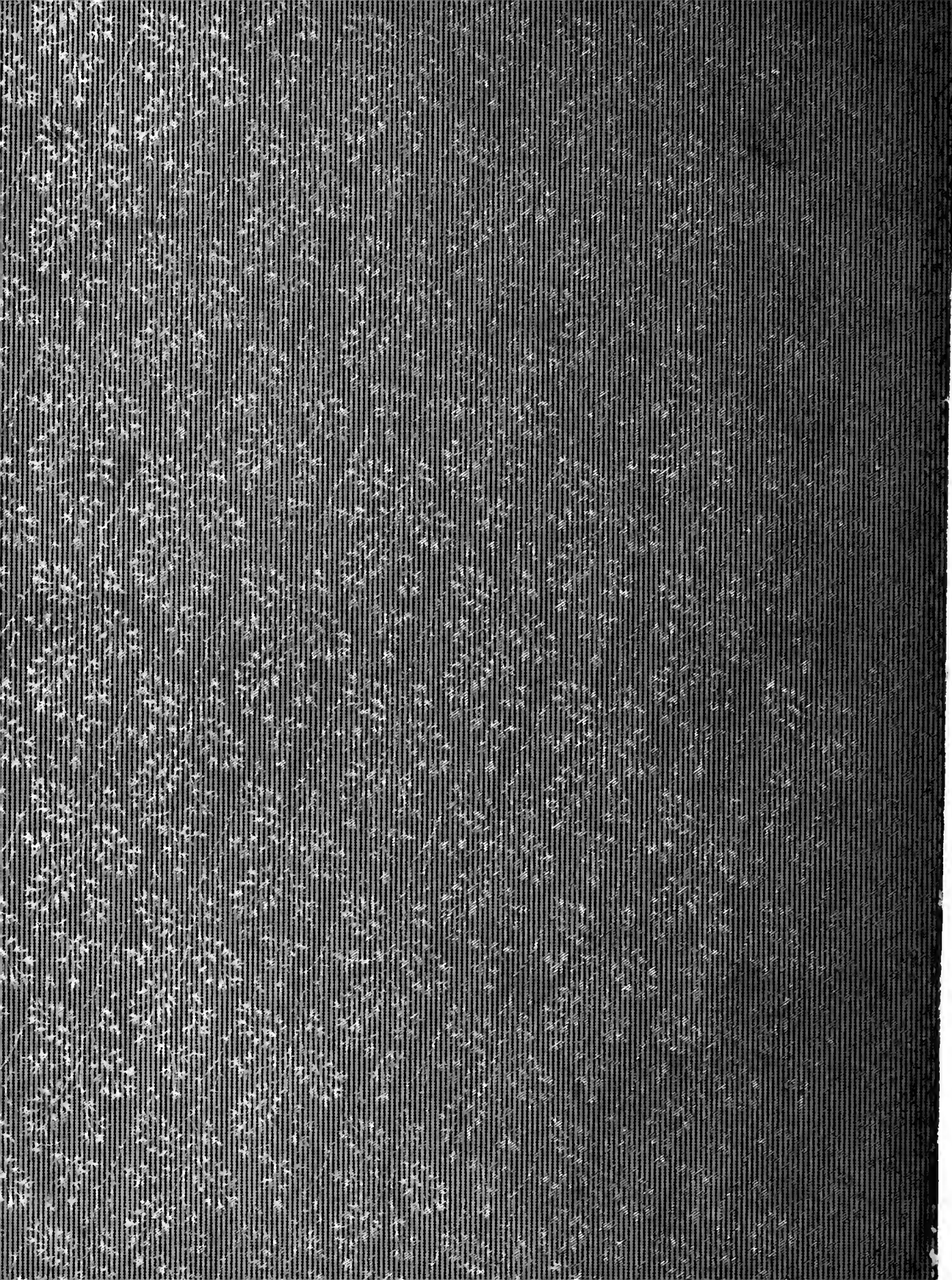












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Moerlein, George
A trip around the world

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