

# EAST TO THE WEST



泰山







# EAST<sup>TO</sup><sub>THE</sub> WEST

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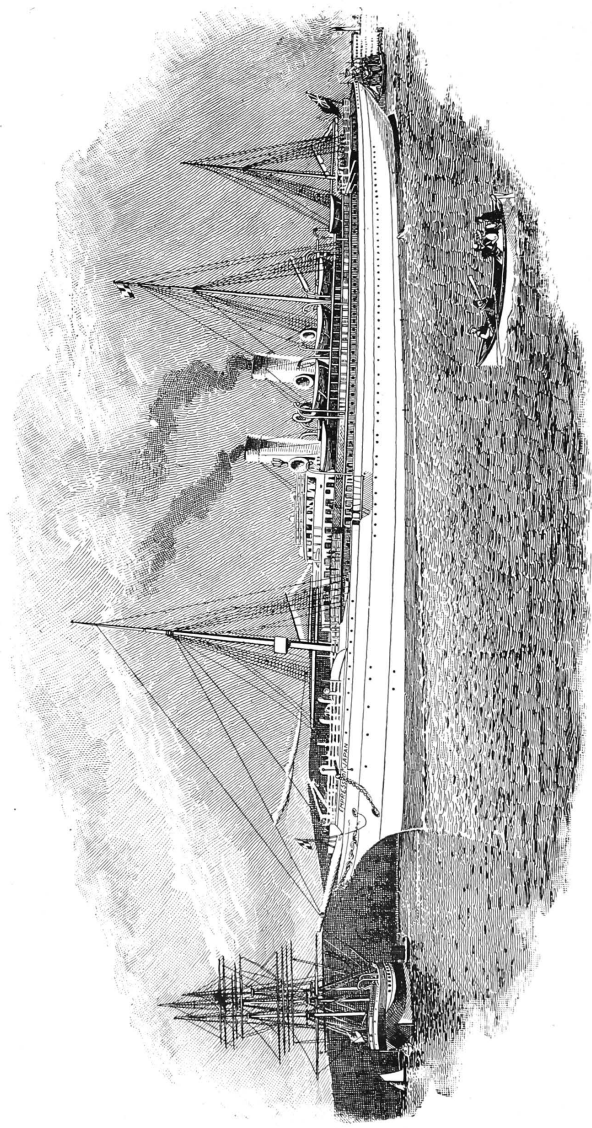
A GUIDE TO  
THE PRINCIPAL CITIES OF THE  
**Straits Settlements,**  
**China and Japan**

AND THE GREAT RAILWAY ROUTE  
ACROSS THE AMERICAN  
CONTINENT.

BY ELIZA RUHAMAH SCIDMORE.

FIRST EDITION.

ISSUED BY  
THE CANADIAN PACIFIC RAILWAY COMPANY.  
1898.



AN "EMPRESS" STEAMER LEAVING VANCOUVER.



## PREFACE.

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“EAST TO THE WEST” is at once a pocket guide and index to China, Japan and other eastern countries. If not a pretentious descriptive work, it is something more than a mere compendium of bare facts, regarding time and distances and means of travelling which usually make up the ordinary guide book.

For the traveller who turns his face to the east, intending to encircle the globe by way of the North American Continent, it gives sufficient information to satisfy passing interest. It leads those who leave Europe through the Mediterranean and the Suez Canal, past India, to the Straits Settlement, China and Japan, thence across the Pacific to Victoria and Vancouver, the Canadian gateways of that ocean. Travellers who make their starting point in the far east or in Australia, travelling eastward, are supplied with information of the route and descriptions of its chief points of interest, written under the inspiration of personal observation.

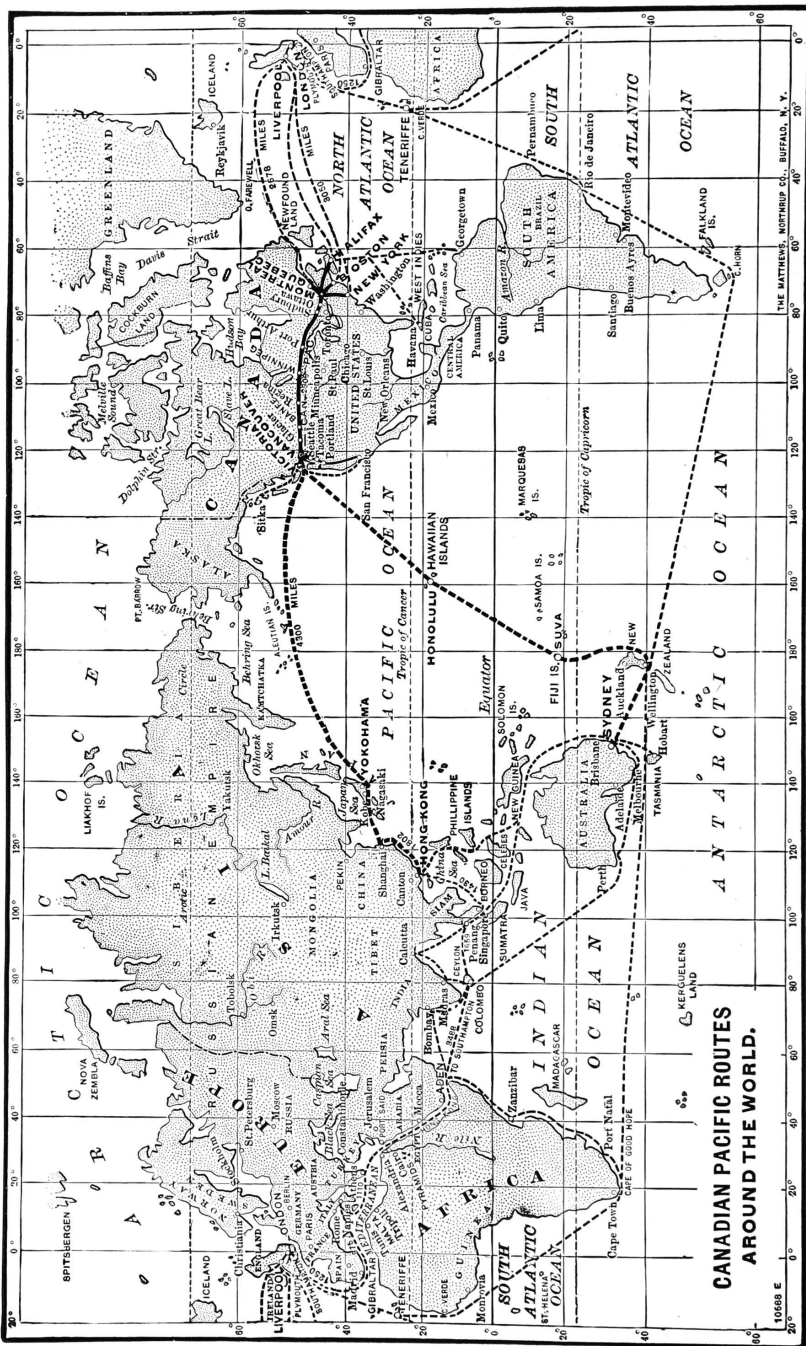
Those who desire to tread comparatively new fields of travel will find in these pages hints and suggestions that may be of value to them, more particularly regarding those parts of China and Japan that lie off the beaten track; and where it has been thought more extended information might be desired, mention is made of the best authorities from which it can be obtained.

For further details concerning routes, rates, sailing dates, connections, baggage allowance, etc., matters which, being subject to change cannot be treated fully in this guide, the tourist is referred to representatives of the Canadian Pacific Railway Company.

In the “New Highway to the Orient” will be found a complete and interesting description of the Canadian Pacific Overland Route, across mountain, river and prairie, and in the various other publications issued by the Canadian Pacific Railway Company, which deal with different sections of the Dominion, a great deal of reliable trustworthy information is furnished. These works are supplied gratis on application to any agent of the Company.

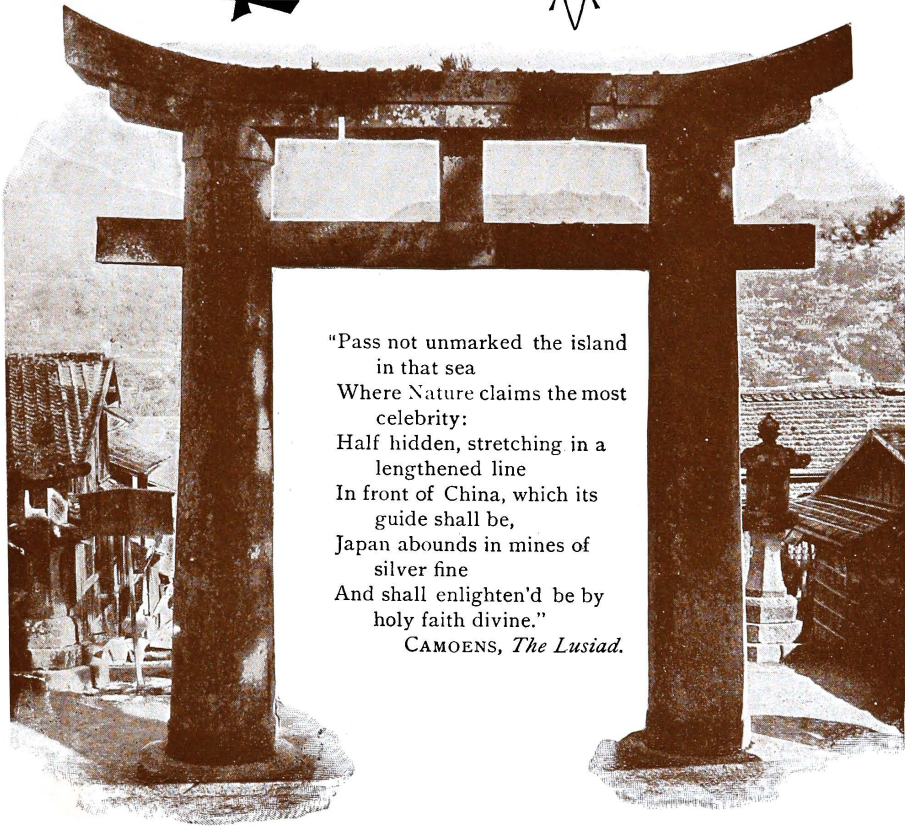
D. McNICOLL,  
PASSENGER TRAFFIC MANAGER.

MONTREAL, January 1st, 1898.





# EAST TO THE WEST



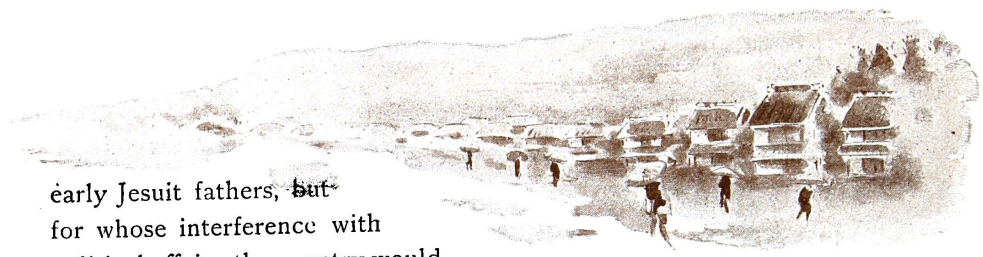
"Pass not unmarked the island  
in that sea  
Where Nature claims the most  
celebrity:  
Half hidden, stretching in a  
lengthened line  
In front of China, which its  
guide shall be,  
Japan abounds in mines of  
silver fine  
And shall enlighten'd be by  
holy faith divine."  
CAMOENS, *The Lusiad*.

## I.

When Columbus sailed westward to find a shorter route to the Indies, he was thinking as well of the fabled Zipangu of which Marco Polo had heard at the court of Khublai Khan. Leaving San Salvador and sighting Cuba, the great admiral was sure that Zipangu's palace, with its roof, floors and windows "of gold, in plates like slabs of stone, a good two fingers thick," was near at hand.

Fortunately for us, Japan was held in reserve for this century and this generation, and this exquisite country—different in itself from the rest of the world and all this side of the planet, as quaint and unique, as beautiful and finely finished as one of its own netsukes or minute works of art—delights the most jaded traveller and charms every one who visits it.

Columbus failed to find this Zipangu, or Jeh Pun, the Land of the Rising Sun; but Pinto did in 1542, and made possible the work of St. Francis Xavier and the



early Jesuit fathers, but

for whose interference with

political affairs, the country would

not have been closed to all foreign intercourse until Commodore Perry's visit in 1853. The sperm whale was the innocent factor in this great result, and after quoting Michelet's praise of the whale's service to civilization, Nitobe\* says, "that the narrow cleft in the sealed door of Japan, into which Perry drove his wedge of diplomacy, was the rescue of American whalers." From providing a grudging refuge for shipwrecked and castaway mariners, Japan now welcomes visitors from all the world and bids them enjoy an Arcadia where many things are so strange and new that one might as well have journeyed to another planet.

Within a few years pleasure travellers around the world have more than quadrupled in numbers, and a girding of the earth is now the grand tour, which a little round of continental Europe used to be. The trip to Japan for Japan's sake alone is altogether an affair of these later days. "More travelers, better ships; better ships, more travelers," is an old axiom in shipping circles, and there is proof in the increasing number of trans-Pacific passengers and the presence of the Canadian Pacific Railway Company's fleet of Empress steamships which carry them across the greater ocean. With their close connection with the company's trans-continental railway a new era of travel began. There is every inducement and temptation to make the circuit of the globe, and Japan fairly beckons one across and along this highway from the Orient to the Occident. With but two changes, one may go from Hong Kong to Liverpool, more than half way around the globe; and from Hong Kong to the Atlantic steamer a uniform decimal system of coinage solaces a tourist's existence.

Time and distance have been almost annihilated by modern machinery, and the trip from Yokohama to New York takes no longer now than did the trip from New York to Liverpool but a few years ago. Ten days after leaving Yokohama the Empress of Japan arrived at Vancouver, and in less than fifteen days from leaving Japanese shores its passengers were in New York and Boston, and a week later were landed in Liverpool.

