

Sacred to the Memory of Thomas Ison Captain Coesevaie, H.M. Sloop "Bitterie". He died March 9th 1856 Aged 34 Years A victim of the effects of exposure in a whaleboat which was driven to sea on a dark night during a northeast gale. His shipmates all mourn the loss of a good man. Don't try to remember me while in China, Bismark or in gay Paris, but when after your wanderings you return to Chi, then think of me, and look me up; I'll take you out to lunch.
-Arthur M. Barrett

After a careful funeral of the sentiments so ably expressed above "we" fil content dear, Gus, to simply sign "our" illustrious name wishing you by this art the best of fortune in your third little trip around the globe. -L. N. Udell

P. S. Remember me to Oom, LNU Think of your old Alma Mater, honor her & glorify her abroad; let not the luster of the Old World dim your recollections of the past, especially of those years spent at the University of Michigan. With great assurance & high hopes let you enter this new arena hit above all show what an American is when abroad; we trust in you, Gustavus, & hope to hear great things of you ye lang. With great measure of success & the sincerest wishes of the writer may you speed on your way.

Fraternally
Roland Bruce Baret

Chicago- October 10, 1902

When in the wilds of the dark continent, you are longing for god country and are hungry for civilization, think of the lunches, which you had in the midst of your old school friends at the Kimball Café and imagine it Kinsley.

Articles

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Chicago Oct. 11- Called on Samson, of A.M. Rothschild & Co., department store, to get information in regard to the betterment of the employees. Was not able to bare much. The company conducts a school for the cash girls, superintended by Mrs. Suf, where I could not find, and Mr. Davis conducts a school for the young men, the aim being to give them information which will be of value to them in the business. Rothschild & co seem to be the most advanced of any Chicago firm so far as attention to the comforts and social life of their employees is concerned. They give pinie for them, and on one occasion lush summer took them to a place some distance from the city, running seven trains for the purpose. They also have regular social functions during the year, as various halls in the city. Among these are miniature show, and they say they find good talents among their employees. There is considerable emulation among the departments to have representative in the cast on there occasions. The management of a department stow is by no means so centralized as I had supposed – Every department manager has practically his own stem, buying his own stock, fathing his prices on the goods, attending to his advertising, much as tho he were managing his own business. All that the proprietors demand is that the business shall show a certain profit. If it does not reach that percentage they investigate the [], and if necessary, make changes in the management. In the afternoon I called upon a number of business men, all of whom were out with the sleep-tim of Frank Baackes, direction and general sales [] the American steel & win Co. Had and interesting talk with him. He admitted that the product of the trust was being sold more cheaply abroad there at home. This he ac-counted for partly by the higher railroad trouffs prevailing in this country, and also by the over production. The excess of supply had to go somewhere, consequently it went to foreign markets at reduced prices. The tariff per cent to Australia, he stated, was 15¢ to San Francisco 74¢, to call upon him when in New York at the Empire Bldg.

Chicago, Oct. 12. This day was spent with Mr. I Ralph Hutchins.

Chicago, Oct. 13. Was unable to accomplish much except the final preparations for the trip to New York.

Van Wert, O., Oct. 14- Left in the evening per 5:11 Pa. train for New York. Passed Pittsburgh at 2 a.m. and saw the smelters and foundries in full blast.

New York, Oct 15. Arrived at 3:30 p.m. went at once to Musician Rooms to inquire in regard to the Best McCabe, and then went down Broadway to Wall Street, where Minly Church stands, guarding the entrance to the continent's money market.

New York, Oct. 16. Was obliged to spend some time at the British Consulate getting my percent to travel in S. Africa The vice-consul took the time- almost an hour- to fill out a blank form which might have been executed by any typewriter girl. In the evening I met a Mr. Kuusweltm, who is a paper manufacturer. He has sold out several mills to the west, but always goes ahead building new mills, and selling against them. He said there was nothing in this election against [] – [] did not stifle competition – their over-capitalization covered in their own []. When [] contract the water will be squeezed and of these concerns, and some on will be a heavy loser. He also informed us that he supplied the paper for the New York American. The American uses 175 tons a day; the Herald 110 tons; the Tribune 6 tons.

New York. Oct. 17- Mr. Bishop Andrew and Bishop Moon- the latter spoke about his trip through Siberia. I think I shall come back by this route.

New York. Oct. 20- Heard Robert McCabe paper on a U.S. Bank and had a hot discussion over it. Have decided to leave New York on Wednesday night.

New York. Oct. 21- Started out to see newspaper and magazine new. Saw Goodrich, of Doubleday, Page & Co. Ray Steward Baker, of McClure's. He in-formed me that the best thing to do would be to gather material and work it up after returning. Saw the edits of Leslie's. He thought nothing could be used which is not striking- something startling, sermons, which bears some relation to Americans. He thought the Durbar was rather far off, as did also R. S. Baker. Marshall, of McClure's Syndicate, had quite a talk with me. The matter for a syndicate, he informed me, was the most difficult to prepare, as also the hardest to buy- You have to discover some-thing that will strike the fancy of half a dozen Sunday editions, [] with his [] notions as to editing, and the kind of matter that should go into a paper. Called on R. U. Johnson, of the Century. He said nothing could be done in advance. After my return the matter could be insulated and anything of interest called out. He suggested that I see Group in St. Helena and get something from him.

New York. Oct. 22. Saw Mr. Mills, of Longmans, Greece & Co., but got little satisfaction from him. Later called on Dr. Arrowsmith, of the American Book Co. Had a long talk with him. He introduced me to Mr. Vail and Mr. Ribald, of the same firm. Mr. Vail advised me to take [] photographs and notes in regard to processes of manufacture. Mr. Ribald offered to give me titles to men in India, Philipines and Cuba. He told me that Dr. Michael E. Sadler, of

London, who holds about the same position in England that Mr. Harris does in this country, had been here studying American educational methods with a view to applying them in the [] and South Africa.

New York- Oct. 24. Had a long talk with G.R.T. Cotton, who was going to S. Africa on apart for the Densuine Company. He informed me that the great drawback to foreign trade was a lack of knowledge of unique law, and also the difficulty of ascertaining the financial standing of firms in foreign countries. The most successful firms, such as Thick, Eddy & Co., had gained thru many years experience an intimate knowledge of industrial and commercial conditions in those parts. The knowledge is, of course, invaluable. Dun and Bradstreet, while they attempt to give rating for foreign firms, have no accurate means of information. This is especially the case in the colonies. Colonial business houses, by dealing with firms of different countries, are able to stave off financial collapse. If an American firm refuses them credit they are sure of being able to find a German or French firm which does not possess the knowledge obtained by the American house, and who are therefore willing to give the deserved credit. It was cotton's opinion that a firm of attorneys who aimed to keep in touch with correspondents in foreign ports and who knew legal and commercial conditions in those parts would have a large business. Dun's and Bradstreets ratings started from very small beginnings. One firm would employ Dun to look up matters connected with a house with which they had business dealings. This would give him an insight into the condition of these two firms. Every firm added to his list of subscribers would increase his fund of information, and his means of obtaining other facts. He (Cotton) surfeited that I do the same thing with American firms while abroad.

New York. Oct. 27. Sialed for Liverpool on the Legland Linbe S.S. "Gengian" after saying goodbye to Mrs. McCabe and Miss Bronse at 30 W. 17th St. Bishop had not returned from Cleveland, but was expected that morning. Van Keuren accompanied me from the house to the steamer, and said goodbye to me there- C.M. Baldwin, of Swift & Co., put me on board. I met a man by the name of A. J. Tuck, a designer at Tiffany's, also going over as a cattleman. We arranged together with the cook for meals "Lights burning bright and all's well" and the valuable privilege of using his room. Here we ate and slept.

Oct 27. – Nov. 5- En Route, New York to Liverpool. As soon as the steamer had pulled out of the harbor and the pilot had left us. We had a conference with the cooks and steward, which resulted in the steward undertaking to look after our baggage and the cook engaging to furnish us with bed and board for \$5 each. We agreed upon these terms, tho I had some difficulty in not being able to produce the \$5 at once, my money all being in drafts and chicks. We were fortunate, however, in being masons- al-tho I have my doubts about luck being on the square- for both the cook and his assistant were of the order. I became new now intimately acquainted with the second cook, Charles F. Collender, or "Charlie", Chayrlie" or "Charrlie" as he was seriously called, by peeling potatoes, "spuds", for him. The cook, John Burns, or "Jack", by name, thereupon adopted us at once into his department and for the rest of the voyage we beguiled the monotony of the days over the spud tank. MacDonald, the foreman, had orders from Baldwin not to put me to any work. I usually spent my mornings over the spuds, had from 11 to 2 p.m., and after dinner helped the [] get up feed. There was a [] cosmopolitan crowd of cattlemen, representing seasonal occupations

and as many nationalities. Of course there was the omnipresent few. Our fellow passenger was a French-man, and dealt in shirts. He was evidently wealthy, as he had an establishment in Hamburg, and the institutes of his race, rather than any actual shortage in assets, made him travel in the capacity of cattleman. He had gained considerable knowledge in his [] and had command of several languages. The commercial activity of the Jew was also evidenced in the presence of light Hungarian, none of whom could speak English. They were returning to their native land from Buffalo, where they had worked in the foundries. In who besides receiving a regular commission for engaging men as cattlemen, also hoaxed them out of all the money they had which amounted to some \$10 a piece. For this he engaged to secure them passage all the way to Buda Pest which of course was a lie. The cattle foreman had, however, sworn that he would not take anyone who could not speak English. So when I chanced into his mink shop one day on the Bowery I found him giving them a course of instruction in elementary English. They were lined up on one side of the room, and the little Jew was quizzing them somewhat in this style. His Calieturm was interpolated with profanity, but I have left blank cartridges in the place of the paths. New York they had fallen prey to a villain by the name of Schwarz. This gentleman relieved them of all their cash, which was about \$10 apiece, and engaged to secure their passage to Liverpool. He had first, however, to get them accepted by the cattle foreman, and for this purpose the little Jew put them three advise of instruction- not one of them being able to speak English- the lectere sight were hired up in his office and he quizzed them after this fashion: "Where are you from?"