Each year is Europeanizing and changing Japan, and the sooner the tourist goes the more Japanese will he find those enchanting islands. Every season is a good season to visit Japan, and in every month of the year he will find something peculiar to that season in addition to the usual features. The time of the cherry blossoms and the season of the chrysanthemums are the gala weeks of the year,

\*"Intercourse Between the United States and Japan," by Inazo (Ota) Nitobe. Baltimore: John Hopkins, Fren., 1891.



and during those April and October fêtes the climate leaves little to be desired. The somewhat rainy seasons of June and September render those months the least desirable, and the heat of midsummer is a little trying to some; yet from the first poetic days of springtime to the end of the longdrawn autumn the out-door life gives an interest and colour which the winter months lack. The autumn usually merges into an Indian summer which may last until January, and the frost summons a carnival of colour at which even the Canadian and the American, used to their own brilliant autumnal foliage, may marvel. In midwinter, Tokio is crowded, parliament is in session, the court is in full social activity, pageants and holidays are many, and even at its worst, the weather is a gentle contrast to that of the continent across the Pacific.

"The Japanese," says Percival Lowell,\* "makes love to Nature, and it almost seems as if Nature heard his silent prayer and smiled upon him in acceptance; as if the love-light lent her face the added beauty that it lends the maid's. For nowhere in this world, probably, is she lovelier than in Japan; a climate of long, happy means and short extremes, months of spring and months of autumn, with but a few weeks of winter in between; a land of flowers, where the lotus and the cherry, the plum and wistaria, grow wantonly side by side; a land where the bamboo embosoms the maple; where the pine at last has found its palm-tree, and the tropic and the temperate zones forget their separating identity in one long self-obliterating kiss."

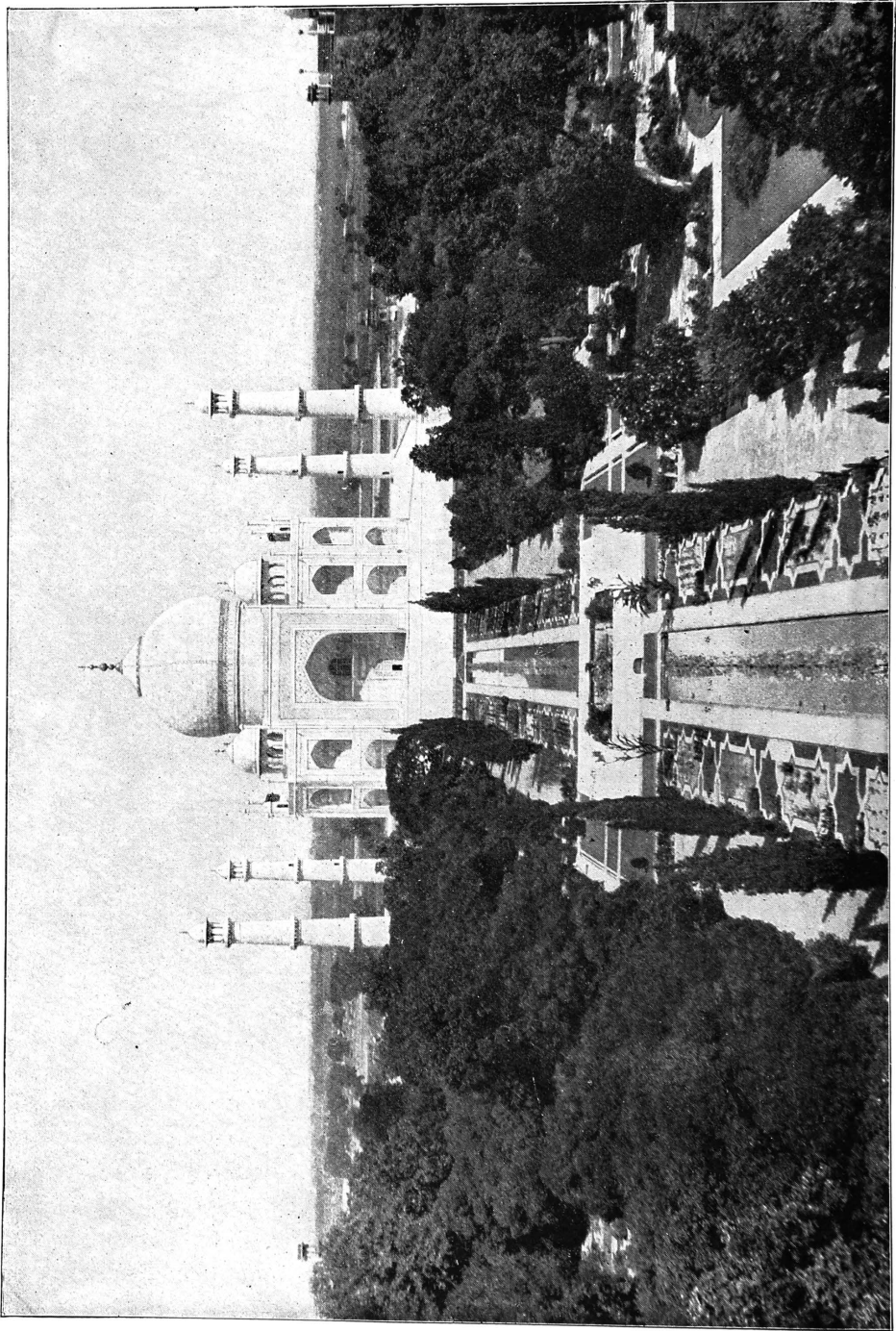
## II.

### FACING THE SUN.

It is a matchless pleasure trip if the traveller, facing the sun, goes eastward to these further eastern lands—whether his starting point be England, or India, or Australasia—and every day, or week, or month he can give to stops by the way will count on the red letter ledger of his life. There are many well worn but never uninteresting paths from England across the European continent, and by Gibraltar and the Mediterranean, which converge at the Suez Canal and lead down the Red Sea to that other stronghold—Aden—where they again radiate in almost as many directions. One can go direct to Colombo in Ceylon's Isle, "where every prospect pleases," in the combination of magnificent chincona groves, coffee estates and tea plantations, and Adam's Peak and Buddha's Tooth are reminders of the days when the earth was young; or, if more than a mere passing glimpse of Britain's great Empire in the East and its wondrous splendour is sought, one may sail across the Arabian Sea to Bombay, and in the journey by rail to Calcutta, visit the most attractive portion of this vast realm, around which stirring events of centuries have cast the glamour of undying interest.

At the Steamship Company's office in Bombay, and at the tourist bureau, every aid will be extended to those planning an Indian tour. The tourist bureau,

\* "The Soul of the Far East," by Percival Lowell. Boston and New York: Houghton, Mifflin & Co., 1888.



THE TAJ MAHAL AT AGRA.



the hotel manager, or club steward will recommend a travelling servant, who is not a courier, but only what his name implies, and a necessary evil with existing railway and hotel arrangements in India. Local guides are employed at one or two rupees a day to explain the sights and shows of each city. The traveller must provide his own bedding for the nights on the train, a pillow and two or more *razais*—cotton wadded quilts. As the nights are bitterly cold in contrast to the hot noondays, the traveller needs heavy wraps and an abundance of covering at night, whether he sleeps on the train or in the sunless vaults of bedchambers in hotels built with an eye solely to comfort in hot weather—when the hotels are empty. The railway refreshment rooms are in every way better kept than the city hotels of India, and good, freshly-made tea is always offered at the car windows at every halt of the train in the early morning and afternoon, yet a well-supplied lunch-basket should be kept with one.

Ahmedabad and Jeypore are most picturesque and fascinating of Indian cities, with a character and many features differing from all other Indian cities; while Agra is the pearl of India, and should by all means be made the object of two visits, if only a day can be given to the second stay, on returning from Delhi.

**THE TAJ MAHAL.** The traveller will never regret the time given to the Taj Mahal, despite the long rides from the hotel to the Taj Mahal and return, and by sunrise, noonday, sunset and moonlight it is only the more glorious vision—the most supremely beautiful building ever built by the hand of man, and alone repaying one for all the travel from any remotest point in the world to Agra and return.

Delhi, with its historical associations of the earlier centuries, the deathless record of the Mutiny season, and its bewildering bazar, also invites a second visit, if the traveller goes further north to Amritsar and Lahore, two other cities of such fascinations and picturesqueness that one must implore the sympathetic tourist not to miss them by any chance.

Lucknow and Cawnpore, with the Mutiny horrors dinned into one without respite, are too often hurried by as duty visits, but if one will suppress the parrot guide with his stereotyped tales of suffering, slaughter and miseries unspeakable, there is much else to interest and please one in both those cities. Benares, of course, is the unique city of the Brahman's soul, and two and three sunrise boat trips along the sacred river bank do not exhaust one's amazement at the visible proofs of the Hindu's deep-seated, ineradicable religious instincts and superstitions.

Calcutta and its palaces seems almost a bit of Europe after a few weeks up country, and the Canadian Pacific Railway offices there are a home and a club to the weary traveller. Rested and refreshed by its metropolitan life and comforts, the tourist takes heart and train again, and travels northward all night to Siliguri, at the foot of the Himalayas, where a narrow-gauge railway carries him straight up through forests and past tea-

gardens to that midair refuge and resort, Darjiling. He may sit by a coal fire in his hotel and comfortably watch sunrise and sunset pageants play across the heavenly heights of Kinchinjanga; or, starting at three in the morning, he may ride, or be carried in a "dandy" (open chair), to a point whence the tip of Mt. Everest is visible by the first flashlight from the rising sun.

Madras and Colombo may be visited, as the traveller rejoins the great main route of travel around the globe, or the Indian Ocean may be crossed direct to Penang, one of the Straits Settlements; or, if one wishes, he may diverge to Rangoon, where in even a day in port much can be seen of Burmese life and the living Buddhist religion of Further India; and before reaching Japan, detours can be made to other sub-tropical lands mentioned in these pages, which proffer the most delightful of experiences. To the residents of India, the voyage to Europe by the Eastern route will be found a pleasant change to the time-worn route through the Red Sea and Suez.

Travellers from the Australian continent, going eastwards to Europe by way of Japan, experience the variety, interest and pleasure afforded by a tour of those islands and across the American continent, which augur sufficiently against the long monotony of the continuous voyage by way of Suez. One may go direct to Hong Kong—a delightful sea voyage through Torres Straits and past the wondrous clusters of islands that dot the Pacific from the Australian shores to the southern waters of the China Sea; or, if he will, he may in-

stead take steamer by way of Batavia and Singapore to Hong  
**JAVA.** Kong, and a stop of even one week in Marco Polo's "Java Major" will show him much of that wonderful island. \*The railway is completed from end to end of Java, and branch lines give access to all the places one may wish to visit, so that now that the posting days are past, Java, "the finest tropical island in the world," is no longer the place of the most expensive travel in the world. Railway fares and hotel tariffs average those of the Continent of Europe, so that the tour of Java is quite within the average tourist's means. A Malay travelling servant is a necessity, and a trial to the traveller. A Chinese who could speak the Malay dialects, as well as Dutch and English, would prove invaluable if such could be found.

At Batavia, Samarang and Sourabaya are branch houses of the Hong Kong and Shanghai Banking Corporation, and the Chartered Bank of India, Australia and Japan, the leading financial institutions of all the Further East. The gulden or florin of Holland is the current coin of Java, but is as often spoken of as a rupee, which used to be its equal in value, and as a dollar, the latter being the de-based silver, or Mexican, dollar current in China and the Straits Settlements.

Alfred Russell Wallace's "Malay Archipelago" is a standard work for the traveller to read, and the travels of d'Almeida, Marianne North and W.B. Worsfold

\*See "Java; The Garden of the East." Century Co., 1897.

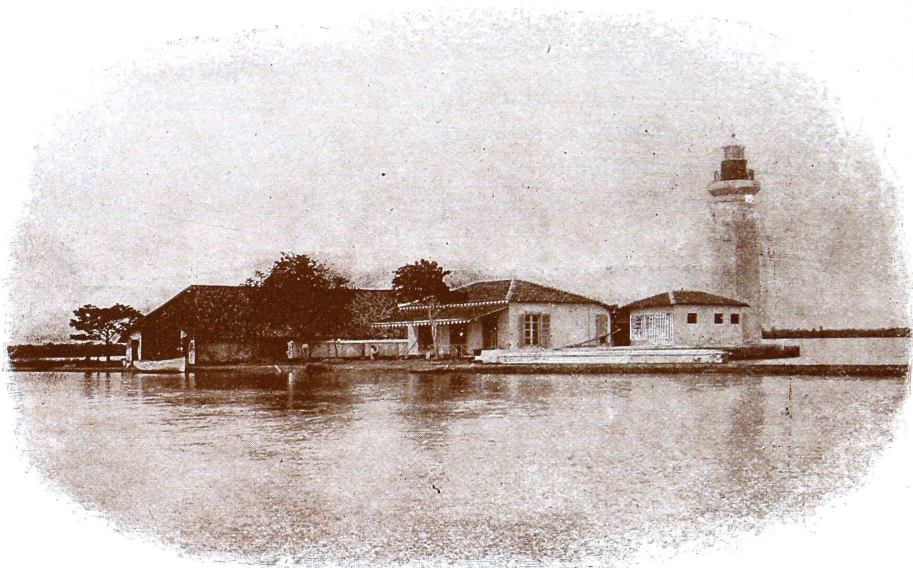
and "The Australian Abroad" are interesting and helpful. Dr. Bemmelen and Col. Hoover's "Guide to the Dutch East Indies," and Captain Schulze's "Guide to West Java" sufficiently light the way.

A railway connects Tandjong Priok, the harbour of Batavia, with the heart of the "old town," the three-century-old "Queen of the East," that was the graveyard



A JAVANESE MARKET WOMAN.

of tens of thousands of Europeans in the centuries before sanitary science was regarded. The city retains none of the great walls and gates of defense that once encircled it, and few of the ancient Dutch and Portuguese palaces of commerce that once made it picturesque. The stranger must visit the quaint old Stadthuis within twenty-four hours after his arrival, and, giving his name, age and nation-



THE UITLUK, OR LIGHTHOUSE AT ENTRANCE OF BATAVIA HARBOR.

ality, the name of the ship and the ship's captain who brought him to Java, tell for what purpose he came and for how long he proposes to remain. If all is satisfactory, a "*toe latings kaart*," or admission ticket, is granted, which permits him to remain in Batavia, and travel as far as Buitenzorg, the cooler capital, forty miles away in the hills on the slope of Mt. Salak.

**BATAVIA.** The vast parade grounds and the museum, the Raden Saleh villa, the Zoölogical Garden and Exposition Grounds, and the streets of beautiful villas in the Weltevreden suburb, or "new town," constitute the sights in that quarter where the Nederlanden Hotel and the Hotel des Indes are situated. The old Stadthuis and Stadtkirke, the Uitluk, or lighthouse, the quaint old warehouses by the canals, the house of the traitor Peter Elberfeld, the Chinese and Arab kampongs or villages, the Mohammedan Messigit, or mosque, and the busy native passers, or open air markets, are objects of interest in the "old town." The Javanese are as gentle, refined, courteous and winning a people as the Japanese, and the Javanese children the most attractive little ones in all Asia.

The traveller hears much before he arrives of the lax ceremony, the startling *deshabille* of the foreign residents in Java, but he must remember that the Dutch are particularly sensitive to criticism or show of amazement at their regularly wearing pajamas and sarongs in public view, and in time the stranger is able to view the custom unconcernedly. Early tea and coffee, sometimes a second light breakfast, a bountiful luncheon or "rice table" at noon, tea at five o'clock in the afternoon, and dinner at eight or most often nine o'clock are the rule at hotels. Every one drives in the late afternoon, ladies without bonnets in most sensible fashion. Shower baths or swimming pools are found at all hotels, but not tubs, nor yet the punkah so inevitable in India and China.



**BUITENZORG.** One reaches Buitenzorg by train in an hour and a half from

Batavia, and from the porches of the Bellevue Hotel looks upon one of the most beautiful and luxuriant tropical landscapes he may ever expect to enjoy, with the slumbering volcano of Mt. Salak full before him, and a deep valley of palm trees rustling beneath his verandah night and day. The town lies 750 feet above the level of the sea, and enjoys a pure, clear atmosphere, always ten degrees cooler than Batavia. The Governor General's palace is in the midst of the Botanical Gardens—the famous Hortus Bogoriensis of botanists, the oldest and finest living museum of its kind in the world. There is much picturesque scenery in the neighborhood of Buitenzorg, and this hill station is the health and pleasure resort and chief social center for all Netherlands India. In the rainy season, from November to May, the vegetation is most luxuriant, the mangosteen and other rare fruits of the tropics are most plentiful, while the dry season offers other advantages to those who might care to linger in this earthly paradise, which the matchless climate of the hill country offers the year round.

**THE VOLCANOES.** The Assistant Resident at Buitenzorg will grant a toelatings-kart for the interior of the island, and there are many places of interest to visit on this little continent, over three hundred miles long and averaging fifty miles in width. Sindanglaya, the mountain sanitarium, is most easily reached by taking train from Buitenzorg to Tjandjoer, and a cart thence to the cool, high plateau, where invalids so quickly recuperate. The crater of the Gedeh may be visited in a day's excursion, and the long drive down the mountain back to Buitenzorg affords a day of delight in tropical forests. From Bandoeng, the crater of Mt. Tangkoban Prahoe may be made the goal of a day's excursion, and by taking the branch railway from Tjibatoe he may reach the beautiful little town and pleasure resort of Garoet in a level, green plain, surrounded by volcanoes, all of which give frequent reminders of the terrible forces pent within. Tissak Malaya and Tjilatjap are interesting provincial towns, where one sees much of native life, and Djokjakarta is one of the great native capitals that still retains much of the state and picturesqueness of the old Javanese life.

**THE TEMPLE OF BORO BOEDOR.** The ruins of the great Buddhist temple of Boro Boedor are only twenty-five miles from Djokjakarta, and the drive thither over a fine post road, through beautiful landscapes, lets one appreciate the former pleasures of Java travel, when all tours were made in post chaises. There is a well-kept passagran, or government rest house, beside the temple, and this "finest monument that Buddhism ever reared" is in wonderful preservation. It was built in the seventh and eighth centuries, the Golden Age of the Hindu Empire in Java, was abandoned and deserted when the people were converted to Brahmanism, and overgrown and forgotten during all the time after the Mohammedan Conquest of 1475. Sir Stamford Raffles, the British Governor of Java, excavated the ruins in 1814, and brought to light the vast, pyramidal temple, five hundred feet



THE TEMPLE OF BORO BOEDOR, JAVA.

square, and rising by four square and three circular terraces, or processional paths, to a height of one hundred feet. The walls of all the terrace galleries are lined with bas-reliefs illustrating the history of Buddhism, a series of sculptures measuring three miles in length if placed in continuous line. The niches, or chapels, in the walls and latticed dagobas (colossal reliquaries of carved stone) contain altogether over five hundred life-size statues of Buddha.

The ruins of the great Brahmanic Temples of Loro Jonggran at Brambanam and the Buddhist shrines of Chandi Sewou (Thousand Temples) are reached by a half hour's walk from the railway station of Brambanam, but are in less perfect condition than the Boro Boedor Temple.

Soerakarta, or Solo, where the native Emperor of Java resides, is a place of exceeding interest to those who care to see something of native life, and some state pageant or procession is always taking place to gratify visitors. The ruined temples on Mt. Lawu, near Solo, resemble the pylons and pyramids of Egypt, and the ruined temples on the Dieng Plateau, near Samarang, puzzle archaeologists by their amazing resemblance to Central American ruins. The great volcano, Mt. Tengger, at the east end of the island, has a crater, the Bromo, of unusual interest, and may be easily reached from Tosari, a sanitarium and pleasure resort for the residents of that heated sugar and tobacco growing region.

**JAVA COFFEE.** The traveller will suffer a surprise in the coffee served him at breakfast in Java hotels. A strong extract made by cold filtration is brought in a cruet to be diluted with hot water and milk, as in Mexico.

and there results a sad, gray fluid that disheartens one entirely. The blight of twenty years ago killed nearly all the Arabian or Mocha coffee trees, and since then the coarser and hardier Liberian coffee trees have been planted almost entirely. As the "culture system," or forced labor, on government plantations has been done away with recently, there is no such thing as "old government Java" coffee in any sense in the market now. Many old coffee estates have been replanted to tea, and kina, or cinchona, plantations have proved other more profitable ventures.

### III.

**SINGAPORE.** The sail up the Java Sea, across the Equator and close along the green Sumatra shore, is a delightful experience, and Singapore, that great center of the commercial and sea-faring universe, presents many attractive features. The splendid buildings, the busy streets and markets, the river crowded with Malay boats and the stream of Chinese, Japanese, Javanese, Siamese, Cingalese, Malays, Hindus, Parsees, Tamils, Arabs and representatives of every race and type of man, make Singapore's human panorama most exciting and interesting. The Raffles Museum, the Botanical Gardens and the many drives around the town pleasantly fill one's time, and there is an interesting thirty-mile drive, with a short ferriage across the strait, to the palace of the Maha-Rajah of Johore on the mainland shore of the Malay Peninsula. Singapore is a monument to British foresight and enterprise, and founded by Sir Stamford Raffles, after the fall of Napoleon had moved Great Britain to return Java to Holland, it has not only rivalled but outstripped Batavia as the tropical metropolis of the East. Although lying nearer to the Equator than Batavia, Singapore, by its fortunate position in the Straits, enjoys a much lower temperature. People of all nations, bound for all the remotest parts of the globe, on business or pleasure bent, meet at the one famous hotel for curries and cooling drinks, while peddlers of photographs, Malacca sticks, Oriental fabrics and objects of every kind, wait upon one's steps at the doors and beguile one down a long side street of shops.

**SIAM AND COCHIN CHINA.** Bangkok and all the curious features of Siamese existence, the gilded and mirrored pagodas, the white elephants, the quaint boat life, can be visited by local steamers from Singapore. Superior ships will carry him from Bangkok to Saigon, that bit of transplanted France, that is full of curious contrasts and surprises when encountered in the tropics. Saigon has a zoölogical and botanical garden already famous, and the collection of living tropical birds is unique and alone worth the trip to Cochin China. The ruined

**TEMPLE OF NAKHON WAT.** City of Angkor and its surburban monastery and Temple of Nakhon Wat, the latter on a vaster and more elaborate scale even than Boro Boedor, and an even greater wonder of the tropic world, tempt the more serious tourists to penetrate to the Cambodian jungles where it long lay hidden.



The pilgrim has an interesting three days' trip up the Mekong River on modern, perfectly-appointed French steamers, and takes bullock cart for the last forty miles to Lake Tali Sab, on whose shores the great city of Angcor was built. The vast temple was erected between the tenth and fourteenth centuries, its sculptures and plan fully proving it to have been dedicated to the Naga or Serpent Worship prevailing at that time, although it has since been taken possession of by Siamese Buddhists. It is larger in every way than Boro Boedor, even more elaborately decorated, and the gateways, towers, carved walls and pillars, and vast corridors



VILLAS ON THE PEAK, HONG KONG.

#### IV.

or arcades surrounding the tanks, or water courts, give impressive idea of what the magnificent temple was in the days of Cambodia's greatness.

A blue, blue sea; a barren, brown coast; mountains of burnt rock rising sheer from the exquisite sapphire waters; and, rounding the point, the steamer sweeps into the splendid amphitheater of Hong Kong harbour, a watery arena thronged with merchantmen and men-of-war of all nations.

Steam launches carry the cabin passengers ashore, and sampans swarm by hundreds, each boat manned by a shrill-voiced woman, who steers, sculls, cooks,



manages her children, drives the bargains, and, with her sister boatwomen, chatters incessantly.

Situated on the steep slope of a mountain, Hong Kong, as it rises from the sea and terrace by terrace climbs the eighteen hundred feet to the summit of the Peak, is most imposing and beautiful. The white houses seem to be slipping down the bold hillside and spreading out at the water's edge in a frontage of more than three miles. The lines of two viaducts—the Bowen and Kennedy Roads, as those high promenades are named, for two favourite governors of the colony—draw white coronals around the brow of the mountains, and terraced roads band the hillside with long white lines. All the luxuriant green of the slopes is due to man's agency, and since the island was ceded to England, in 1841, afforestation has been the great work and a perfect miracle wrought. A cable road communicates with the Peak, and at night, when the harbour is bright with myriad lights and trails of phosphorescence, and the whole slope glows and twinkles with electricity, gas and oil, the lights of the cable cars are like fiery beads slipping up and down an invisible cord.

The city of Victoria, on the island of Hong Kong, is a British colony all to itself, with a colonial governor and his staff maintaining a small court and a high social tribunal in its midst. It is also the naval station for the **VICTORIA CITY, HONG KONG.** British Asiatic fleet, and the docks, arsenal and foundries in the colony and on the opposite Kowloon shore furnish every munition and requirement for war or peace. A large garrison of troops further declares British might, and Hong Kong, the Gibraltar of the East, is an impregnable fortress and a safeguard to all Asia.

The length of the island of Hong Kong is eleven miles, and its width varies from two to four miles. There are less than 10,000 Europeans in the colony, but a Chinese population of 200,000 has settled around them, although really confined to the western end of the lower levels of the town. A jinrikisha ride down the Praya and the Queen's Road will convince one that the figures of the Chinese population are put too low, if anything. Over 20,000 Chinese live on the harbour-boats besides.

Landing at Pedder's Wharf, the traveller is almost at his hotel door, unless he should arrive during summer, when the hotels at the Peak will be his refuge. One entrance of the Hong Kong Hotel is on Queen's Road, and near it is the Clock Tower, from which all distances are measured. The Hong Kong Club, the German Club and the Luisitano or Portuguese Club, the Post-Office, and the Hong Kong and Shanghai Bank are all in the immediate neighbourhood of the Clock Tower. From that point westward there is a continuous arcade of shops wherein all the arts and industries of South China are exhibited, and one may buy silks, crapes, ivory, lacquer, porcelain, carved teakwood and bamboo wares at will.

The streets swarm with a motley crowd—Jews, Turks, Mohammedans, Europeans, Hindoos, Javanese, Japanese, Malays, Parsees, Sikhs, Cingalese, Portuguese, half-castes, and everywhere the hard-featured Chinese coolies, carrying poles, buckets, baskets and sedans, or trotting clumsily before a more clumsy jinrikisha. An Indian ayah, swathed in white, descends the long stairway of a side street; a Sikh policeman stands statuesque and imperial at a corner; a professional mender, with owlsh spectacles, sits by her baskets of rags, darning and patching; a barber drops his pole and boxes and begins to operate upon a customer; rows of coolies sitting against some greasy wall submit their heads to one another's friendly attentions; a group of pig-tailed youngsters play a sort of shuttlecock with their feet; peddlers split one's ears with their yells; fire-crackers sputter and bang their appeals to joss; and from the harbour comes the boom of naval salutes for some arriving man-of-war, the admiral, governor, or a consul paying ship visits. Such, the constant, bewildering panorama of Queen's Road, the Praya and other thoroughfares, busiest and most cosmopolitan of highways, where the East and the West touch hands—Asia, Australia, Oceanica, Europe and America meet and mingle unconcernedly.