"Liverpole" in chorus.

"No- G- d- you, Buffalo. Now, where are you from?"

"Ya, ya, ya"

"J- Ch- why don't you say Buffalo."

This resulted in some hurried conversation among the men, whereupon with beaming continuances they returned the verdict

"Buffalo."

"Good. Now have you had experience as cattlemen?"

This staggered them. They shook their heads.

"No, G- d- you, say 'yes.'"

They all nodded in acquiescence.

"On what ship did you sail?"

"Ya," "ya" and nods.

"No, no, say 'White star line steamer'."

Now on what ship did you sail?"

"White Sta stee-mer."

"Where did you sail to?"

Lavverpole"

"That's right. Now start again. Where are you from?"

With eyes beaming, as they []-[] they were getting the key of the situation, they all replied in chorus

"Lauverpole".

Again the sleek little Jew was obliged to drill them on the correct answer, and yet again, braking the regular order of the [] with many oaths. But it was of no avail. His scholars, while willing enough, and anxious to learn, knew hardly a word of English and were old. Finally a bright idea struck him. He solicited from the group of expectant faces the one which seemed to show the greatest intelligence, and proceeded to drill him on the catechism. He was to act as spokesman for the entire party. With their hopes centered upon this individual, the party betook themselves with their meager belongings, to the cattleship on the morning she was to sail. The foreman met them as they came on deck and accosted them in this manner.

“Who the hell are you, and what do you want here?”

But they were prepared for the ordeal with their expectations centered upon the scholar of the crowd, they stood confidently by while that individual hastened to assume the position of responsibility- assigned to him. But, like a schoolboy crammed for a quiz, all his presence of mind left him when confronted by the first question and he could only stammer “Lavverpole”, while the countenances of the rest fell as it appeared that intelligent communication had not been established.

Liverpool? Who are you? What’s your business?”

The spokesman shook his head and stammered again “Lavverpole.”

“Livverpool, Liverpool, are you cattlemen, have you had any experience?”

The spokesman shook his head, “Oh you’re not cattlemen. Do you do any work?”

All presence of mind had left the spokesman and he only continued to stammer “Lavverpole”, while the crest-fallen countenance in the background indicated that the mainstay of all there hopes had given away. But chest then the jew, who had been attending to some invoices, espied them and hastened to the scene. The fore-man turned angrily to him.

“J- Ch-, can’t these men talk English? What the H- can I do with men that can’t understand me? Get out o’ here.”

But the jew had dealt with the foreman before. He drew him aside, there was a muttered exchange of words relative to dollars and cents, and the foreman, keeping up a show of ill appeased wrath turned to the foreigner and gesticulated to them to go below. Another member of this motley assembly [] the name of Attims, but we discovered afterwards that his real name was Ray, and that he was an exhibition diver and swimming teacher by occupation. He was uncertain as to his nationality as he was [] on a British ship in the harbor of San Francisco. He had pursued his profession for some time in Chicago and was acquainted with Alerman Coghlan- According to his statement, he had not spent more than four months in any one place for twelve years. He was several seasons at Coney Island. In the winter he migrated to the Bahama Islands, and taught the winter [] swimming. A young Scotchman, Brown by name, was also in the company. He was a wood-worker by trade, earning \$13 a week in Providence R. I. He was returning to his nature heath, to his wife and his native health, to his wife and relatives. He said he had refused to join the Union, al-tho by membership in the organization he could have raised his salary to \$25 a week. Al-tho wages were higher in the U.S., living, he claimed, was nonexpensive, and he thought that in the end he could do as well in Scot-land. Brown made good friends with a man by the name of Robb. He had originally been a plumber, but for some reason had left his business, which was a good one and had shipped with a friend as a muleteer on one of

the British transports carrying mules to South Africa. At Cape Town they reshipped as seamen on a tramp for Java. Here Robb and his friend parted company, the latter shipping for Taubauer, and Robb shipping on a tramp cargo carrying seegar to New York. He and his friend had agreed to meet in that city, but I did not learn whether they saw each other. In New York Robb fell in with Schwarz and shipped as cattlemen. Another member of the cattle gang was a man by the name of Smith whose people lived in Pueblo, Col. He had worked in the offices of the Iron Mountain Road, but the desire for adventure for seeing the world had caught him and he had been drifting over the United States. He wanted to go to South Africa, but could not obtain a permit, and so was going to wait another year until restrictions had been removed. South Africa seemed like a fatal mirage, keeping him from setting down, and constantly drawing him on. He seemed to have no special object in view in going to Liverpool, and was going to return with the []- [] getting to Liverpool he became seriously sick. He had a swelling of some kind in his [] with lame joints and a weak back. I saw him the day we arrived in Liverpool. The captain had ordered the steward to look after him, but he did not take him to the hospital until evening. A seaman carried him poum the fo'cole to the warehouse and there he was setting at 3 in the afternoon where I got my baggage to go up to the Hughes Hotel. I gave him my address and told him to let me know if he needed anything. The foremen were MacDonald for Swift & Co. and Flynn for Morris & Co. The former was a Scotchman, and when under the influence of his national beverage developed a strong propensity for picking a quarrel. The crew were remarkable in the first place for the extensive vocabulary of assorted profanity of which they seemed to have command and in the second place for the readium with which they dropped all "Haitshes" or substituted them when not required-Poor Charlie was the object of most of the profanity. The cook was constantly pitching into him, the cattlemen and seamen blamed him for their poor face and the foremen were always getting him into trouble by stealing his plum duff- the "bloody plum duff" formed the subject of a good man affrays. At Ruis got along pretty well with everybody. In the evening, when the cattle had been fed, Robb and Tuck and Brown at Atkins and myself would collect on the bales of hay just "fovvord" of the galley and swap yarns, and enter into controversies in regard to the relative prices and merits of English and American clothes, shoes, hotels and board. The cook, Charlie, [] and Macdonald usually formed the background of the group. Occasionally the steward on the carpenter would pause a minute to listen to the argument. But the most interesting company was the red tar, "Jack", Thomas Jackson by rights. It was easy to engage him in conversation and in rambling reminiscences of his career as seaman, from the turn he first shipped on a "skoner" sailing from Glasgow to Lisbon in "Portugay." "Jack's" rise in the world had been sure but slow, for in the thirty years he had followed the era he had not advanced from the position of a common seaman. His slowness of apprehension was illustrated by his [] repealed complaints against the "taylor" in "Lavverpool" who had sold him a pair of boots which Hack discovered, after arriving in New York, were both "lefters" and on that account decidedly uncomfortable. He engaged one of the firemen in conversation at 4 o'clock one morning and kept up a continuous stream of talk until he was silenced by the first officer whose slumbers he had disturbed. As the cook said "'twas enough to give a man a fit o' the nerves." On night old Jack sat down in the crowd at about 8 bells and began a series of reminiscences telling how he had won "nine pounds 'o salvage money at one time from a ship which they "tawed" 298 fro' the Bay of Biscay to Falmouth, while his "choom" had won 108 pounds on a ship caught in the same gale which they "Twoed only 8 mile fro' the Horsehead Banks to Liverpool." Charlie was standing in the

galley stripped 6-the waist, washing, "Jack" interpolated an aside to Charlie to the effect that he moaned have to "scrub himself a bloody long time before he would scrub his black skin white." "I say Chayrlie", he continued, "put some plum duff out and let me tell you whether it's good or not- I'm a bloody fool if I say it's no good" "What the hell are you doing here?" "Jack" looked up quickly. It was the hosum- "An has he bloody bell gone?" he exclaimed an innocent surprise. "Sure- get out o' here" "I tell you Pete, this black man is a leading me astray." and he trundled off. "Jack," or Thomas Jackson, was an "up country man" as the cook informed me. He was from Preston, where in his boyhood he had earned 2 shillings a week by polishing spindles His father, Jackson explained, was a "locksmith on the swirl"" and tho seventy-eight years of age was still working at his trade. in a "Spindle an' eye works" For the cotton factories of the district. This was done by friction with every and oil He explained to me that Preston was no "sayfaring place", but the sailor from Liverpool had come up and married the lasses in the cotton mills, and the young men had taken to the sea gradually- Jackson's mother died when he was a young boy and he had never come to terms with his step mother, [] he was now 55 years of age. He never went to his father's house in Preston, but always stayed with his sister. He went to sea when a young boy, sailing on a "skoner carryin' coal to Lisbon in Postigay, an' loadin there witts flour. The skipper was owner o' the craft as well as bein' skipper. There was a young chap, large by name, who was my mate. 'E was a German an' he left his country because in Germany every male son has to join the arm. An' a proper mat Jarge was, he was that. Why, I've known the time when he would cry a whole day because I quip him an unkind word- an' the best thing you get on this ship is 'go to tree.'" ' E was a big chap, was Jarge- six foot eight. an' he was always lookin after me because I never was big ("Jack" barely measured five foot four). When it was thick weather he would always turn out first, an' he would always be after doin' the hard jobs an' tending me well, we railed several voyages, an' there the skipper, 'is misses died, an' he took it to 'art pearpie. 'E began boosin' like steam. Why, in three weeks he spent a hender an' seventy-eight pound. 'E didn't sail no more, an' I shipped on another craft, an' I don't know what became o'Jarge. The last I see o' him was on the pier at Glasgow, twenty nine year ago an' I never heard o' him since." I tried to discover to what particular prtion of England the dialect spoken on ship board was peculiar, but was unable to get satisfactory south. The cook said all the seamen and princes "every mother's son o' them," was from "[l]iveland, that God myother country." Jackson informed me that his father was "seventy" four year old, an' still workin' at 'is trade. E's blacksmith on the swirl." My first meeting with Jackson was on the second morning out of New York. He informed me that "You mate, the chap wi' the thin face, 'e's on the pope, a pomping ship." Tuck had been feeling bad all morning- it was somewhat rough- and I readily guessed what he was doing. Charlie, the second cook, was a West Indian, born and raised in De[]learee. He was very proud of the fact that he was "on the square", and thought a great deal of me from the start because I happened to wear a Masonic emblem. The first mate, he informed me, as also a square man, but he warned me to be "cashus with the steward, because we haven't proved him yet. Don't give him the grip or any sign- you unnerstan'. The cook, he say he on the square, but I am very particular and very "cashus." Charlie was a bright fellow, and as he informed us, was endeavoring to unprove himself, as that he could get a better position. "You unnerstan'." The position was paying him \$10 a month. Whenever he got to Liverpool he bought the London papers and read about the stocks, "there the overplus of my money I invest so that I can go home to Den[]erard to my brother. You see I don't want to go home until I make something of myself- you []. Like all persons with a strain of