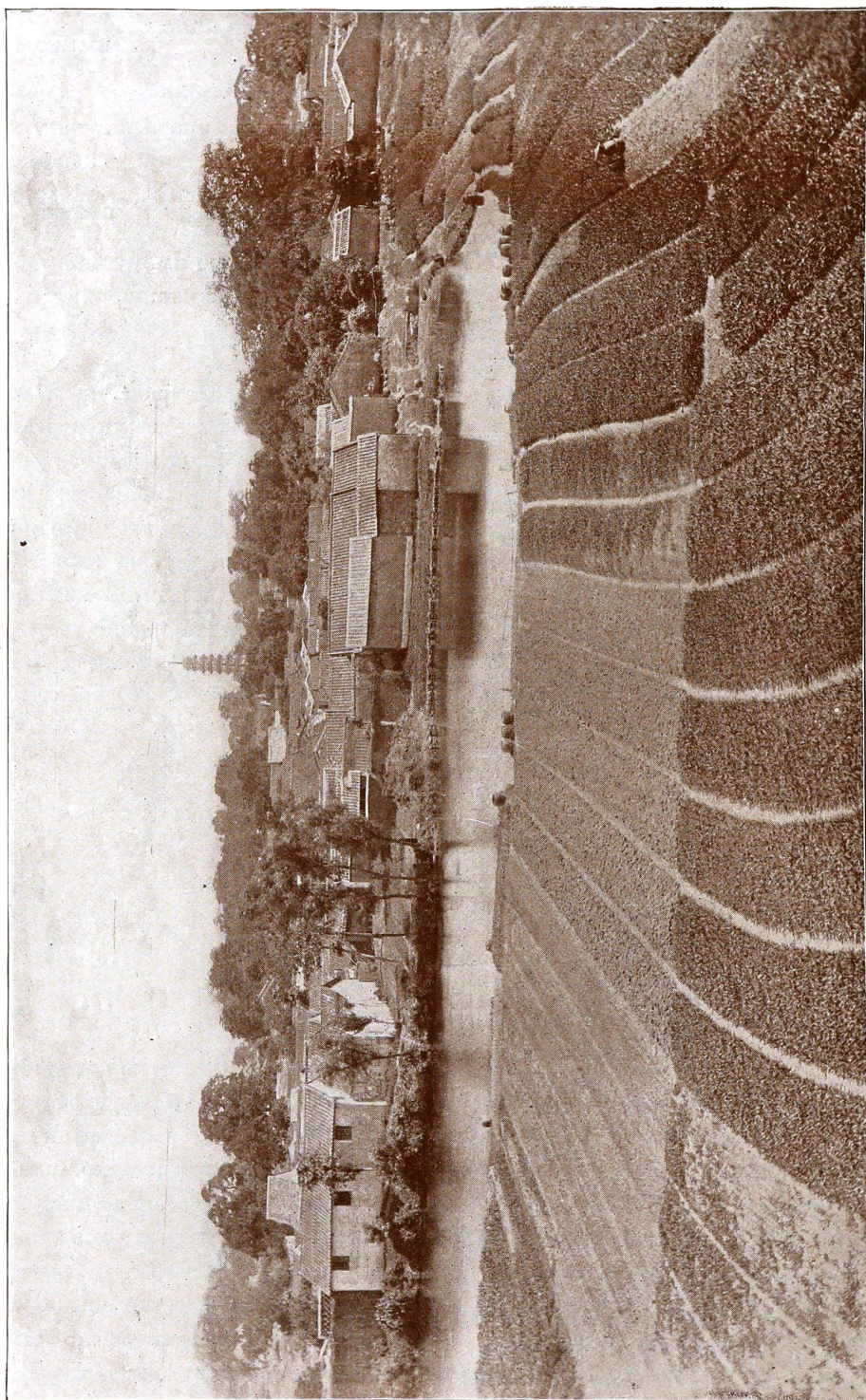
The traveller should see the City Hall and its museum, and take a jinrikisha ride past the barracks to the Race Course in Happy Valley, and visit the Jewish, Parsee, Mohammedan, Anglican and Catholic cemeteries which surround the great oval pleasaunce. Race week is in February, and is the gala-time of the Hong Kong year.

The grounds about Government House and the Botanical Gardens are the pride of the colony, and banyan-shaded roads, clumps of palms and tree-ferns blooming mimosas, and the wealth of strange luxurious growths, give the tropical setting to every scene. There is a handsome cathedral below Government House.



A CANTON SEDAN CHAIR.





A CHINESE VILLAGE.



To ascend to the higher roads one is carried up those stone or cement stair-cases of side streets in sedan or hill chairs. There is a regular tariff of fares, but there is always a discussion at settlement. No one should attempt to underpay a coolie. To pay the exact fare generally rouses protest, and to underpay them would bring bedlam about one's ears. Jinrikishas are supposed to be fifteen cents an hour, or fifty cents a day. Chairs cost ten cents an hour for each bearer, or twenty cents an hour altogether. The completion of the cable road to the Peak has fortunately done away with much of the chair-riding.

The universal pigeon-English is understood, but a small vocabulary of Chinese words suffices for sedan conversation, as

Be quick, hurry up.	<i>Fie tee.</i>
Be careful, look out.	<i>See sum.</i>
Come here.	<i>Lice ne shu.</i>
Don't do that.	<i>M-ho tso.</i>
Stop.	<i>Man man.</i>
Wait a little.	<i>Tongue yut sum.</i>
That will do.	<i>Tos tuck lok.</i>

More often the bearers rap the poles for one to sit still and keep the balance evenly, or to sit more towards one side or the other. The passenger raps the poles when he wishes to stop, and raps the right or the left pole as he may wish to be set down at one or the other side of the street.

One quickly picks up a few words of pigeon-English, and finds *maskee* for all right, go ahead, agreed, never mind, etc., a most useful word. *Top side* for upstairs; *pidgin* for business, affairs, concerns; *chop chop* for right away, quickly; *chow-chow*, or simply *chow*, for food; *piecee* for thing or article; *side* for place, region, home, country, etc; *catch* for fetch, carry, get, bring and buy, are the most commonly used in one's hearing, and are so quickly adopted in speech that at first one cannot utter a correct English phrase, owing to the corrupting spell of "pidgin."

## V.

In two hours one may go from Hong Kong to Macao, a three-century-old Portuguese town on the mainland, see its ancient forts, the gardens and grotto where Camoens wrote his poems; watch the white and Chinese gamblers in this Monte Carlo of the Far East; view the loading of opium cargoes; rest at an excellent hotel, and enjoy the sea baths.

One day is quite enough for the ordinary traveller to give to Canton sights and sounds. The night boat from Hong Kong will carry him the ninety miles up the Pearl River to that city of three million inhabitants, and by daylight the din of that many voices will reach his ears like the roar of

**MACAO.**

**CANTON.**



an angry sea. There is now a hotel on the Shameen, but formerly, unless he had been invited to the home of one of the foreign residents, the traveller lived on the steamer, changing from night boat to day boat, as each came and went.

The dean of the corps of professional guides, or a less distinguished cicerone, will present his card upon the arrival of the steamer, and in single file the procession of sedan chairs follows such a leader through the streets, across the city and over an established route which gives a glimpse of every quarter of Canton.



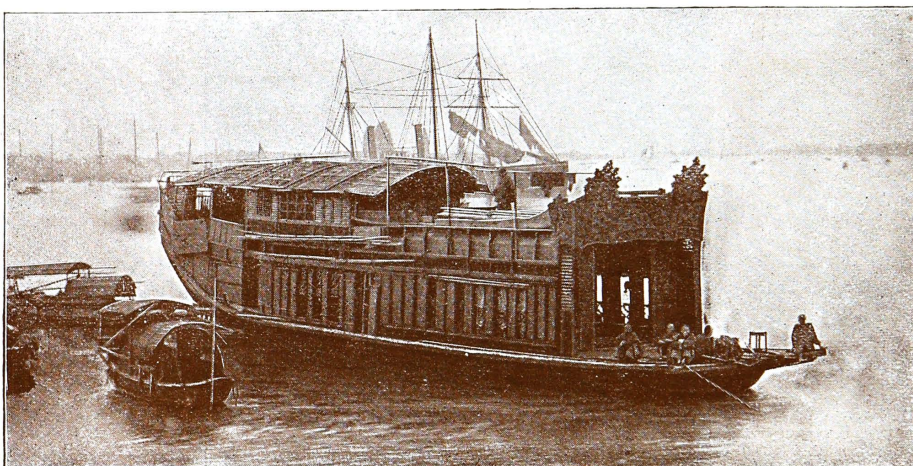
STREET IN A CHINESE CITY.

A bridge with closed gates and guards leads to the Shameen, an Arcadian island, where the small colony of foreign residents dwell. The Cantonese are not well disposed toward foreigners, and the visitor is warned not to resent any unpleasant remarks or gestures during his tours in the native city.

One visits in turn the Temple of Five Hundred Genii; the Water Clock in the temple on the walls; the Temple of Horrors, with a courtyard full of fortune tellers and beggars; the Execution Ground, Examination Hall and the five-story pagoda on the city walls, where the guide will find chairs and table, and set forth the luncheon brought from the steamer or hotel. Returning across the city, one visits the Flowery Pagoda, the ruin of a once splendid marble structure; the old

English Yaamen, where the first foreign legation was housed in 1842; the Temple of the Five Genii, the Magistrates' Court, the City Prison, and the Green Tea Merchants' Guild Hall, and returns in time for tea and a walk through the quiet, banyan-shaded avenues and along the Bund of Shameen.

The water life of Canton, with the thousands of boats upon which many thousands are born, live, marry and die, a separate class and clan from the landmen, is always in sight and sound. The river banks are fringed deeply with these floating homes, and the network of creeks throughout the city holds them as well, and "Sarah," the famous boatwoman, will give one a unique tour of sightseeing in her spotless sampan.



SAMPAN AND FLOWER BOAT, CANTON.

Between temples, one sees the panorama of the open shops, streets of silk and jade and jewelers' shops; weavers' dens and gold-beaters' caves; shoe shops, cabinet shops, meat and cook shops on either side. Unknown cookery simmers, sputters and scents the air. Dried ducks hang by half-yard-long necks, and a queer flat bit of dried meat declares itself by the long thin tail curled like a grape tendril to be the rat. The rat is in the market everywhere, alive in cages, fresh or dried on meat-shop counters, and dried ones are often bought as souvenirs of a day in Canton and proof of the often denied rat story. Theaters are many; shops of theatrical wardrobes are endless in one quarter; dealers in old costumes abound, and there are pawn shops and curio shops without end.

The law allows no street to be less than seven feet in width, and some do not exceed it. Down these narrow lanes, with matted awnings overhead, between swinging black, gold and vermillion signboards, the people swarm. Two chairs can barely pass. To turn some sharp corners the poles are run far into the shops, and when a mandarin's chair or mounted escort appears, one is hustled into an open shop front, and is not safe then from the bumping and brushing of the train.

It is a most bewildering, dazing, fatiguing day. While the boat slips down the river, past the French cathedral and the busy Whampoa anchorage, out between quiet and level fields, one can hardly remember all the sights. But he dreams of this city of Oriental riches and barbaric splendour, the city of the greatest wealth and the direst poverty, and he sees again the narrow, seething thoroughfares, the blaze of gold and vermillion, the glitter and glow of showy interiors, where if the Queen of Sheba did not live, she certainly went a-shopping.

From Hong Kong the sea ways diverge like the spokes of a wheel to all the ends of the earth, and the traveller may take ship to any country of the globe.

**TOURS FROM HONG KONG.** Steamers run frequently to the Philippines, and beside the great tobacco plantations of the islands and the factories, there is to be seen every evening on the Maidan, at Manilla, a parade of carriages and a show of wealth and luxurious living equal to that of any European capital. The Manilla Lottery is patronized throughout the Far East.

## VI.

At Hong Kong the real pleasure of ship travel begins, since there the tourist finds awaiting him one of the Canadian Pacific Railway Company's Empress steamers, such "ocean greyhounds" and floating palaces as Australians and Americans—the most luxurious, exacting and extravagant travellers of the world—demand for their superior accommodations on the lines plying to and from Australian and United States ports. Everything is provided on these white Empresses as lavishly as on the West Atlantic "liners," every comfort and luxury that money and ingenuity can supply is furnished on these floating hotels, supreme efforts of Barrow-in-Furness' masterly marine builders. Nothing that could be devised in these Lancashire yards was omitted to make the three Empresses triumphs of

**THE STEAMSHIPS.** such arts. Strength and speed were first considerations, and with their steel hulls, double bottoms, watertight compartments, twin screws, triple expansion engines and straight record of over nineteen knots an hour, the conditions were more than fulfilled. The Empress steamers are unique in the Pacific by keeping to schedule time as precisely as railroad trains, and Hong Kong and Yokohama residents have not in years been able to overcome their surprise at any such exactness and punctuality in the Far East. First for the comfort of the passengers the ships were painted white, making a difference of many degrees temperature between decks in southern waters, and giving them a spick and span look. Four hundred and eighty-five feet in length and fifty-one feet beam, with hurricane deck, cabins and staterooms amidships, there is space, air and steadiness to be enjoyed by the one hundred and fifty cabin passengers which each ship can carry. All staterooms have electric lights, and while electric fans and port-hole scoops give air in tropic regions, steam heat cheers and comforts on the

northern parallels. Electric fans above the tables replace the flapping founce of the Indian punkah, and the creaking bar, and the sleepy punkah boy with his string, are no longer known. Chinese servants in caps and rustling blue blouses minister silently with velvet tread, automatic in their perfection, and the steward's crew are drilled to the wants of the clubmen and gourmets of the Far East, where dinner is a far more important and serious affair than in England itself. The traveler soon adopts "boy" as the appellation of every kind of servant, his luncheon becomes "tiffin," he claps his hands quite as much as he rings the bell or presses the button, and the yellow servitors appear as quickly and silently as Ram Lal, with his keyhole entrances and cloud exits; and the ease, the luxury, and all the creature comforts of the Far East work their spell before many nautical miles are recorded.

Slipping out through that veritable needle's eye, the Lymoon Pass, the brown butterfly sails of the fishing junks and the burned brown hills soon sink away, and the intensely blue sea fills all space to the horizon lines. Sailing northward along the shores of the real Far Cathay, the Empress drops anchor first in the picturesque, junk-crowded harbor of Amoy. In the summer season, loads of tea are

**AMOY.** constantly arriving from Tamsui and other ports on the hardly-explored island of Formosa, whose pirates and savages made its name a reproach along the coast before the Japanese received it as one of the spoils of war, and began to rule with a vigorous hand. From orchards up the river come the choice pumeloes, the most delicious of citrus fruits, which transplanted, as the shaddock, in the western hemisphere, greatly deteriorates. Amoy pumeloes and the Amoy "grass cloth," a fine linen woven of the wild nettle or ramie fibre, are both superior specialties of the place.

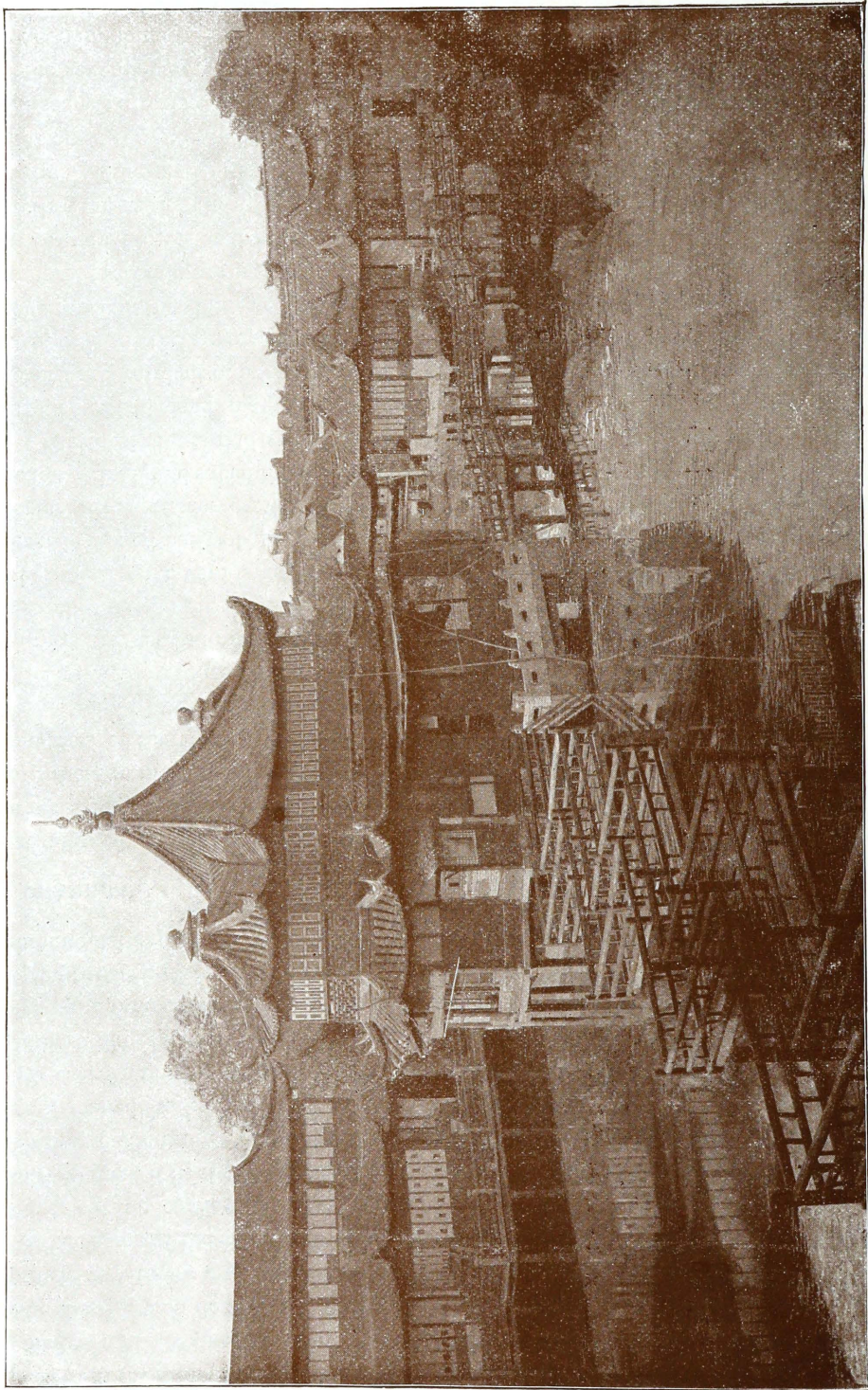
At Foochow, there is the Chinese arsenal and navy yard, and usually some of its European-built men-of-war are to be seen. The river life will interest the waiting voyagers, but shops and specialties are few. The villas of the foreign residents are hidden in the dense foliage of the hill-side. All that hill is covered with graves, and at night the fitful glow of the chair-bearers' lamps among the shadows is strangely weird.

## VII.

When a Canadian Pacific steamer has touched at these Southern ports and come out into the Eastern sea it veers in again until there shows a low, brown line, the outermost edge, the farthest rim of the old, mysterious continent of Asia.

**WOOSUNG.** Nearer still, trees show like a mirage on the water; then masts of ships and trails of smoke tell of the unseen river winding behind those trees. Junks with laced brown sails go by, huge eyes painted at the bows, for "If no have eye, how can see go?" and dirty, fierce-visaged, pig-tailed crews





THE "WILLOW PATTERN" TEA HOUSE, SHANGHAI.

peer from the litter of matting and bamboo poles. Along the banks are high-walled villages, and the smooth-skinned water buffaloes wallow in the mud below them. The fields are so dotted with round, bake-oven graves as to look like a gigantic prairie-dog town, and toilers are everywhere.

The arms of the signal station at the mouth of the Yang-tse Kiang wave, and the telegraph carries the news of the ship's arrival to Shanghai, and launches start to meet it at the Woosung Bar. This is the "Heavenly Barrier," which the Chinese made more effectual than ever during the French war of 1884 by sinking stone-loaded junks across all but one narrow, shallow channel. Twenty years ago there was a railway from Woosung, thirteen miles, to Shanghai, but the Chinese bought it at a great advance, tore up the rails and threw them into the river, and now efforts are being made to rebuild the line.

Approached from the river, this largest foreign settlement of the Far East, the commercial capital of North China, presents an imposing appearance. Massive  
**SHANGHAI.** six-story stone buildings front the long Bund, and the compounds of the United States, Japanese and German Consulates are aligned on the Hongkew side, the old American Settlement. Across the creek bridge are the public gardens, the park surrounding the British Consulate and the commercial heart of the city. Further up the water front are the quais and rues of the French Settlement, and the blue and white signs at each street corner might be corners of Paris itself.

The Astor House and the Hotel des Colonies are the leading hotels. The Club is on the Bund in the English Settlement, and there is the Country Club a few miles out on the Bubbling Well Road, to which ladies belong as well as men, where every one who is any one meets for summer tennis, the afternoon dances, theatricals and balls of the winter season. The spring and autumn races of the Jockey Club attract crowds from all the outports, and much money changes hands. Shanghai social life is formal, exacting, elaborate and extravagant.

The local sights and shows are easily seen in a day. No matter how warm the former friendship may have been, or how powerful the letters of introduction, never ask a resident of a Chinese port to accompany you to a native city; nor talk to him about the excursion afterwards. The resident may tell you that he has never been in the Chinese city; or, that he went once, ten or twenty years ago. His compradore or house boy will find a friend, or the ever-ready cousin, to act as guide, and professional guides may be secured at the hotels. Entering by the north gate, at the end of the French Settlement, the visitor may balance himself on one of the passenger wheelbarrows and be trundled around the walls to the west or south gate and then walk back through the city to the north gate. He will see the streets of silk, fur, china and other shops, and such swarms of people in the seven-foot wide thoroughfares and side crevices as support the estimate of 400,000 inhabitants. He must see the Mandarin's Club, or tea garden, the peony,



gold fish and chrysanthemum gardens in their several seasons; the jewelers' guild hall, where there is a continuous auction, and the "willow pattern" tea house in the midst of a serpentine pond approached by many crooked bridges. Around the pond are outdoor jugglers, fortune tellers, story tellers, menders, barbers and dentists plying their trades, and the din of voices and crowding of people soon drive him on.

In the foreign city there are handsome shops on Nanking and Honan Road and the Maloo. There is a Chinese theater in the quarter near the city walls, and gorgeous costuming is the redeeming point in its deafening dramas. Many Chinese prefer to dwell in the foreign settlement, where they are amenable to foreign laws and a just taxation, and where offenses are tried in the Mixed Court, which is composed of a Chinese magistrate sitting with two members of the consular board. Rich Chinese come to Shanghai from all the back provinces to spend their money, and, since the war, have bought many of the finest residences in the settlement for their own occupancy.

The three drives of Shanghai are out the Bubbling Well Road and back, out the Sickaway Road and back, and down the river to the Point and back. Very interesting is a trip by house-boat through the network of rivers, creeks and canals that cover the country. On the boat one lives as luxuriously as on shore, and Shanghai is an epicure's and sybarite's abode.

Notices of the departure of steam launches for Wootung are always posted at the consulates, hotels and clubs, and information of such departures may be had from the agents of the Canadian Pacific Company's agents, Messrs. Jardine, Matheson & Co.

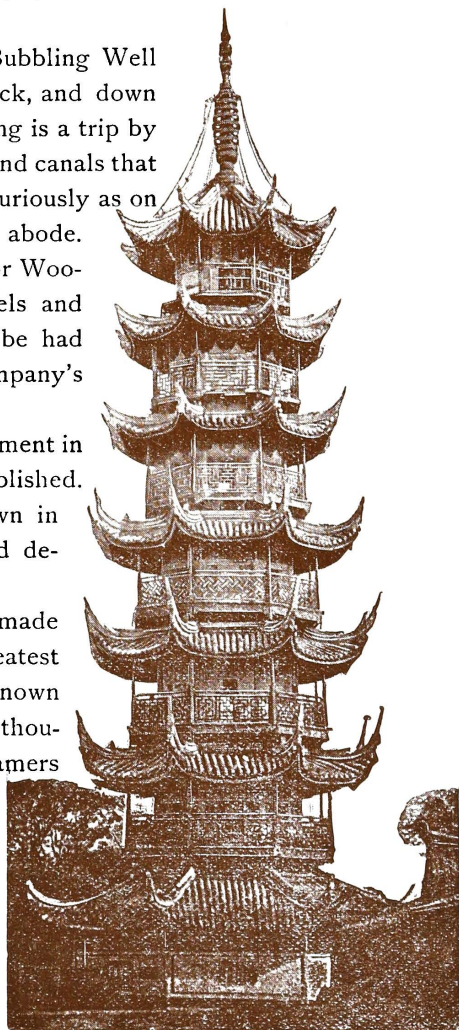
**POSTAL  
ARRANGEMENTS.**

The government post-office department in China has but lately been established. Each consulate still has a post-office of its own in Shanghai, and sells its own postage stamps and despatches mails to foreign countries.

From Shanghai a most interesting trip may be made up the Yang-tse River, one of the world's greatest streams, which rises in the high plains of Thibet, known as "The Roof of the World," and flows for three thousand miles to the sea. Luxuriously appointed steamers

**TEA  
DISTRICTS.**

run between Shanghai and the great tea port of Hankow, touching on the way at Chinkiang, Kiukiang and Nanking, and traversing a carefully cultivated garden all the way. Each town has its interest-



CHINESE PAGODA.

ing pagodas and temples; the river banks present an unceasing panorama of native life, and the water populations add to the picturesqueness and interest. Each town has its specialties in artistic products—silks, silverware, fans, porcelain and faience—and the black tea crop of the empire is raised and cured along this river. Russian and English buyers take quite all of the Hankow tea, and little goes to the United States or Canada, where the oolongs and greener teas of South China and of Japan are chiefly consumed. At Hankow, the traveller may take steamer for Ichang, still further up the river, from which he may easily reach by native house-boat the famous gorges of the Yang-tse and the first and second rapids, a succession of picturesque canons through which the great stream races madly, a greater Fraser in a greener setting.

A sportsman will find the Shanghai house-boat the epitome of comfort and luxury, and while sailing or tracking around Shanghai and on the lower Yang-tse may treat himself to the finest duck and pheasant shooting in the world. Wild boars abound in the hills near Chinkiang and at other places, and the natives usually welcome the hunters who destroy these depredators of their fields and flocks. The recent anti-foreign riots are warning, however, that the tourist should be well informed before leaving foreign settlements on any hunting trip.

#### VIII.

At Shanghai, the zealous traveller who would see North China and a little of Korea before reaching Japan may diverge from the route of the Canadian Pacific steamers and take one of the many steamers leaving almost daily for Tien Tsin. From the Taku forts at the mouth of the Peiho River, Tien Tsin is distant twenty-five miles in air line, but by the tortuous course of the muddy river it is sixty miles distant. Passengers are now landed at Tongku on the north bank, just within

the entrance forts, and conveyed to Tien Tsin by railway. This  
**TIENT TSIN.** railway, first built to the coal mines at Taiking, beyond Taku, has been extended to Shanhaikwan, where the Great Wall of China reaches the sea, and thus offers an easy trip to that great wonder of the world to those who dread the discomforts of cart or litter travel to the Great Wall at Nankow Pass beyond Peking. There are guest rooms attached to the station buildings at Shanhaikwan, and if word is sent beforehand, foreign food will be provided at a moderate, fixed tariff. The railway is being extended from Shanhaikwan to Moukden, where it connects with the Manchurian or Russo-Chinese branch of the great Siberian transcontinental railway.

The Globe and the Astor Hotels are on the river front or Bund at Tien Tsin. After seeing the crowded native city, the walls of the viceroy's yaamen, where Li Hung Chang so long ruled China, and the few other local sights, the trip to Peking may be undertaken. Until the railway was completed from Tien Tsin to Peking, the journey was really an undertaking and involved considerable preparation.



A Chinese guide or boy can be engaged at either hotel, who will make all the arrangements for the trip, buy the provisions and serve them on the train and

**PEKING.** at Chinese inns, lead one about Peking, to the Great Wall and the Ming Tombs. He is paid seventy-five cents a day, and no other charges or allowances are made except as a present at the end of his service. Bedding for use on the boat (should one elect to return by the river and travel as every one did from the Twelfth Century to railway times) and for use in the trip to the Great Wall may be rented of the hotel at Tien Tsin. The railway from Tien Tsin reaches a point three miles from Peking, and one reaches the hotel by cart or donkey. In returning from Peking, the boat trip has been made in twenty hours, but thirty hours is the average time. On horseback, the actual travelling time is less, but one must then pass a night at a Chinese inn, which is not always desirable. From Peking to Tungchow, where the river boats wait, the tourist travels the thirteen miles in the springless Peking cart, on horse, in sedan chair, or in canal boats.

At Peking there is an excellent foreign hotel in the same street with the great legations, where every comfort is secured, and every information and assistance given the visitor. The foreign legations are all near by in the one quarter in the Tartar City, within the second wall, and the Liu li Chang, the booksellers' street, where the picture and curio and other shops generally attractive to the tourist are centered, is near the gate, within the Chinese city.