the can blood- his mother, long since dead, was a white half caste. Charlie took great pride in showing us two stiff bunches of straight hair, and contrasting them with his wooly fibre- his father was a negro Charlie was fond of long words. He somewhere acquired the "mo' bettah" of the pidg in English. I think from the Chinese laborers who were unreported into the colony, for Charlie, who is setting in the room as I write, informs me that there are "the greatest quantity of Chinese we Demerara." "The greatest quantity of coolies too- India." The following was the Gengiaces' crew. Captain and three mates, 4 bosums, 138 Eam[] 15 trimmers and firemen, 4 greasers, 4 engineers, first and second steward, first and second cooks, one carpenter, 1 steerman, 1 donkeyman, scones being, as my Greek professor used to say, a euphemism for slop. 4 cold storage engineers, 2 cattle foreman, 2 paid cattleman (Murphy and Martin), 13 cattlemen. Altogether about 70 men. It was the first cooks duty to prepare the meals for the officers. Charlie prepared the icons a kind of hash. made of fresh beef, potatios flour paste, with burnt sugar and tar, pepper and salt as a condiment. This, with coffee, formed the breakfast for the seamen and cattlemen. For dinner Charlie feasted them on barley soup, salt beef (salt horse), and "spuds" boiled in the peel. In the evening they had tea and hard tack. The firemen got the same, with the exception of the watch which carried the coal for the galley had the privilege of the "block pon," consisting of the havings of the officer's mess. The "block pon", or "bloody black pon," was the subject of a good many vociferous disputes. As Charlie said, "if they don't get sufficient beef they won't bring up coal the next day-or if they don't get read, they kick up a row- with me," Charlie adds significantly. The cattlemen and [] got head three times a week. This fact was a frank source of complaint with the Hungarian cattlemen. "no bread- no straw, no work." The firemen were given each a wine glass of rum every day at noon, as Charlie says, "to encourage them to work to get up steam to arrive in port quick." This rum was originally dealt out by the steward, but on the previous voyage that worthy had paid such attention to the store empided him that he was drunk for five days. His honorable prerogative was therefore taken out of his hands. The seamen received a portion of schnapps every time they assisted the firemen in shoveling the coal into the bunkers. As further compensation for this additional service they received half a crown each at the end of the voyage, and the [] a pound "for driving them," as Charlie says. The donkeymen also received 15 shillings each for supervising the work. I learned from the cook that there were a good many men in New York like Schwarz. They had their headquarters along the Bowery and Fourth Avenue. Poor returning immigrants would go to him to secure package. He would exact every penny of them, giving them in return a trip on some cattle-ship to a port on the other side, they engaging to work as cattlemen, and giving them tickets which if they presented as a certain place could entitle them to passage on a cattle train to their home. Of course when they arrived at the foreign port they discovered too late that there was no such address, and they would be left stranded. Early on the morning of Nov. 4 the Irish coast was sighted, and during the whole day we skirted the South Coast. Here we had the roughest weather of the entire trip. On the 5th we got over the bar at the mouth of the Mersey river and proceeded at once to the Lairage at Birkenhead where the cattle were landed. At two in the afternoon I left the ship with the cook and went Talencia, Lemons from Malagar and wheat from the Black Sea.

Liverpool, Nov. 8. Visited the Lairage at Birkenhead. This is owned and controlled by the Mersey Docks and harbour Board. All cattle from foreign countries are required to be landed here, and by law they have to be killed within two

days. Domestic cattle are slaughtered at separate abattoirs. The principal beef companies, such as Swift & Co., D.H. Elliot & Co. Morris Co. hire space here of the Board, paying a tax on every animal killed. The slaughtering is a sickening sight at best. The men are hired and paid by the piece. Five men have charge of the entire process of killing and quartering the bullocks. The slaughtering pens occupy the ground floor of the building, the three floors above being used as fattening pens. The greatest precautions are taken to prevent the spread of any disease from the Lairage. For three years no cattle from Argentina have been allowed to land here, or in any part of England. This restriction is due to the pest which broke out among Argentine cattle three years ago. Dogs are not allowed on the premise of the Lairage- if one happens to stray on, he is killed, as it is feared they might spread disease. Cats, however, are unmolested. In the afternoon I called on R. Kelly, representative of the American Machinery Mfg. Co (Chas. Strellinger & Co. of Detroit). He handles a wood trimmer. This labor saving machine was first introduced in 1894, the company sued my men all over England introducing the machines, and then leaving Kelly in charge of their agency. A good deal of opposition was encountered at first; but when it was discovered what a great saving of labor resulted from its use, it became quite popular. Mr. Kelly informed me that English powers were always anxious to obtain and use American tools- tho a joiner would rather lose his job than hang an American made door. Nevertheless, doors and sashes are imported by the thousand and can be seen every day at the North Mersey Eords States. The English joiner explains the inconsistency in his practice by saying that American tools are superior to the English make, but that doors and sashes are inferior. Later in the day I called on Mr. Jones, manager of the Emerson Shoe Co., on Lord St. This branch has been established since April 21. The English are somewhat suspicious of American goods, suspecting the presence of Yankee tricks. This is not altogether without justification. Some firm acquired a popularity by putting superior shoes on the market, and then selling off inferior goods, out of style and un-usable in the states. This is the case with what is known as red leather goods. This can stand hardly any wear in the English climate. The Emerson Shoe Co. maintains a per polishing establishment. This is a puzzle to Englishmen. They wonder how such an institution can pay, and feel it almost an imposition to have shoes shined there. Mr. Jones explains to them that they are glad to shine shoes, and if necessary would hire a dozen new to black shoes for them. It is, of course, a good advertisement, as American shoe dealers have long since learned- but to the Englishman the idea is incomprehensible. An Englishman does not want anything for which there is no practical use. This is illustrated in the way they regard the crease across the pout of the Emerson shoe. These crease a little back of the toe, break up the surface, and make a handsome article. But the Englishman cannot understand why they should be there, and as a result the Emerson Company is obliged to sell them shoes without the creases. The sliding ladder, used by almost every American dealer to reach the goods on the topmost shelves, is also a source of wonder to the natives. Mr. Jones tells me it is very interesting to hear the comments of customers on the piece of furniture. The for this ladder was unable to place a single article in any Liverpool store- the business men prefer the old method of the step ladder. The English firms are coming to imitate American shoes. Some manufacturers in England turn out shoes and give them an American name. This is the case with Randall, of the American Shoe Co. He manufactures what is called the "Merican" shoe. In this construction two clippings from the London Daily mail of Nov. 3 and 5 are of interest. The latter I found posted on the show window of the walk-over Shoe Co., and American firm. This firm has been in Liverpool since Dec., 1901. They have there branch in London, one in Birmingham, one in Glasgow,

one in Manchester, and are opening new branches right along. Some English shoe firms have buyers in the United States. His [] of the English Shoe & Leather Co. In the evening I wandered up to Lewis's Department Store. This street is largely a market street and there was great animation everywhere- people buying in supplies for Sunday. The [] girls on the street were hawking "Merrican apples" Mr. zones says an American Landry would make large profits in Liverpool. Next Monday I am going to call on Richard Philip Davis, a Yankee of the first water, who has watched the progress of American trade here for nearly five years. Liverpool. Nov. 10. Spent the morning at the Canada and Harrington Docks. At the former the Laurig was unloading a cargo of American products- Santa Clara plums, pork carcasses, cotton bales, corn machinery from Manning, Maxwell and Moore, of N.Y., casks of lard, bags of flour from Uplin, apples in barrels, raw materials for laundry mangels in the form of octagonal sticks. These octagonal sticks, I was informed, are taken up to Yorkshire and rounded there. From the Canada Docks I went to the Harrington to see the steamer "Collegian" unload the biggest cargo of cotton from New Orleans on record- 35,000 bales. From ere I went to the drydocks- the Herculeanean- where a number of ships were undergoing repairs

Returning to the Harrington I was a represent-tative of the Elder Denipolis hive. This [] [] stramps to West Coast of Africa. The last steamer had discharged a cargo of palm oil kernels. Most of the oil is [] exported to Catholic countries where they are manufactured into candles. The leaves of the palm oil grow in a cluster like a pine apple. Right as this cluster the oil is formed. The head is cut out and the oil melted out. Formerly the kernels were thrown away. It was then discovered that they could be used in making oil, and they immediately rose in value to £80 a ton. They are now worth £20 they make a kind of white oil. The evening I spent with Mr. Richard Philip Davis, an American thru and thru. Four generations of his family had worn the naval uniform of the United States. His father received his death wound serving under Foote at New Orleans. His father Jerry was killed at Cumberland Gap and his brother Theodore, I believe, at Mobile. He was living an unwilling exile in Liverpool, longing for the day when he could return home and die in God's country. He informed me that the pretended friendship of England for the United States did not go skin deep. This friendship sprang suddenly into existence after Dewey's victory. Before that Englishmen were anticipating, if not hoping for American reverses. The Sough African war has been a terrible drain on England's resources. The public dear has increased £250,000,000 and consuls have fallen from 117 to 93, and some of the best securities in the country have taken a large drop.

Liverpool- Nov. 11- Spent the morning at the docks trying to get pictures, but was unsuccessful on account of the clouds. At the Canada Docks saw there unloading the White Star S.S. "Haurig." They were taking off cotton bales, dressed beef, Sala Clara plums in boxes, corn, machinery from Manning, Maxwell & Moore, of N.Y., casks of lard, bags of flour Toledo, O., dressed pork, apples in barrels, raw material for laundry mangles, and products from Nelson Morris & Co., Next visited the North Mersey Goods Station of the Lancashire and Yorkshire R.R. Most American products for railroad reshipment come in here. There were scattered about organs, from Farrand & Valey, Hamilton pieces, doors and sashes, apples in barrels, cheeses, eggs, and many other things. Trummers from Ave. Mach. Mfg Co. was caught in the rain, as usual, on my return. In the afternoon I called on the Town "clerk", who gave me the names of a number of people to see in regard to Liverpool's municipal enterprises. I first called upon Mr. F. T. Ruton, Deputy City Surveyor, who talked with me about American municipal politics and enterprises. He

told me he had been in the employ of the corporation for thirty-six years, and had been promoted from one place to another until he reached his present position. He then sent Mr. J. Taylor out with me to see the municipal laborer's dwellings Mr. Taylor explained to me that they made a distinction between "workmen" and "laborers" The former have some trade- the latter depend upon casual employment. It is for this latter class that the dwelling houses are intended. Three things are necessary for a man to obtain a municipal house- 1. He must have been dispossessed. 2. He must behave himself while in the corporation's house. 3. He must pay his rent. As we approached the houses, or rather house, for what they call houses here are really flats, the women we found industriously sweeping hallways, steps, and cleaning up generally. Mr. Taylor explained that it was one of his daily duties to prod these people on to a higher sense of cleanliness. The great majority of the dwellings were remarkably clean, and I was surprised, after seeing the character of buildings from which these tenants came, that such a transformation in their habits could have taken place. In one row of dwellings a recreation room was provided for the tenants. Mr. Taylor said, however, that this recreation room was hardly ever used. The largest number present in it during the past week had been only three. The men prefer to go to pubs. They are so low down that they are unable to appreciate a recreation room. This one was supplied with magazines, games and a fine fire place. The feelings of this class have been so blunted that they can feel no gratitude for what is being done for them. Mr. Taylor says it is discouraging to think sometimes how little they appreciate what is being done for them- but he says a person must always make allowance for the environment in which these people have been raised. When they gave a concert on one occasion for the tenants many of them asked whether they would be paid for attending. The Corporation Guild, whose membership consists of the employees of the city, give [] entertainments for the people. We visited also some of the areas that had been condemned. The condition of the people was miserable beyond description. The usual tenement consisted of two floors and a garret. The panes were broken out of the windows, filth and [] were collected about the doors, the children were breeders of all manner of vermin. In one such place an epidemic of typhus had broken out, and an old woman told us that twenty-eight children had been left orphans. In all the dwellings there were framed funeral cards, containing all inscription something like this- "Sacred to the memory of Patrick O'Hymn, who died on the 14th day of November, 1902, and was interred in ___ Cemetery." The people are very "Keen" for these funeral cards, as Mr. Taylor informed me. They form funeral clubs, paying out the treasury a penny or two pence a week, and when they die they are given a respectable funeral.

Liverpool. Nov. 12. Took photographs of the S.S. Canadian discharging a cargo of live stock at Birkenhead. Then went to the Canada Docks where I saw on board of the "Laurig" a refrigerated truck. Went to the North Mersey Goods Station. The superintendent was very genial, and showed me all over the yards. The station is equipped with splendid cranes for handling freight. Wheat is handled in bags only. About 70,000 bags were stored in the warehouse. But the best thing the superintendent had to show me was a colossal car, made after American patterns, and having a capacity of 30 tons. I then called on Mr. C.R. Bellamy for information with regard to the corporation tramways. He told me that the carriage of workmen to and from places of business in the morning and evening was but a small item- the superfluous and paying item was the short trips made by passengers during the day. A penny is good for a 2 ¾ mile ride, but very few people ever ride so far. 89% of the passengers pay penny fares.

Liverpool, Nov. 13. In the morning I called again on Mr. Lurton and Taylor, and then went with the latter gutteman to the dwellings in Fontroy St. taking several pictures. In the afternoon I called on the Secretary of the Docks Board, Mr. Miles K. Burton. He explained the septon of [] []. Every vessel pays dockage according to tonnage burden, and the consignees pay warehouse does on the merchandise landed. No attempt is made to make money out of the dock estate. Any surplus, after meeting the sinking fund and the tax rate, is devoted to diminishing the dock dues. Later I called upon the Water Department. This is also in the ownership and control of the city. The ratepayers pay for water, according to act of Parliament, 6d per pound. In addition to this the local authorities may lay an additional tax to meet expenses. Of course businesses of a certain character pay an additional rate. Hotels and restaurants, however, pay simply a rate based upon the rental value. Later I called at the office of the Engineer of the City Baths and Washhouses. The bath at the Randing Stage is the oldest in the city, having been established in 1828. There is a great deal to admire in the public spirit manifested by the council-men and in the pride taken by the only officials in their work. The dignity of the city government is impressed upon one. The councilmen receive no compensation whatever for their services. The office is considered such an hour that candidates are never lacking. The Lord Mayor receives a compensation of £2,000 a year, "to maintain the dignity of the office", Mr. Taylor tells me, but this amount by no means compensates him for the actual outlay. There are fifty magistrates in the city, corresponding to our justices of the peace, and only one of these, the stipendiary, receive any compensation. The office, however is regarded as a high hour, and is eagerly sought. Many of the ablest business men in the city are glad to write J.P. after their names. I called at the American Consulate and looked over the reports relating to Liverpool. The Vice-Consul was of the opinion that the municipality was going too far in its enterprises and that it had the effect of cramping individuality, in this regard supplementing the work of the Trades- Many of these union went so far as to set down the amount of work a man could do in a given time, and if he exceeded that amount, his employer would be asked to discharge him. Because he was violating the rules of the trade. In an American who believes in the development of individual enterprise and initiative, all these municipal undertakings, and the half hearted [] which people seem to have upon themselves is distinctly distasteful.

Liverpool. London. Nov. 14. Left Liverpool at 9:45 and arrived in London at 1:40 pm. Passed thru a beautiful arming country, dotted over with tenants cottages, and occasionally a little church. In the same compartment was a sailor boy who had just returned from a voyage to Australia. He was going to his home in the South of England to meet his six brothers who were all officers in the merchant marine, and his only sister. Arriving in London I called at Parr's Bank, and then stopped for the night at the Waverly. In the evening attended Savoy Theatre, seeing Kitty Loftus in Naughty Nancy. The omnibuses are the most picturesque Feature of London struts. I would rather travel on them than any septum of street cars in the world.

London. Nov. 15. Took up lodgings with Mr. Evans at 27 Upper Bedford Place, Russell Square. Visited St. Paul's in the afternoon. Eng-land should produce great men every day when she has these inscriptions to her departed great to inspire men to worthy lives. Visited the stone gallery, and the Library also. The most eloquent inscription is that to

Sir Christopher Wren: Si monumentum requires circumspice- indeed nothing could be grander and more impressive. What a wonderful builder he was and how far ahead of his time. One marvels to think how this structure could have been erected with the crude appliances of the day. Strolled down to Whitechapel. Something I have never seen before is the pastel drawing on the trotters. Saw this for the first time in part of the Customs Building in Liverpool, and again on Gower Street, London. The artists are very clever.

London. Nov. 16. Spent the day shivering in [] of a grate-fire. Most of the heat seemed to fly up the chimney to arm the birds of the air. Strolled down Whitecross and saw the people busy selling vegetable and other utilities on the Sabbath. I am told it is only the commoner class of people who do this. In the afternoon I visited the British Museum, paying special attention to the Egeian Marbles and the busts of the old Roman emperors. These are executed in a wonderfully vigorous style. The portrait of Nero was as I would imagine. The brow is low, the jowls wide and heavy, and the lower lip protruding.