One may use bank-notes in Peking, and drafts are cashed at the Hong Kong and Shanghai Banking Corporation's branch house in Peking, but otherwise he pays in cash, the round brass coins with a hole in the middle, of which nine hundred make one Mexican dollar. Prices are also quoted to him in taels and sycees, the latter lumps of silver whose value is determined by weight at each transaction. The tael averages in value at \$1.35 Mexican.

At the Hataman Gate, in the neighborhood of the legations, one may, by giving the guards a hundred cash, mount the wall, walk there undisturbed, and get a view of the city's different quarters. Within the first **ON THE WALLS.** or outer wall, thirty miles in circumference, is the Chinese City, within the next circle is the Tartar City, then the Imperial City and the Purple Forbidden City, where the yellow-tiled palace roofs of the Emperor's habitation show above the trees of the park.

In Peking streets, Chinese, Manchus, Mongols from the desert, Thibetans, Koreans and every people of Asia jostle together, camel trains, carts, mule carts, sedans and wheelbarrows crowd the way, and the din and the picturesqueness confuse and bewilder one.

The sights of Peking are lessening in number each year as the authorities close more show places to foreigners. The Summer Palace, without the walls, destroyed by the French in 1861, is now being rebuilt, and is closed to visitors.

The Temple of Heaven, where the Emperor annually worships, was burned a few years since, but is rebuilt, and the other temples within its park are interesting, although only to be seen from the city hall. The Confucian Temple, the Hall of Classics and the Examination Hall, where the students assemble every year to strive for rank and honors, are also to be seen. The old observatory on the walls, the Mohammedan mosque, the Catholic cathedral and college, the foreign mission establishments and the Lamasery are other places to be visited. There are 1,500 priests at the Lamasery, and one must not only bribe extravagantly to gain admittance, but usually pay to get out. The tourist should by no chance ever go out alone, or without his Chinese boy.



SOUTH GATE AT SEOUL.

It is a four days' trip to visit the Great Wall of China, returning by the way of the tombs of the Ming emperors. The trip is made on ponies or in mule litters, the latter rented at the rate of one and a half Mexican dollars a day, and a two-mule cart for the servant and luggage is provided at the rate of two Mexican dollars a day. Outside of Peking all payments are made in cash. At the inns only the bare room is supplied, the traveller providing his own bedding and food. There is an excellent road now through all of Nankow Pass to the arched gate in the Great Wall. At that place the wall is a double wall, a second great barrier of defense lying some miles beyond Nankow Pass. A few enthusiastic ones push on to Kalgan and Cha Tsao beyond the outer wall, reaching the first Russian out-posts and the true Mongolia,

where the nomads, their tents and their flocks give picturesqueness to the northern desert and plains. The trains of shaggy camels carrying bales of tea and silk into Siberia proceed in almost continuous files during certain seasons, along this great overland route to Europe.

The splendid tombs of the Ming emperors are visited on the return from the Great Wall, and also the temples among the hills where the foreign legations are housed in midsummer, if one can spare a fifth day.

The average cost of the trip from Tien Tsin to Peking and return, including the boats, carts, litters and one week's stay at the Hotel de Peking, is put at one hundred Mexican dollars for each person. The trip to Peking affords more novelty, strangeness and incident than any other on the coast, and no one who can command the two or three weeks' time should miss taking it. May and October, the latter especially, are the best months, as the summers are intensely hot and dry, the winters cold, and there is a rainy season in the late spring, when the streets are bottomless troughs of mud, which in midsummer is dust of corresponding depth. Miss Gordon Cumming tells of starting on her sight-seeing rounds at two and three o'clock on summer mornings in order to escape the heat and the clouds of dust raised as soon as the thousands of ponies and camels begin to move about. The dust storms of Peking furnish the acme of discomfort.

## IX.

Leaving Tien Tsin in a Nippon Yusen Kaisha's (Japan Mail Steamship Company's) steamer, the traveller may visit either Newchwang, the port for Moukden,

**CHEFOO.** the terminus of the Manchurian branch of the Siberian railway, or

Chefoo, the great watering place and summer resort for the foreign residents of China, and chief port of the rich province of Shantung, before reaching Korea.

From the port of Chemulpo, Jenchuan or Inchon, as it is variously termed in the three languages of the Far East, he may go by the new railway or by slow boat up the river Han twenty-six miles to Seoul, the capital of Korea. There is a Japanese hotel in foreign style at Chemulpo, and the proprietor will arrange for the journey and confide the tourist to the care of the Japanese tea house in Seoul.

The sights of Seoul, other than its picturesque street life, are few and far between. One looks at the eight gateways in the city wall—which are the gates

and walls of Peking in miniature—at the palace gates, the mar-

**IN SEOUL.** ble pagoda and the bell tower in the city. Without the walls

there is the boulder image of Buddha to the northwest; the temple and tomb of Queen Chung at the southwest; the temple to the Chinese God of War in the same suburb, and the village of Buddhist priests northeast of the city. Permission may sometimes be obtained from the Foreign Office to visit the aban-





done palace, whose neglected buildings and pleasure grounds give an idea of the occupied palace. At rare intervals the king passes through the streets of the city, and the procession accompanying him is not like anything else to be seen in this century—a pageant unchanged in details since the Middle Ages.

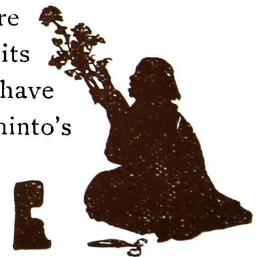
The streets are filthy, the houses mean and wretched, the people indolent, poor and unambitious; a crushed and spiritless race, who for centuries paid tribute to China and Japan to be let alone.

From Chemulpo, the Japanese steamers usually touch at Fusan on the east coast of Korea before proceeding to Nagasaki; but there are steamers running from Nagasaki to Fusan and Gensan (Port Lazareff) and Vladivostock, the terminus of the trans-Siberian railway.

## X.

In the leisure days on shipboard here and there, the traveller may devote himself to the literature of Japan, which is extensive. He must read "The Mikado's Empire,"\* which the Japanese themselves acknowledge as the best and most reliable work upon their traditions, history, manners and customs,† until he knows the outlines of the empire's history. He must know of the Sun Goddess, who peopled the islands; and of Jingo Kogo, the first empress. He must follow the decay of the emperor's power and the usurpation of his functions by the Shogun, until that military vassal became the actual ruler and remained so until the restoration of the emperor to actual power in 1868. He must know of Hideyoshi, the Taiko, the great general of the Middle Ages; and of Iyeyasu, the Augustus of the Golden Age; and of Keiki, the last of the Tokuwaga Shoguns.

He must learn of the astonishing political changes of this quarter of a century since the Restoration, that marvel of the century—the quick change of a feudal system for a constitutional monarchy; the extinction of a privileged military class, and the election of a lower house of parliament directly by the people. Theorists are the more puzzled when they confront the race and study the problem on its own ground. "During the last half dozen years," says Mr. E. H. House,‡ "Japan has made more history for itself than in the preceding two and a half centuries of its own annals. It has exhibited transformations the like of which have required ages to accomplish in any other land." One must study Shinto's shadowy forms, a conventional worship of past heroes and abstract qualities, where myths take the place of creed and articles, but which, by imperial command, has been revived as the state re-



\*"The Mikado's Empire," by W. E. Griffis. New York: Harper & Brothers.

† Harper's Magazine, vol. 46, page 858.

‡ See "Nitobe," page 145.



ligion, with the sovereign as its actual head. Buddhism, having come from India by way of China and Korea, is greatly corrupted, and Sinnett is not a guide to its twelve sects.

Of Japanese art, its industrial arts and architecture, Prof. Rein, Dr. Dresser, Prof. Morse, Dr. Anderson, M. B. Huish and Bing have written § in recent years.

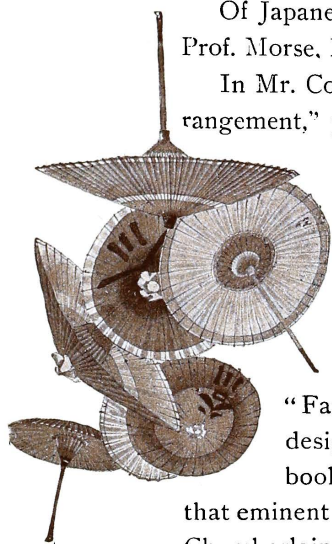
In Mr. Conder's treatise on "The Flowers of Japan and the Art of Floral Arrangement," parts of which Sir Edwin Arnold incorporated in his "Japonica," and in Conder's recent volume on landscape gardening, arts new to the rest of the world, and refinements Western barbarians never dreamed of, are evidenced by the researches of that careful student. The illuminated work on "Japanese Architecture," by Messrs. Gardiner and Conder, will also be the standard in its line. Of legend and romance Mitford's "Tales of Old Japan" is a treasure house, and Chamberlain's translations and Griffis' "Fairy World" give the tales and folk lore which are keys to half the designs one meets on porcelains, lacquer, bronze and silk. The guide book of his wanderings, the new "Murray's Japan," is the work of that eminent scholar, Basil Hall Chamberlain, and Prof. W. G. Mason. Prof. Chamberlain's "Things Japanese" is a book of general reference, arranged as an encyclopædia, and is as much a necessity for those who would know what they are seeing as the "Murray." Of travels and impressions there are the records of Sir Edward Reed, Miss Bird, Black, Dixon, Lowell and others; and Sir Edwin Arnold, Pierre Loti and Miss Alice Bacon have drawn Japanese women from as many points of view. Everywhere he finds testimony that there are no other people so refined, so courteous, gentle, amiable, interesting and innately æsthetic as the Latins of the Orient.

## XI.

Nothing could afford extremer contrast to and better preparation for realizing and enjoying the unique charm of Japan than to come to it from either China or Korea. After those neglected and infragrant shores, all Japan seems fairyland, an ideal, adorable place of picturesqueness and cleanliness, where beauty, order and the charm of a cheerful people surround him. From the first view everything is opposed to the lands he has left behind him, and the jagged hills, green to their very summits, seem all a piece of landscape gardening.

Nagasaki's long fiord of a harbour ranks with the harbours of Sydney and Rio de Janeiro as one of the most beautiful in the world. A fleet of Euro-

§ For full titles of books of reference, see list, page 94.



pean men of-war are always at their anchorage ground, and their bells, bugles and saluting guns keep the harbour walls busy with echoes. Quaint junks cling to the shores and their lanterned masts at night make pretty illumination that seems deliberately done for passing effect only. Nagasaki sampans, or small



harbour boats, are nearest to gondolas, and their covered cabins declare the frequent rains which make such protection necessary. Mail steamers always coal at Nagasaki, the

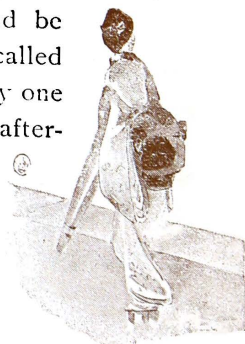
#### NAGASAKI.

lighters of coal being towed direct from the wharves of the Takashima island mine at the entrance of the harbour, and the ships' bunkers filled by a cheerful company of men, women and children who pass small baskets from hand to hand. While this gay coaling "bee" goes on, the tourist has time to see the sights of the town and explore the temple-crowded hillside.

## XII.

The customs examination at the English Hatoba, or landing place, is almost nominal, and only the possession of the strictly contraband drug, opium, can cause trouble. Owing to the existing treaties, accepted by the Japanese when they had not foreseen or understood what foreign trade entailed, five per cent. is the extreme duty that can be levied on foreign goods in any event. Photographic cameras are dutiable, and the snap-shot tourist often repents having made himself so conspicuous in catching his very first impressions on film. Incidentally it may be remarked that the great moisture of the atmosphere hinders the success of instantaneous photographs, and kodaks need to be slowed down to secure even dubious negatives of moving figures. Time exposures are alone to be relied upon in Japan.

With a rush a dozen jinrikishas come forward, and the coolies drop the shafts in a circle around one and invite to the comfortably cushioned seat of the overgrown perambulator. One's sensations upon first riding in one of these vehicles are peculiar, and few can preserve a serious countenance or conceal his self-consciousness while being trundled down the Bund by an absurd little man in tights and a mushroom hat. An eminent divine declared that he wanted to crow and gurgle and shake his hand in a second childhood when he was first taken out in such a baby carriage. The jinrikisha only needs pneumatic tires to furnish the poetry of locomotion and be the ideal vehicle of the world. The jinrikisha, or kuruma, as it is called in the more polite Japanese speech, was invented or adapted by one Goble, a marine on Commodore Perry's flagship, when he had afterwards returned to Japan as a missionary. Its use dates from 1867 or 1871, as different Japanese authorities assert, but it has quickly spread to China, the Straits, and even to India.





A tariff of jinrikisha and sampan fares will be found on a conspicuous board at the landing place. The fare is ten cents to the hotel, ten cents by the hour, or seventy five cents by the day. In going up hill the coolie calls an atoshi, or pusher, to help him up the slope, and the passenger pays a few cents to this assistant at the top.

The ri and the cho are the Japanese measures of distance. The ri is equal to about two and a half English miles, and it takes 36 chos to make one ri. Fifteen chos are a little more than one mile. One ri equals 1.9273 kilometres, and it is believed that that decimal system will soon be adopted. On country roads jinrikisha fares are regulated by distance, from eight to fifteen sen a ri being charged, according to the character of the road, but on all the usual routes, to and from country stations, the exact tariff is known.

#### **JAPAN RAILWAYS.**

Railways now connect all the principal cities in Japan, and the government and private companies have altogether 2,118 miles of road in operation, and another thousand miles projected.

The first lines were built, equipped and managed by English engineers, but all the railway employees are now Japanese.