London. Nov. 17- Called on Mr. Joseph Choate, our Ambassador. He received me very cordially. I explained the purpose of my trip and he said he would be glad to assist me to information on defiant points. Mr. Choate is a man of medium size, carries himself easily, and like all great men, gives you a strong hand-shake. The most noticeable feature of his face is the eyes, which are unusually large. The lower lid droops. His nose is thin and beaked. Spent the afternoon in Westminster Abbey. This is a wonderful place. I was particularly interested in the tomb of Queen Eleanor of Castille. The effigy of the queen is beautiful, and the expression on the face charming. Many wives are buried here with their husbands. The inscriptions usually speak of the virtue and devotion of the wife. The inscription on the monument of the Duke of Newcastle tells how his wife followed him []-exile during the Interregnum and accompanied him also in his return. The most realistic sculpture is that on the monument to the Lady Nightingale. Death is represented as creeping out of a tomb and hurling his dart at the Lady while her husband in horror throws out his hand as if to avert the blow. Everyone goes to see the baby in the cradle, a monument to an infant daughter of James I- I cried [] understand what cohesive force kept together the various elements of the British Empire. It is not force- for none is used; it cannot be common interest; for the economic interests of the different colonies are most diverse; it is not common law, for every colony has its own constitution. The secret is in the historic associations so vividly presented to the mind in the tombs and monuments of the Abbey and of St. Pauls. I can understand the flood of emotion that must overcome a man from the colonies, when after crossing many seas, he stands with uncovered head on the Abbey and is proudly conscious of his kinship with this nightly past. I almost envy him his heritage. But the men of America rise to a greater height by contrast; they had none of the two to inspire them; they constructed their own ideals and established their own traditions and associations. How income barely greater are they than the Kings and dukes of England. Have become acquainted with a bright young Chinese man, Shen by name, an attaché of the Chinese Legation. He's studying politics and economics in King's College.

London- Nov. 18- Called on [] for manager of the South African Company. He received me cordially. He said they were glad to receive colonists and capital [] all nations- they derived great [] the new ideas brought by different

peoples. There was no danger, either of foreign colonists alienating the country name England. For [] Mr. For delivered me over to Mr. Alfred Bronswick, librarian of the company. He showed me a considerable library of literature which the company had collected. Africa, he said, was his field he had devoted himself to it for the last seventy years. He said he was glad to welcome Americans- glad new like Bryan and Yorks were coming open into Bagland, they were waking up some of our "old fossils who are a thousand years behind the time." Called on Mr. Evans, American Consul General. He impressed me as a typical American and a shrewd politician. I did not get much information from him. I imagine he is too busy with politics to be able to give much attention to trade and matters of that kind. Did some photography of street characters.

London. Nov. 19. Spent the morning trying to locate some of my old friends of the Chefoo School. Called on the China Inland M. office on Pysland Road, but found to my chagrin [] Mr. Aristry was in Liverpool. Called in the afternoon on Mr. Bronswick. He complained bitterly of the fon transportation facilities in London. It took him two hours each day to go and come from his office a distance of ten miles. He had prepared an outline of important weeks in African [] from me to study from. The London to go at times, he said, interfered seriously with business. The fog was composed largely of smoke, and I pointed out to him that a part of the girl could be recovered by business houses adopting pervades, and then having a city ordinance making the use of smoke consumers compulsory. Called on [] struthers, [] he was unable to give me any assistance towards getting transportation on an English troop ship from St. Helena- About four o'clock I visited the House of Commons. The House in Committee was discussing the board of managers provided under the Education Bill. The opposition, I thought, scored a good many points, and the government did not seem united in their interpretation of the bill, not consistent in their general attitude. The Government had disclaimed that the Bill was in the nation of a []; one of the newly elected members, who evidently had not heard the first part of the debate, took the position that it must be in the nature of a concordance with the church, for the consent of the church had to be obtained, and the government could not take every thing out of the hands of the churchmen without their wonsul: Mr. Avery Campbell- Baumerman as well the weak point. There was also an ascendant calling for a certain representation of parcels on the board. The Government speaker argued that while a man had a right to say some- thing about the Education of his children, he had no right to say anything about the education of anybody else's. This weak excuse was at once ridiculed by the opposition. In James Bryce spoke several times on the opposition. His arguments were pointed, clear and convincing. Mr. Balfour did not repress me favorably. His speeches were weak, and he had a habit of stammering between his clauses which seemed to me to approach affectation. The House decides by going out of the hall to right and left; the nays to the left, the ayes to the right. Ladies are not allowed to sit in the galleries-they are concealed behind screens at each end of the hall. None of the members made notes and all of them spoke without [] Most of them wore their "tiles", which they removed when addressing the house. Many [] about in careless attitudes- Balfour had his legs in a horizontal position most of the time, propping them against the speaker table. The speaker does not seem to exercise any special power- he simply recognizes them who wish to speak, and the opposition seemed to be granted ample opportunity to air their views. The benches of the members are upheld [] wit leather and must be very un-comfortable. The whole body seems to move in a very simple unceremonious way, and one would hardly think

that [] are interested the affairs of a great empire. Perfect decorum prevails there is no unnecessary noise or rowdiness.

London. Nov. 20. Called at the Royal Colonial Institute and had a talk with the Librarian who offered me the use of the library. Had quite an argument with him on the value of India to England. I met his trade argument, and he then said that British occupancy kept the country out of the hands of others. Proceeded then to the Embassy where I was informed, much to my surprise, that the silver Key could be used to good advantage in gaining admission to the House of Commons- also that there was no impropriety in tipping policemen. This is the prevalent evil of the country, and probably must always be a result of fixed classes. The lower classes, having no hope for rising, have a right to expect gratuities from those in the upper ranks.

London No. 21. Visited the House of Commons again. it was private member's day. Also bought my ticket for Cape Town by the S. S. "Aberdeen" of the Aberdeen Line. In the House of Commons I heard Lord Charles Bernfard speak on the case of the 9th Lancers. He referred to a distinguished brother who had served in the regiment. This reference brought on cheers. He spoke in a rather guttural tone of voice, and after his gestures let his arms swing backwards and forwards. Lord G. Hamilton, the Secretary for Indies, spoke in a quick dignified way, but []-Hi si a small ma, with a dark beard- Dr. Farquarson in a din of disapproval, and before implying benches, spoke on the liquor traffic in Assam. For the evening I had been invited to dine at the house of Mr. Mirs Scale, just off vigo subject, mar Piccadilly. Mrs. Scali was an American, but has become quite English. The conversation led to many remarks about the differences between English and American Institutions. It was []-lim for me that the king and royal family were quite a factor in business. Many business men insured themselves against was from the King's death. An American cannot realize what extent the life of the royal family affects business throughout the country. The whole nation goes into mourning on the death of a prince. The result is that dry food merchants, caterers, dress makers, and others who make their living from social junctions suffer swear business prestatine. The nobility, I was informed, are not an idle and worthless [] upon the country. They are really kept busy. Many of the industries, such as the base industry of Ireland, and the making of plaids in the North of Scotland have been revived thru their efforts. After [] Mrs. Scali offered me cigarettes, and calmly smoked several herself.

London. Nov. 22. Called on same Alfred at the Sun Life Office, 157 Newington Causeway, South London. He gave me considerable motion and advise relative to tips. The cat-man should have 2d, the barber 1d, the station patir 2d, or at most 3d, the waitress at lunch 1d, and so on. His an immensely complicated system. In the afternoon I visited the Tower of London, approaching Tower Hill from Lower Street. Here many public executions have been held. The Tower is just before you, the four turrets of the White Tower showing above the wall and the defensive towers. Went into the Tower by the Middle Tower, the Moat Bridge, the Matle Tower and the Bloody Tower uprite the Wakefried Tower, where the Crown Jewels are kept. Then proceeded to the White Tower, going up a staircase into St. John's Chapel and thence into the armory. Crossed the parade ground to the site of the scaffold where Ann Boleyn and Lady Jane Grey were beheaded. Just as I entered the Branchamp Tower a black, uncanny [] lighted on

the railing by the stairs. The guard told me there were four on the grounds. He did not like the appearance of the uncanny bird which was perched quite near him, but did not disturb it. "Yes, they're blacker inside than out, too," he assured me. The same bird, I believe, was sitting on the rail when I came out. It was a cold, bleak day, with a sallow light over everything- the whole effect like the impression produced by an empty fifth. From the Tower I produced to the Royal Colonial Institute, and thence up to Picadilly, having my photographs, by the way, in the us. How to tell an American abroad- observe the hat. If this is soft, and not a "title" or a "bell topper", it is a point in the wearer's favor. Next observe the shoes- if these are well rounded and broad at the toe, made on a horse shoe last, and give the fool a short, chubby, appearance, this also is significant for may be reasonably certain that an American is between the two. Then if his deportment is one of ease and life. Long familiarity with his surroundings one may rest assured that the person in question comes from the land of the free. I was often puzzled to know how boot-blacks on the street [] so quickly that we were Americans. They would call often us "merrykin shoe shine", Yankee shoe polish". His quite easy to understand. The American shoe is a distinct type, different from anything on this side of the Atlantic- there is a nattiness, style, an individuality of self reliance about it, just as there is about the shoulders of American made coats which is very striking. The hook black being professionally interested in the feet of passers-by naturally [] this characteristic at once. For clerks and shop-keepers the felt or fedora hat is an emblem of Americanism. Ever \$5 a week check in England affects a "title"- a garment never seen in the United States except at important functions.