#### **JAPANESE MONEY.**

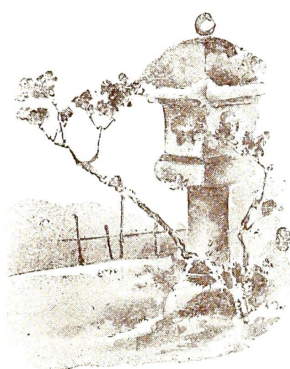
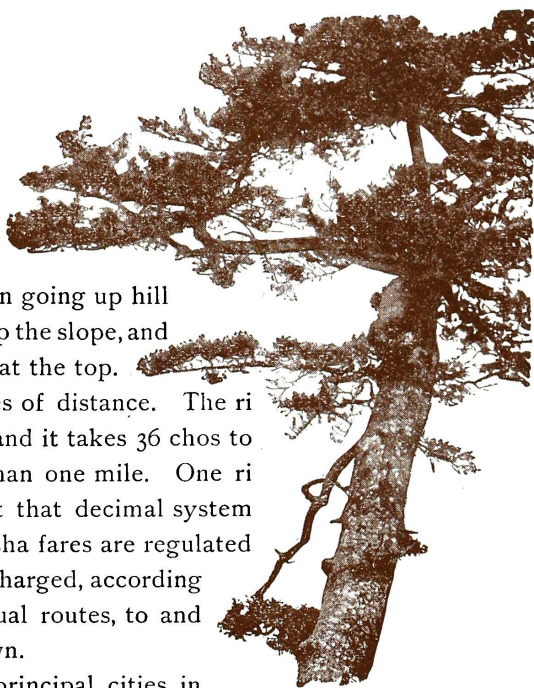
The Japanese yen, at par, corresponds to the American dollar, and is made up of one hundred sens, which are further divided into ten rins each. The depreciated paper yen has for many years been at an average equal exchange with the Mexican silver dollar (value about fifty-two cents gold from 1894 to 1897), which is the current coin and monetary unit throughout China and the Far East. From Hong Kong to Montreal and New York one talks of and deals in dollars and cents, realizing handsome premiums

in the exchange of British sovereigns, Canadian or United States dollars for yens or "Mexicans." The branch house of the Hong Kong and Shanghai Bank near the landing place will cash drafts or letters of credit, and there are money-changers on several of the neighbouring streets in Nagasaki.

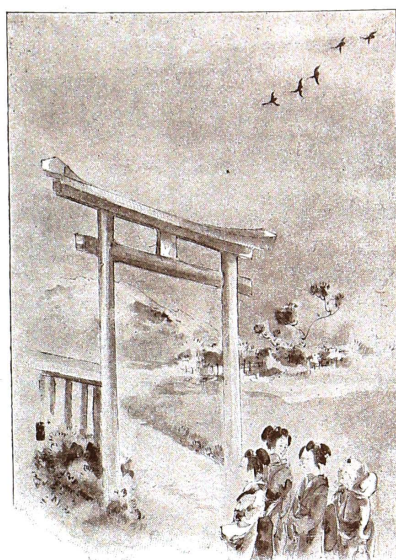
All the houses and places of business in the foreign settlements are known to the coolies by their numbers, which in Japanese and Arabic numerals are fastened to

**HOTELS.** each door or gate. One may learn the numerals and their written characters from the hotel menu cards, as each dish is

numbered in Japanese at one side of the card and in English at the other side. The guest points to the number and the waiter brings the desired dish.







## BILL OF FARE.

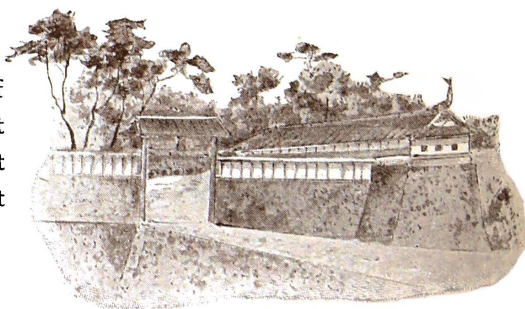
<i>Ichi</i> —	1.	Porridge.	一
<i>Ni</i> —	2.	Fried Fish.	二
<i>San</i> —	3.	Boiled Eggs.	三
<i>Shi</i> —	4.	Bacon and Eggs.	四
<i>Go</i> —	5.	Ham and Eggs.	五
<i>Roku</i> —	6.	Poached Eggs.	六
<i>Shi chi</i> —	7.	Omelets.	七
<i>Hachi</i> —	8.	Beefsteak.	八
<i>Ku</i> —	9.	Cold Roast Beef.	九
<i>Fiu</i> —	10.	Cold Corned Round Beef.	十
<i>Fiu ichi</i> —	11.	Cold Tongue.	十一
<i>Fiu ni</i> —	12.	Fruit.	十二

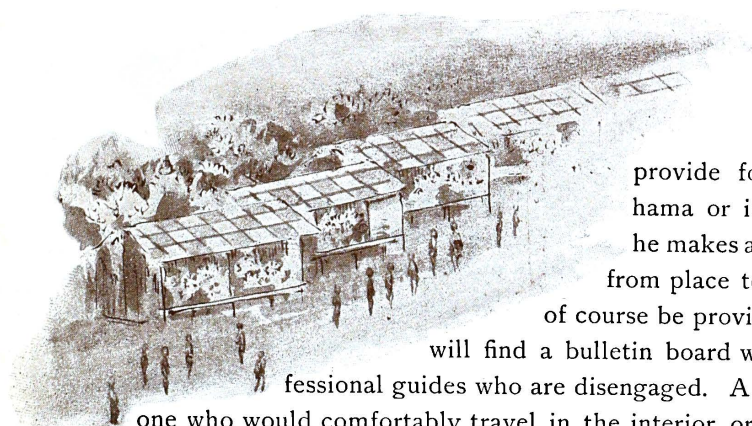
*Ban*, meaning "number," is added to each, as *ichi ban*, number one; *go ban*, number five; and *ni jui ban*, number twenty.

**CONSULATES AND PASSPORTS.** The Nagasaki Kencho, or local governor's office, will issue passports for all Japan, good for one year, upon application through any Consulate. A fee of one yen is required, and the Kencho is exacting as to absolute identification of the applicant by his consul. Treaty regulations do not permit any foreigner to go twenty-five miles outside the treaty ports without a passport issued by the Foreign Office of Tokio or a treaty port Kencho. Without such a permit he cannot even buy a railroad ticket to any interior point, and it is quite useless to attempt to evade the restrictions, as no inn-keeper will receive him without a passport, and the hastily-summoned policeman will return the transgressor to treaty limits, and future permits will be denied him. Upon the expiration of the passport it may be renewed, and, in every case, it must be returned to the consulate issuing it when it has expired, or when the holder has concluded its use. It is hardly necessary to say that a passport is not transferable, and that some risk attends any such attempt to evade the regulations.

At Kobe any consul will obtain a passport for Kioto from the Kencho, and if the traveller wishes to run up to Kioto for the day that the steamer waits in port, he had best write ahead (enclosing the one yen fee) and have the permit left for him at one of the Kobe hotels.

Foreign servants must be provided with passports as much as their masters, **JAPANESE SERVANTS AND GUIDES.** and most particularly if the servant be Chinese. As a rule the foreign or European servant is quite useless in the Far East. The tourist can easily find a well-trained Japanese "boy" or valet, and an amah or lady's maid, who can speak enough English to be of assistance in travelling and add much comfort to one's stay. Their wages range from eight to fourteen dollars, and the employer does not





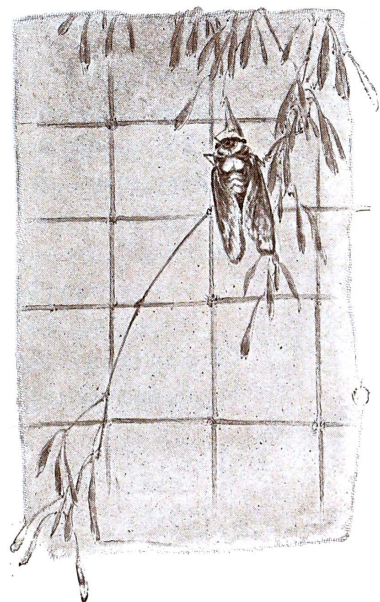
provide food or lodging in Yokohama or in the larger towns where he makes any stay. In moving about from place to place the servant must of course be provided for. At the hotels he will find a bulletin board with the cards of the professional guides who are disengaged. A guide is necessary to any one who would comfortably travel in the interior, or off the beaten track, and is an advantage to any one not speaking Japanese. The guild, the Kaiyusha, authorizes a regular tariff of charges, ranging from two dollars a day upward, according to the number of tourists in the party. The guide's travelling and living expenses are paid by his employer, who saves time and endless annoyance and misses nothing of interest while in the charge of one of these experienced mentors. The tourist is warned of the "boy" who speaks a little English and assumes to guide at a greatly reduced price.

The traveller has little to fear for his health in Japan, where sanitary regulations and quarantine are strictly enforced. There are excellent foreign physicians in each port, foreign and native hospitals, and well-equipped pharmacies. The foreigner should be careful in diet: drink no water that has not been boiled and filtered, or condensed; avoid shell fish, all ground fruits, uncooked vegetables and iced drinks. In addition, foreign residents throughout Asia at all times wear the cholera belt, a closely-fitted piece of flannel covering the stomach and preventing a sudden chill in that vital region, the fatal symptom in other diseases than cholera. Moreover, he avoids the mid-day sun, and as a preventive of malaria, drinks a cup of hot tea or coffee before descending to the ground floor of a house, or taking the morning bath. In country tea-houses and wayside places he can find the counterfeit label of every foreign beverage, but such are wisely avoided. Bottled mineral waters are safest, and that of the Tanzan and Hirano springs near Kobe are very like Apollinaris. Tea in tiny cups is offered everywhere, and satisfies thirst best, but as this fresh and unadulterated green tea is much stronger than the tourist is used to at home, he will find it a powerful stimulant. Shaved ice may always be had for it in summer time. Insect powder is a necessary every traveller should carry with him in warm weather, and oil of pennyroyal will help him to lead a charmed life in the oldest tea-houses if he liberally anoints himself with it.

#### HEALTH AND DOCTORS.

### XIII.

The O'Suwa temple at Nagasaki is the popular temple of the masses, and is surrounded by a public park. Near it is a





**NAGASAKI.** large general bazaar, a labyrinth of passages bordered by tempting booths for the sale of all the products of these busy, clever people, and there are many smaller bazaars in the streets near the harbour end.

The porcelain, or Deshima, bazaar is housed in buildings erected by the Dutch in the long ago, when they lived as prisoners on this walled and bridge-guarded island—all for the sake of a trade monopoly. The wares made at Arita, in this same province of Hizen, are brought to Deshima by junk, and one has choice of many beautiful designs fresh from the kilns. The curio shops abound in clever imitations of old blue and white porcelains and of old Satsuma, and the traveller



THE WATER GATE AT MIJIMA TEMPLES—INLAND SEA.

may justly beware of any of those two wares which may be offered him in this ancient headquarters of Blue and White.

The carving and fashioning of tortoise-shell articles occupies many artisans, and one may look into the shops where the busy workers are sawing, cutting, carving and polishing the shell. Much imitation shell is palmed off upon the uninitiated, but one may choose his shell and watch his work begun, and, if he stays in port any time, follow its daily progress.

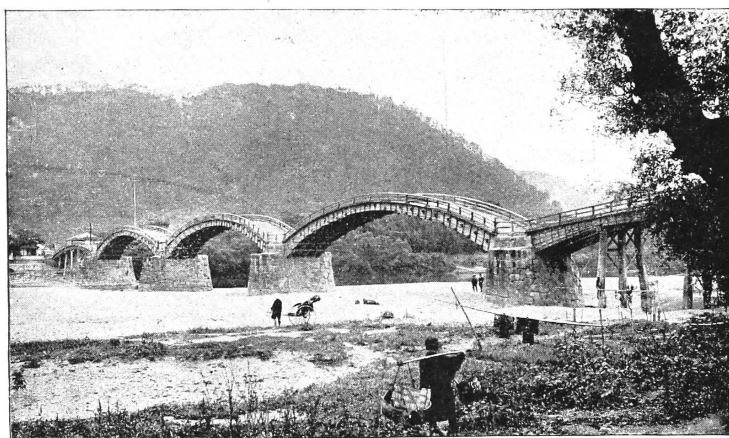
Pierre Loti has so charmingly described many Nagasaki scenes in "Mme. Chrysanthème," that its readers will easily identify his locale. In Nagasaki, too, begins that pretty little romance, "The Viewing of the Cherry Blossoms."



Many visitors have been tempted to linger at Nagasaki, visit the hot springs of Ureshino and Takeo, and the porcelain villages of Hizen, Kumamoto's fine old mediaeval castle, and the busy modern town of Kagoshima, capital of the province of Satsuma.

The railway connecting Nagasaki with Moji, at the entrance of the Inland Sea will save one the voyage around outside of the island by open sea, should the weather be stormy, or the tourist prefer to break the journey by a little progress on land. Moji faces the town of Shimonoseki, and the swift tidal stream boiling between these two ports is the gateway which the Empress steamers pass cautiously and then glide silently for twenty-four hours, in and out among the islands of the Inland Sea, the most picturesque stretch of enclosed ocean;

**THE** an ideal, poetic region, where even the huge steamships seem  
**INLAND SEA.** to float enchanted, and all the sea and sky and shores are a day-

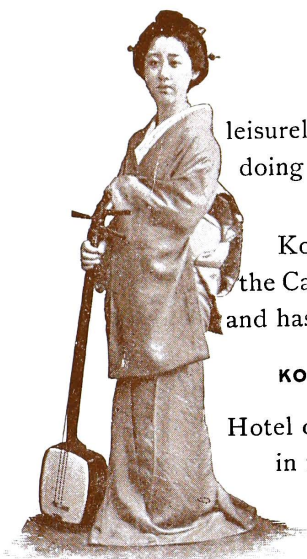


FLYING BRIDGE OVER THE NISHNI GAMA (BROCADE RIVER), NEAR IWAKUNI,  
ON THE INLAND SEA, JAPAN.

dream. Silently the ship threads the narrowest of channels; square-sailed junks float by; towns, villages, castles, temples, forests, cultivated vales and terraced hills, sharply-cut peaks and low-running mountain chains succeed one another for a whole day.

The railway is completed between Kobe and Hiroshima, the naval station in the Inland Sea, and near the latter is the sacred island of Miajima, with its torii built far out in the water, all its shores lined with stone lanterns, and tame deer roaming among its wistaria-entangled groves as at Nara. No one was ever born or has died on this sacred island, and its summer matusiris are feasts of lanterns and of picturesqueness outdoing those of all other shrines.