London. Sunday Nov. 23- Spent the day reading and writing. In the afternoon visited the British museum and went thru the Egyptian Gallery away the mummies of three thousand years. A man's own body is the least honorable memorial he can leave. Strange that his chief earthly instrument should retain the least of his individuality. The tools he works with, his hammers, his travel, his compass, his pen or his bench give a better and more accurate impression of his real self than the body into which he is born. The spirit shows itself in his works- accomplishments are everything, for they are the man himself. Around the galleries were disposed the mummies of Kings, princes, noblemen and chiefs, gazed upon by a curious throng of elderly men, well dressed women, and frolicsome boys. The sarcophagi, mummy cases and the wrappings were better memorials, and the artists who made them still live in the undiminished freshness of the paint and the vigorous outlines. The ladies are mere masses of filth and corruption. How stupendous has been the activity of the human race! From the earliest monuments of the Assyrian to the Egyptian, the Etruscans, the Greeks and the Romans. What a mass of beliefs they have evolved to give vitality to their social organization. I could never understand why people should be willing to be taxed for the purpose of supporting a reigning family in splendor, luxury and possibly profligacy. This, however, is only the tribute which they offer to the idol of social organization. The modern state, with its many activities and the many industrial interests which depend upon it is organization and as people value organization will they be willing to clothe their idol in fine linen and jewels. It is precisely analogous to the same Eastern people expend in decorating the images of their gods. There is a symphony of peculiar to every city. In Chicago we have the symphony in its most elementary form. There is a dull grinding roar, monotonous were it not for the crescendo and diminuendo of the elevated trains. In the background of orchestration we have a very simple theme of clanging street car bells. The London symphony

is rich in musical forms: the [] is common. There are numberless musical notes in the symphony: the sharp [] of horses' goofs, sounding far or near, low or high, and at varying tempos; the low roar of rolling wheels with its crescendo and diminuendo; the sharp shouts of street merchants. All of these produce a most complex musical whole.

London. Nov. 24. "This blasted English drizzle makes the fever in my bones." Typical London day- dark, foggy, with dry [] rain which brought with it a cold which went to the marrow. Was compelled to come home in the afternoon and could not do any-thing for the rest of the day.

London. Nov. 28: Called on Messrs Kauisch & Sable, leather merchants from Chicago, to whom I [] a card of introduction from one of the clerks in the Consulate General Mr. Hauisch started in business here six years ago, and is remarkably successful. He represents a number of American leather manufacturers. He said American leather was making great inroads here. For some years the French and German factories had a monopoly on the production of glasi Kid, but today those factories are idle, and their owners are at their wits ends to Kum what to do with them. He thought, however the American shoe trade had reached its high watermark. English factories were beginning to manufacture on the American last. (In many windows I noticed the sign "made in England- American lash and fit). Men had been brought over from the states to teach the workmen. American shoe machinery had been introduced. The American shoe first gained popularity from its style and the fractional sizes, thereby securing a fit. This has now been harmed. The Americans, Mr. Hanisch said, paid no attention to the Export business. They were so busy looking after domestic trade that they did not keep up their export business until they had a surplus on hand. Then, without warning, this surplus would be clumped on this side with orders to sell. Again, American were not accustomed to giving the long credit, six months or so, necessary in this country. Credit must be longer, as the banks will only loan on collateral or on endorsement. They will not finance the operations of a reliable business man. Of course, it makes conditions safer, but things move more slowly. Again, there are no books of commercial ratings like D[] or Bradstreet- and Englishman would consider it an insult to be asked the condition of his affairs by a mercantile agency. The strength, economically, of the United States Mr. Harrisch attributed to two things- the public school and the patent office. In England a man had to have a fortune to get a patent. I suggested that the public school, and the higher level of education, was a source of military strength, and would be more so in the future as the development in military service showed the value of the individual fighter over that of the man. He was designated with the British workman. He had too much charity bestowed upon him. There was no motive to improvement- if a man's value arose above that of the average, the employee was informed that he would have to be dis-missed, or his output restricted. In this short-sighted way they attempt to secure work for a greater number in the union. He referred me to John Day of the "Shoe & Leather Record", for information in regard to trades unions and business. Was to visit the house of Lords, but they did not convene until 4:10. I went to the Colonial Institute and read and then attended a meeting of the Institute, where Lady Hamilton, wife of a former Governor of Tasmania, read a paper on that island. There were present Sir. F. Buxton, ex Governor of S. Australia, the agent general of Tasmania, an ex- Governor of New Zealand, and here Charles Bereford. I was struck by the fine appearance of the audience- they were evidently

all men who had served the government. England must be given credit for producing some fine administrators. When I returned to Westminster the Home of Lords had adjourned.

London. Nov. 26. Wrote letters. Thought it was going to clear at noon and hurried home to get my camera, but it quickly fogged over. Attended a criminal case in the sea Bailey, which is being torn down, and sat with the members of the bar.

London. Nov. 27. Thanksgiving Day was celebrated in a typical London Fog. Staged in doors all day and heard descriptions of what a real London fog is. The one I experienced, however, was quite sufficient. I believe if some catastrophe were to extinguish the light of the sun Londoners would never miss that luminary.

London. Nov. 28. Called on Mr. John Day, but not finding him in, talked with his assistant. He assured me that all one years of labor unions restricting output is absolutely true, and gave me a piece of evidence which appeared in the Shoe & Leather Record. He referred me to Heavy Bolton; of the Bolton Shoe Co., Milton House, Cheswell Street. I called on him. he assured me that what the shoe Leather man told me about men making work on the pulling over machine cost 4d instead of 1 ½ d per day was quite true. Mr. Bolton represents a number of manufacturers in the United States. He sells shoes from lasts which have been out of style in the United States for six years. Tried to develop photographs, and was fortunate enough to spoil a dozen.

London, Nov. 29- Completed arrangements for embarking. Left the Fenchurch St. Station for Mauerway Station at 4:22 p.m. Found the Aberdun lying at the Royal Albert Docks. The third class apartment was flooded with Jews. About thirty of that persuasion were bound for Cape Town and their brothers and sisters and sisters children had come aboard to say adieu in their barbarian tongue and manner. Few of them understood English; they spoke. Yiddish, Polish, Russian and German,- anything but a curlized lingo. My cabinmate I found shortly before we left our moorings. His name was Brick.Wall, by profession a cutter, his house near Wilford Haven. He was leaving England in his health, being a sufferer from asthma, and was leaving behind him all his relatives, were his sweetheart. I soon found that he was a splendid fellow-straightforward, clean, a Christian, and remarkably well informed. We reached Plymouth Monday morning. Dec. 1. here we took on several additional passengers, among them two English ex officers. One of them, Ryall by name, had been engaged in the defense of Ladysmith. Another passenger was a York-shireman, the typical John Bull. He had served in Bradant's House in Cape Colony. We had a stormy passage of two days across the Bay of Biscay. We met a squadron of English men-o'-war returning from Lisbon. After passing Finisterre we had calm sea. On the evening of Dec. 3 Breckwall and I were promenading the deck when suddenly I looked up and saw long flames shooting over the hurricane deck just off of the smoke stack. Almost simultaneously the officer on the bridge observed it and blew his whistle summoning the crew. It will not have been a matter of more than a few seconds before they had cut the hose down from the ra[] of the foreward; but we were impatient at the delay. They ran off with the hose, and to our []-atism one of the sailors began to hunt for the connection. However, it was all over in less than three minutes, but meanwhile one of the Jews ran below and

gave the alarm and his compatriots began to swarm on deck, jabbering excitedly in their noisome gibberish. What earthly good is a Jew but to keep a foul clothing shop or to lend money at usurious rates? He is at heart a thorough coward, not to be relied on in any emergency demanding manly qualities. One morning, after the second bell, for breakfast had rung we heard some-one going stealthily around the Jewish quarters whispering "hering, hering." When we arrived on the same, the children of [] were already on the field regaling themselves with (what they consider) the delicacy. Brickwall informed me one day that he had found a bug in his bunk. Soon after we began to hear similar reports from other quarters, and one morning one of the stewards pitched the entire bedding of two Jews overboard.

Santa Cruz de Lenerife- Dec. 9. Got up early this morning to catch a glimpse of Tenerife, but tho we saw the foothills, the Peak itself was veiled in clouds. As we came nearer and rounded the island we traced the military road which leads around the base of the precipitous mountains. Several antiquated forts, more menacing in their appearance of black, weather beaten stone, than formidable appeared on the coast, the proud flag of Spain floating above. I always thought the national flag crude in its colors and jarring upon a [] of color harmony. But it is entirely appropriate in its native sunshine. It blend beautifully with the colors of a temperate climate. We in the North know nothing of the effect of color in architecture. I was enraptured with the delicate tints of the stucco of Kuerife. Delicate creams, pinks and blues combined to produce in the marvelously clear atmosphere a picture of dreamlike filminen. A Spanish pilot came aboard and took the ship to anchorage. Immediately peddlers began to swarm aboard with fruit, tobacco, matches, shawls and handkerchiefs. We made up a part of Eight; including the Stewardess, Brickwall and Ryall who acted as guide, master of ceremonies, and financial secretary. we engaged a boat for "two bob" a piece for the return trip, and rowed ashore, past a trim little Spanish gunboat. The Spanish boatswain said he had no use for Americans. "Nostee bona. Nostee bona." I asked whether we could go aboard the gunboat and into the forts, claiming the privilege as an American: He turned away with a look of disgust. Evidently the inhabitants are brought up on the maxim that it is no disgrace to beg: Immediately we landed swarmed men, women and urchins pounced upon us, begging a penny. Our guide took us thru the public square, which was but a few steps from the landing, extending from the little mirk but which was the headquarters of "El Gotieru Militar." From this place we went to the cathedral at whose doors filth beggars, covered so much of the pavement as was not wet with urine. An engaging young Spaniard showed us around the altars, chapels and rastry rooms. The decorations were cheap in the extreme, guilt, chromes, artificial flowers, but at a distance, when the sho[] was not present to the semen, the appearance was really harmonious and phasing. The southern races make a bold use of color in their architecture and decorations. Imagine the colors of the Spanish flag finding a place in Chicago or, worst of all, in London- yet in the beautiful at-mosphere of Tenerife they were imbued with a delicacy which blinds like gauze with the brooding tranquility. Behind the high altar we were shown a chapel, finished in cedar wood. I say finished- in fact only one side was finished. This side was covered with beautiful carvings of the [] and Child surrounded by church. The whole showing a splendid conception and beautiful exectution. The other three walls, however, showed only the bare cedar planks. On one wall was a crude portrait painting, and on the stone floor there was traced a skull and crossed bones and the [] "Requiescant in Pace." Our guide informed us that the painting was a likeness of the artist,

and having died two hundred years ago before the completion of his work, he was buried in the chapel. No one had touch the work since. There was a large proportion of soldiers in the population. Their gay uniforms- red trousers with black stripes and blue [] edged with red were everywhere in evidence. Ryall and Finnigan were struck with their unsoldierly bearing. On closer inspection we found that the houses were of stone and washed in the delicate [] we admired. There was little noise in the streets- a summer siesta seemed to have descended upon the town. But occasionally as we wandered through the streets a shutter would be pushed gently open, and as we glanced up a glimpse of a Spanish beauty- and those eyes! I can never see a pair of beautiful eyes without being reminded of Tenerife. Romance we Northern people do not know the word- We haven't the first stage settings of Romance- Compare a glance like that, thru a half opened shutter, in the siesta stillness of a Spanish town with the hurly burly love making in an American town! We had seen all the sights of the town but we continued to wander in the quiet streets enchanted. (Spain's dark glancing daughters- Black eyed maids of Heaven angelically kind- Childe Harold The children all seemed well cared for- in fact parents seemed to take a special pride in dressing them beautifully. My were all pretty, with large dark eyes. At about half past five we began to gather as the boats to return to the Aberdeen which was scheduled to mail at 7 p.m. We had bought several baskets of fruit, which proved a boon in the hot tropics. The captain got unsteadily into the boat- he had evidently drunk too deeply- we pushed off amid a chorus of "qi' me penny," and soon were hauling over the swells which made some rigorous rowing necessary. The captain's head began to swim, and when we got alongside he fell into the bottom of the boat before sneaking a successful attempt to clamber out.

Dec. 7. En route, Tenerife to Cape Town. Had beautiful weather. I spent the days in reading and playing games with Ryall and Brickwall. We pitched quoits in team, played cards, and finally succeeding in evolving a ball from a lot of ship's twine and canvas, had several exciting games of hockey and cricket. During this time I read Royce's "[]-sious of South Africa"; Conan Doyle's "The Great Boer War"; Anson's "The Law and Custom of the Constitution"; and by way of diversion, Steven-son's "The Wreckers", which in most its portraiture of American life and character in grossly exaggerated and wildly inaccurate. Some of the chapters of Doyle's book I read with Ryall, who gave vigorous sketches of the engagements which he had witnessed. Ryall and I collected the talent on board and on Saturday, the 13th, had the piano brought forward and gave a concert. Many of the sailors were ready with rough songs. Mubrinan, one of the passengers, sang "Pat Malone", the audience joining in the chorus, which ran "then Pat Malone forgot that 'e was dead." Waystaff, the Yorkshireman who had served under Biabaut, gave several recitations; Beagley, a young fellow found in Sydney where he hoped to get a position as mechanical engineer sang "Fathre O'Flynn."

Lenerife busimen Exgins- Antonio Delgado
Farmacia de V Cabrera Abogado y notaries
Doctor en Medicina y Cirugia Deposito de Pintura
La Bola de Oro Barberia de Accites y Barmices
Juan Vidal Sastre Sasteria Tailor

Tailleur Las Cuatro Naciones Sneider

Thursday, Dec. 18. Saloon passengers got up a minstrel performance to which we were invited. The songs were nearly all American- in fact I have been surprised more than once at the popularity of American songs and tunes one hears them hummed and whistled everywhere- Sunday, Dec. 14- Took pictures of the stewards crew in group. I had already taken one of Captain Tiger, the Captain's Boy. He is a bright little fellow. He told us his story. He left home because he was not wanted- his mother had died and a step mother was in her place. he walked seventy miles to London and shipped on board the Aberdeen. We were talking one evening when Mr. White remarked that he would like to see Cape Town. Tiger said he would like to see his mother. He is a good character for a story. Ryall is also capital material for a story of the Johannesburg mines. His tale of how they buried the Cape Town engineer would make a splendid story.

Dec. 20. Learned there were two Greeks on board and I at once made their acquaintance and began to exchange classical Greek for their modern idiom. We were soon able to understand each other quite well. One was well educated and conversant with the ancient parts and the stories of the Iliad and Odyssey. Both were studying English diligently out of phrase books in which English phrases were rendered in Greek characters. There could not have been a more cosmopolitan crowd than the third class passengers of the "Aberdeen". Three were Americans- only one, myself, however, native born. There were four or five Scotchmen whom it was almost impossible to understand. I told them either to speak English or hire an interpreter. Ryall was an Englishman, naturalized, however, on African soil. Finnigan was a North of Ireland man. He struck me as having all the earmarks of an English such. His father was a barrish he had been educated for medicine at Dublin, but failed to complete his course-for the reason, I believe, that he was addicted to drink. I never saw a man drink whiskey and soda, or brandy and soda with greater aridly. Wagstaff was a Yorksireman, had served in the yeoman-ry, was discharged went home, called back to Africa and enlisted again in a colonial corps. A great many soldiers did the same for the reason that in the latter [] the former they received only 1/3. Wagstaff discovered the war as a "peecnic on a large scale" and he wished 'twas on again tomorrow." He lands in "For I've took a notion to cross the [] ocean And I'm going to Philadelphia in the morning." Beagley "For I'm a plumber A handy man in winter and in summer"-Mulrenan Now Pat Malone foist that 'e was dead S. Africa at the beginning of the year with 5/6 in his pocket. On from 3 he was discharged and went home with £380. Another soldier we knew as "New Zealand Time." He had served in the New Zealand contingent. Of the Jews, one had been a lieutenant in the Russian army. he was from Philadelphia, and unhappily, the free air of America had reacted badly on his constitution. He was unendurably insolent. I could not but admire the courtesy, justice and fair play which the English men accorded the Jews. I believe the boast of Englishmen is well founded. That where the Union Jack floats all are treated alike. Wagstaff, however, in his joking way complained that Englishmen had fought like the devil to win South Africa, and now it as being set-tled by these foreigners who would derive most of the good of the country. Wagstaff had a grim humour which was very amusing. He said the "Scotch, they came an' conquered th' country, an' wen th' English found 'twas good they came an' took it awa' fro' them, and then they trekked into the country an' found gooned, an' then th' English took that fro' them, an' now if

they anywere ailse and [] anything gude th' English 'll get that fro' them." He had been employed during most of the war in bringing in cattle, on which he got a percentage- some cattle he confessed to having sold surreptitiously himself. Of course men ran a great risk in doing this. They were liable to two years on the Cape Town breakwater if discovered. Two were Greeks from the Island of Zante, and two were Italians. The Jews were nearly all from Russia on Germany.

Christmas Eve- Dec. 24- 1902. S.S. Aberdeen spent the evening with Brickwell in decorating the dining cabin with [] preparatory to Christmas. Unfortunately here as no American flag on board.

Christmas. Dec. 25. The day was bright, tho there was a heavy swell on which made the ship toss considerably. Heavy [] dashed over the bows occasionally. We had arranged everything so that the white passengers could all assemble in the cabin on the port side which we had []. At the last moment the Philadelphia Jew persuaded his compatriots to take their usual places. This caused some confusion. Ryall went to one of the Jewish women who could talk English to ask an explanation. Wagstaff, however, simply asked the Jews to "shift, or we'll shift ye." The result was they all retired. But meanwhile Whyte, one of the passengers, had made up his mind not to sit with us. Consequently the Jews had to be invited back again to fill up the tables. The dinner was a failure. Instead of the good cheer and yarns which we had anticipated we sat and swallowed our chagrin in silence. Wagstaff informed me that Cape Town was so hot that the farmers fed their chickens ice to prevent them laying boiled eggs. Ryall amused us one evening of a vivid account of how he had cone dynamite fishing with his little dog, a scotch terrier. The dynamite sticks were thrown into the river. The dog on one occasion ran in and rescued the dynamite and ran after his master, who of course made every effort to get away, the dog following in high glee. The cap exploded, the dynamite exploded, and the dog exploded, and Ryall says he was splashed with blood, but otherwise came off unharmed from what aught have been a very serious misunderstanding.

Dec. 26- 1902. The Aberdeen rolled [] bravely than at any time during the trip. Robin's Island and Table Mountain were sighted early in the morning. Everyone bustled about getting his baggage ready for shore. A tender came alongside with four happy-go-lucky niggers to look after unloading the baggage. They began their days work by passing a whisky bottle around and each taking a swig. They started to work and immediately dropped a trunk overboard. It belonged to New Zealand Tim. It was fished out, but in the effort one of the niggers dropped his cap overboard. This had to be fished out before matters could proceed further, and then they all had another drink around, and one of the niggers in a fit of playfulness stuck his jack knife in his comrades' neck. They were evidently ready for any diversion except work. I began to understand what a serious matter the labor problem was for the colony. Ryall says there is no earthly use in treating a nigger well- "give them twenty lashes with the sjambock very Monday morning, regularly, just to inspire the fear of God in them- There's no living with them unless you do." Finally all the baggage was aboard. It was a capitalists war in which racial differences were skillfully employed to serve the purposes of the owners of the Rand, it was a capitalist's war; racial difference by artificial means and paid agitation were accentuated and exaggerated until the two races were arrayed against each other. The war was

precipitated and the end of the capitalists accomplished. Dutch and English will combine against the capitalists of Johannesburg who threaten to flood the S.A. with Asiatic labor and turn the sub continent into a yellow man's country. The line of cleavage will no longer be racial, but economic. The line of cleavage will no longer be racial, but economic, the middle class of Dutch and English will combine against the capitalists of Johannesburg who threaten to flood the country with Asiatic labor and then make it unfit for the habitation of white people. Already white men's leagues, numbering in their membership both Dutch and British have been formed all over The Trans[.]. The readiness with which the issues of the war have been forgotten goes to prove where community of interest lie and the artificial nature of the issues of the late war. Where true community of interests are to be formed and the artificial character of the issues which precipitated the war. At the same time it goes to demonstrate the artificial character of the issues which precipitated the war. The agitation in Johannesburg was carefully rehearsed; protagonists and chores alike received their pay. Now that the play is over and the actors have been discharged they are calling loudly for their [] and wishing themselves back in the halcyon days before the war. The leader, I kissed the stewardess goodbye, and we pushed off amid cheers and waving handkerchiefs. The tender gave three shrill whistles, the Aberdeen responded in stentorian tones, and our voyage and associations were over. At the customs house we had to give our names and occupations. A Tommy at the entrance was explaining this fact to the line of passengers. A Jew asked for further explanations. "Just give your name and business- you don't need to give your nationality- we know that:" A Jew came up to the Inspector, gave his name and nationality. "What's your occupation?" "My vat?" "What's your occupation- what do you do- your business?" Vat do I do? My business- I do business." "Peddler- next" the Inspector said to himself as he made the entry. Ryall, Wilshin (Texas) and myself drove up to the Royal Hotel. Finnigan had already gone up and installed himself in a room. Eight of us sat down to lunch together - Finnigan, Ryall, "N.Z. Tim", "Texas," "Scottie" (Hastie), Wagstaff, Beagley and myself. Will that crowd ever be together again? The Lord only knows. Brickwell came in while we were eating and said goodbye. I was very sorry to say farewell to him- he is an excellent fellow and had been a fine travelling companion. Friday- the day we landed- happened to be "boxing day," as the English call it, and consequently we could do nothing but walk thru the silent struts and see the sights. Finnigan knew Cape Town well- he had been in-validated there during the war. We went up to Nelson Hill, the Parliament buildings, the public gardens and the Library. Finnigan, however, punctuated his steps with glasses of brandy and soda. In the evening we heard the band in the garden, where my old weakness overtook me and I fell asleep.

Dec. 27- Called at the Post Office, the African Banking Corporation and the steamship offices. In the afternoon I called on Rev. Ezra Nutall, as the Wesleyan Parsonage, Rdorf St. I had a very interesting talk with him. He had been one of the vigilance committee during the war, having been a member of the original committee of twelve which was afterwards increased to sixty. He did not h[] tek to say that there was a widespread conspiracy among the Dutch which had for its object placing South Africa under Dutch leadership. Mr. Hofmeyer lived next door to him. He is leader of the Africander Bond, and the man with whom C.J. Rhodes allied himself in order to capture the premiership. Astuteness and secrecy Mr. Nutall said were characteristics of the Dutch- Englishmen could not help admiring the way in which the conspiracy had been organizing for years while the leading men in England refused

to be-lieve there was any such thing. In the evening Ryall off for Stellenbeach and Finnigan and I went to the Theatre where we saw the opera "Dorothy." Finnigan insisted on drinking between acts. By the time the play was over he was fairly in, and I had to lead him home. To help him work off the effects I sat on the stoop with him, when he suddenly hailed a cabbie, and nothing would do but we had to drive to Crow St. then to Leigh St., Barrack St. and Broom St. It was one o'clock before we returned and he could be induced to go to bed. He insisted, however, on "just another smile."

Cape Town, Sunday, Dec. 28. Took a long walk in the morning out past the castle, riding back on the street cars and out on the Sea Point Road. Spent the afternoon in writing until 4 o'clock when Finnigan proposed that we go out to Sea Point. Had a beautiful street car ride and walk along the sea shore. The villas look out over the sea, and seem to suggest a beautiful life. Ryall spent the day chasing from Stellenbeach to Green Point in search of his brother. He broached the scheme of the trip to Uganda, I to accompany the expedition in the capacity of reporter and photographer.

Cape Town. Dec. 29. Spent the morning writing. In the afternoon I called at the Bank and at the Telegraph offices to see whether any cables had arrived for me. After careful search I concluded that none had been out. The evening I spent at Rev. Ezra Nutall's. He introduced me to his wife, son and two daughters and to a Mr. Malley, an entomologist. He comes from the Iowa Agricultural College and is engaged in what he calls the Economics of Entymology- that is, a branch of agriculture which has to do with the influence of insects; beneficial or otherwise, on crops. He was interested in discovering how different insects reacted upon each other, and in importing such insects as would destroy others that are harmful. He informed me, or I understood him to say that their branch was not taught in English schools. The head of the department was also an American from Boston. He advised me to visit the Cape Orchard Co. at Hex River. The government of Cape Colony has an agricultural School. In his opinion, the greater part of the Karroo could be rendered fertile by irrigation. The land, unfortunately, is in the hands of unprogressive Boers. Young Mr. Nutall told me about Bishop Turner, a negro, who started the Ethiopian movement; which is partly religious and partly political in character. He was exposed by Bishop Harsell and obliged to leave the country. Coppin is now in charge of the movement; and Peregrino is editor of their organ. Rev Ezra Nutall decried the idea which Ryall had been instilling into me that a nigger must have a licking regularly every Monday morning. He thought they should be treated with absolute picture.

Cape Town- Dec. 30. Spent a good part of the day with Ryall who was trying to engineer his scheme of going up to Uganda to get natives- I was to go with him in the capacity of photographer. I doubt, however that anything will come of it. I visited the docks early in the morning and took a few snapshots. On the way back I met Malley, who was opening big chests of English trees and shrubs which were going up to Pretoria. He was inspecting the plants for scales. In case any were discovered it became necessary to disinfect the plants in some gas having similar poisoning qualities to Potassium Cyanide. I do not recall the name he gave the composition (Hydrocyanic Acid Gas) In the afternoon I called on Charles P. Lounsbury, entomologist for the [], at the agricultural department headquarters. He

was very kind in giving me a great deal of information regarding his work. He showed me the different species of scales, and described their operation. In the first stage of their development they move about. Later they attach themselves to the surface of the leaf, exude some liquid which covers their bodies, and they become stationary. They pierce the surface of the leaf, and draw out the sap. Other varieties poison the sap the leaf shows a reddish mark where it has been bitten. Others still simply cover the plant exude some liquid which asphyxiates it. He then described his investigations with ticks. In cattle red-water was caused by these parasites. They also attack dogs causing a kind of fever. The development of the disease, as I understood, was something like this- the tick carried from an unhealthy animal an animal parasite which, when the tick attacked the healthy animal catered the blood and fed on the red corpuscles in the blood. Sometimes infection (?) does not come at once- the tick gets its fill, and drops off. After lying dormant a month or so he has another feed and drops off again. It may not be until this third stage that the infection takes place. It is a curious fact that young cattle may be stabled with the old diseased cattle, and yet they do not take the disease. In point of fact; they do contract it, but in a very mild form and they become immune. Texas cattle are immune in this way, and wild animals, from which domesticated animal like it, also. But there is another curious fact. Cattle that are not immune catch the disease from immune animals, and while at the first the latter did not suffer, they will now in turn catch it from the animals which took it from them. Mr. Lousbury explained this fact by saying that the parasite gained a greater virulence by attacking the defenseless beasts, and this greater virulence to immune animals could not withstand. Yellow River and malarid are similar in their nature- here the animal parasites are spread by mosquitos. Spent the evening in the Public Library reading Kruger's memoirs. Transcribed article on Knerife and wrote letters.

Cape Town- Dec. 31. Spent a good part of the day in looking for rooms- also in humoring Ryall- Finnigan, with true English snobbishness, did me the honor of borrowing a pound. The evening I spent at Mr. Lounsbury's home, Oapington House, 3 Station road, Newbray- Had a long talk with him in regard to So. African affairs. He thought that it would be years before the country could compete with the U.S. we had good land and plenty of water; so Africa had the land, but had no water and could not get any. There is no range of hills or mountains, like the Rockies, which would serve to collect humidity. It would be long before So. Africa could become a great country as a result of the war and the pest had demanded of cattle and sheep. Thousands of head of sheep and cattle had been destroyed in the war as a military war measure. The result was that new cattle had to be imported, acclimatized and bred. Great care, too, had to be taken in this restocking lest diseases be introduced with the animals. Many were being imported from Argentina, Texas and Australia. The natives, Mr. Lounsbury thought; had too much freedom- they should be handled as children- they should be taught to regard the white people as their superiors. He decried equal privileges for them with white men. The suspension of the sale of intoxicants during the war had been a good measure, and should have been continued. He told me that up in the Trans-[] the feeling in favor of the nature had gone so far that a native