Those who would cruise in this enchanting sea may easily charter at Kobe small steamers, accommodating from five to ten persons, for \$50 and \$60 a week, the lessee providing coal and provisions. Six weeks is the usual time given to a



leisurely cruise in the Inland Sea, but in these days tourists boast of doing it all within a fortnight.

#### XIV.

Kobe-Hiogo, 389 miles from Nagasaki, a regular port of call of the Canadian Pacific steamers, is the second export city of the empire and has a population of more than 100,000. It has a most picturesque

setting, and at night the harbour and hillsides look as if purposely illuminated. The Oriental Jiutei's, the

**KOBE.** Hotel des Colonies, and the German Club Hotel are excellently kept in foreign style. The consulates, banks and shipping agencies are all in the Concession, between the Hatoba and the railway.

The Kobe Club is on the Recreation Ground, or foreign park, just in the rear of the Custom House. The Boat Club, further east and fronting on the beach, has bathing barge, dressing rooms and boat-houses.

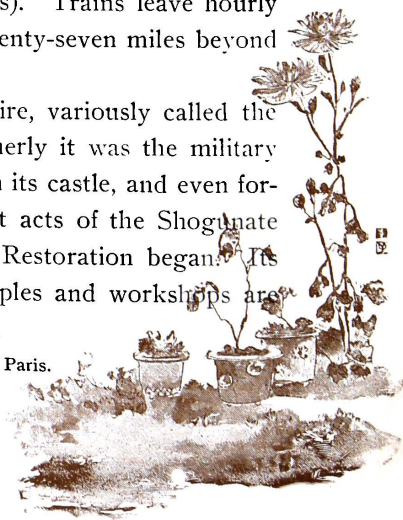
The sights of the town are the Nanko Temple, the Shinkoji Temple and the Nofukuji Temple with its colossal bronze Buddha on the Hiogo side of the Minatogawa, which is park and ancient pleasure ground for the twin cities. The Ikuta Temple in Kobe and the Nunobiki waterfalls are other attractions for the sightseer, and the Motomachi, or main street, is a lane of delight in the way of attractive shops.

No passport is required to visit Arima or Osaka. The former is a mountain village sixteen miles inland, where nearly all the bamboo baskets for the foreign trade are manufactured. Arima has also medicinal springs and is a fashionable place of resort for the rheumatic and ailing, Hideyoshi having given it vogue centuries ago. Its picturesque streets and surroundings, its shops and work-rooms easily entertain one for a day. In returning to Kobe, the traveller may take kago, or walk, to the top of Rokusan, and there enjoy a matchless view of mountain, sea and plain, descend the steep road to Sumiyoshi station and take train five miles to Kobe.

Osaka is distant twenty miles from Kobe by rail (fare 60 sen 1st class; 40 sen 2d class. Return tickets \$1.20 1st class; 80 sen 2d class). Trains leave hourly for Osaka and at longer intervals for Kioto, which is twenty-seven miles beyond Osaka.

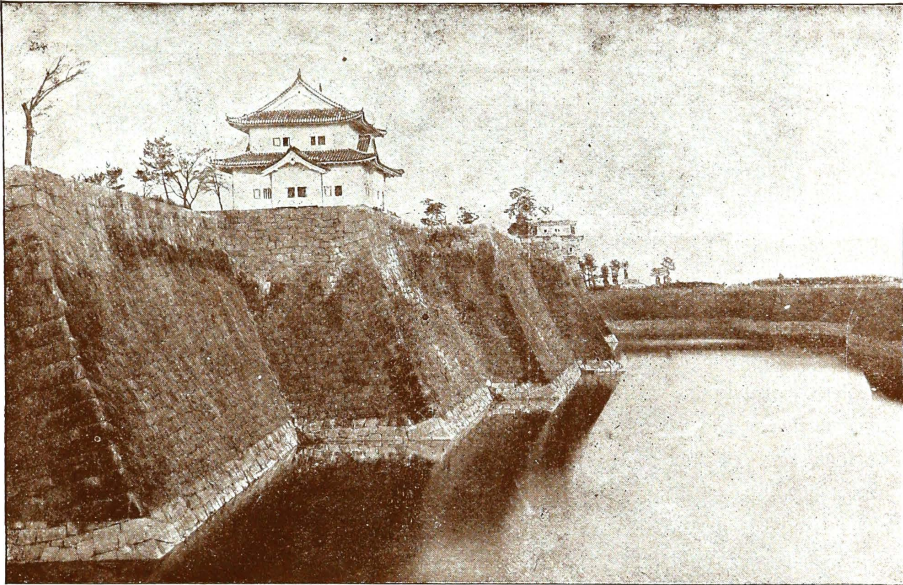
The traveller may visit that second city of the empire, variously called the Venice, the Glasgow and the Chicago of Japan. Formerly it was the military capital. Much of Japanese history has been made within its castle, and even foreign writers have made its romances known.\* The last acts of the Shogunate were played there, and with the surrender of 1868 the Restoration began. Its 361,694 people, its three hundred bridges, its great temples and workshops are all matters of boastful pride to those prosperous citizens.

\*"The Usurper: A Tale of the Siege of Osaka Castle." By Judith Gautier, Paris.



In one day the traveller can easily see its more important sights: the Castle, the Tennoji Temple and Pagoda, the Mint, Arsenal, Hongwanji Temple, the Hakku Butsu, or commercial bazaar, the theater, street, and the large curio shops. The Hakku Butsu is open at night, and condensing all the shops and factories of the town in that one place, one may review industrial Osaka by electric light. The labyrinthine bazaar is the delight of the Japanese, and they love to follow its tortuous mazes without ever an impulse to turn back. There are small ones without number in every theater region, and each city has a large bazaar under government control, where goods marked in plain figures are sold for a small commission. There one may find everything useful and useless, the necessities and the luxuries of life, newest inventions, antiques, curios and much that one may never come across elsewhere.

The great silk shops contain the richest fabrics loom and hand can produce, but trade in them proceeds on leisurely Japanese lines, highly entertaining to



OSAKA CASTLE MOAT.

one who has time at command, and maddening to the hurried tourist, watch and time table in hand.

Jiutei's Osaka Hotel, on an island in the river, will lodge and cheer the tourist after European methods.

There is a railway for the twenty-five from Osaka to Nara, one of the ancient capitals of Japan, and the tourist provided with a passport may run up from Osaka in a little over an hour and give two or four hours to the temples and the extensive temple grounds. If the guide has provided a lunch, he may picnic at one of the picturesque tateba, or wayside tea booths, among the ancient trees and lanterned avenues leading to the great Shinto shrines.



The Dai Butsu Temple contains a bronze statue of Buddha fifty-three and a half feet in height, and at the Kasuga Temple the young Shinto priestesses will perform the sacred dance after the visitor has made a gift of one or more yen to the temple. The tame deer that roam these temple grounds, and even the village streets, will come at call and eat from one's hand. The Musashino tea-house on the hill between the two temple precincts,



THE GREAT PAGODA AT NARA.

and other establishments in semi-foreign style in the town will entertain those who care to linger in such a charming place.

If charmed with this historic landscape region, the tourist may wish to go on to Kyoto by jinrikisha rather than by train. The usual charge for a jinrikisha with two men, for the twenty-six miles from Nara to Kyoto, is \$2.50. The roads are perfect, the country picturesque, the wayside full of interest and all the ground historic. The road runs through the famous Yamashiro tea district, and Uji, the chief town, is always fragrant with the toasting leaf. The Phoenix temple near Uji was reproduced at the Chicago Exposition, 1893, and presented to that city as a permanent exhibit of Japanese architecture.

## XV.

No traveller fails to visit Kyoto, the soul and center, the heart of old Japan, and most fascinating city of the Empire.

It is possible to go to Kyoto by a morning train from Kobe, see several temples, visit the Palace and Castle, do a little shopping, and return to ship at night, if one has a good guide and is limited to that one day on shore. The professional guides are registered at the Kobe hotels. Failing to secure one, the flying tourist may telegraph the Kyoto hotel to send an English-speaking boy to the train. He may visit the two Hongwanji temples, the Dai Butsu and Chioin temples before reaching the hotels, whose proprietors were formerly guides, and knowing what the tourist wants

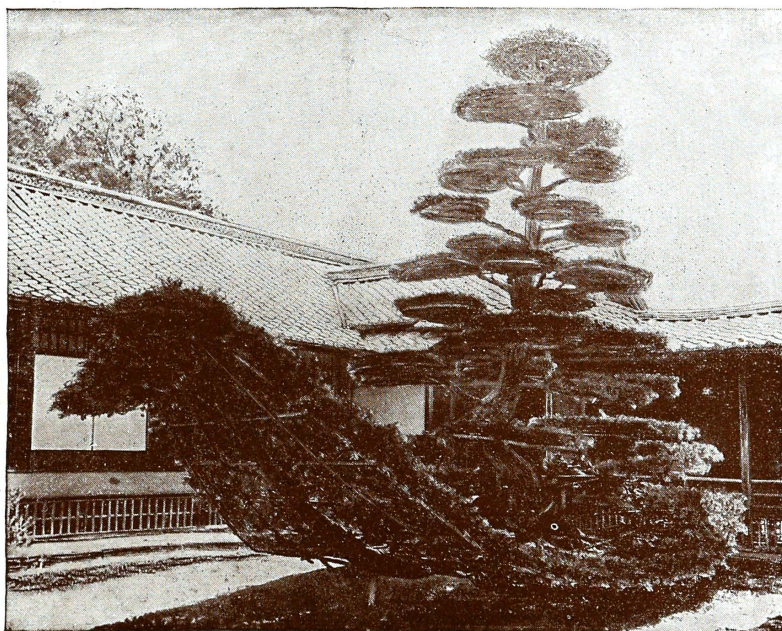
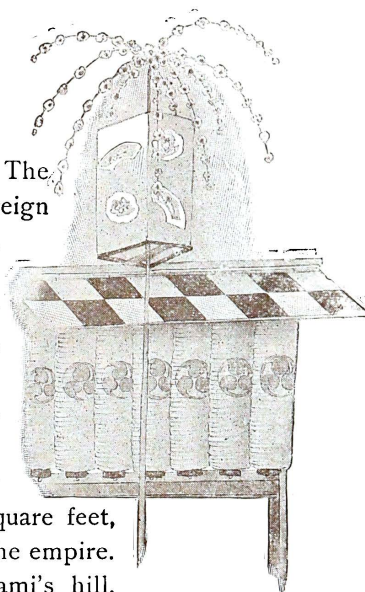
to or ought to see, can quickly put him in the way of it. The Kyoto Hotel, in the level plain of the city, is kept in foreign style, and Yaami's is historic ground, whose verandas afford a complete panorama of the city.

Of the great temples, the Chionin is a hillside neighbor of Yaami's and its bronze bell, eighteen feet in length, shakes the whole hotel when it rings. This, with the Kiomidzu,

**TEMPLES.** Dai Butsu, Sanjiusangendo and the two Hongwanjis, are the great Buddhist shrines. The

Higashi Hongwanji is the largest temple in Japan, covering 52,380 square feet of ground, and rising to a height of 126 square feet, and its interior is considered to be the most splendid in the empire. The Gion, the great Shinto shrine, lies at the foot of Yaami's hill.

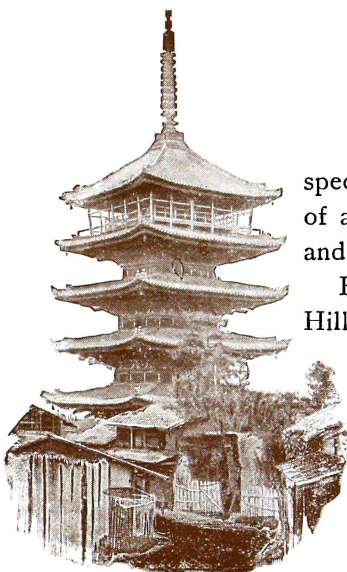
After an entire morning of temples, an afternoon may be agreeably given to the great silk shops, where English-speaking clerks are always found. The Palace and the Nijo Castle (permits to visit which must be obtained through a Tokio legation) and the Kinkakuji (a small suburban palace, now a monastery) will occupy another morning, and curio shops will beguile that afternoon. The Kinkakuji (the gold-covered pavilion) and the Ginkakuji (the silver-covered



THE JUNK PINE TREE AT THE KINKAKUJI, KIOTO.

pavilion) are surrounded by the two model landscape gardens of Japan, after whose classic designs half the miniature paradises of the land are arranged. Both monasteries contain famous pictures and screens. The Kinkakuji has a





YASAKA PAGODA.

special fame in possessing an ancient pine tree trained in the shape of a junk in one of its courts; and the Ginkakuji holds the first and oldest ceremonial tea-house in Japan.

Every visitor should walk the two bewitching streets of Teapot Hill; the one, a half-mile lane of china shops leading to the Kiomidzu temple, and the other conducting to the Nishi Otani temple. Nor should he miss the lane leading through a bamboo grove that joins the two streets, nor yet the shop-lined staircase that takes him to the foot of the Yasaka pagoda.

A favorite excursion is to Takao, on the Oigawa, where the traveller takes flat-boat and shoots the rapids of that river, and resumes jinrikisha at Arashiyama, a southwestern suburb of Kyoto. If not too many, the jinrikishas may be taken in the boat or another boat hired for them. Three or four yen are asked for each boat, and the passage is made in less than two hours. Luncheon may be taken from the hotel, or the tourist may feast at the Arashiyama tea-house. Arashiyama is the Kyoto synonym for cherry blossoms, and all the geishas in the empire have a dance that tells of cherry blossoming by the Oigawa. In April, these hill-sides rival the rosy slopes of Maruyama, where that enormous old cherry tree behind the Gion temple has drawn worshipping crowds for three hundred years. While it blooms, a gala season reigns and the great dancing fête, the Miakodori, goes on at the neighboring geisha school or theatre.

#### XVI.

One may travel from Kyoto to Yokohama, 311 miles, by through train of the Tokaido Railway in sixteen hours (fare, first class, \$9.27), or he may break the journey at several interesting towns along the line. The train climbs first from the Kyoto plain to the level of Lake Biwa, and after following its shores descends through picturesque valleys to the sea level at the head of Owari bay.

There is a twenty minutes' ride in jinrikisha from the station at Nagoya to the foreign hotel in the heart of the city. The severe earthquake of October, 1891,

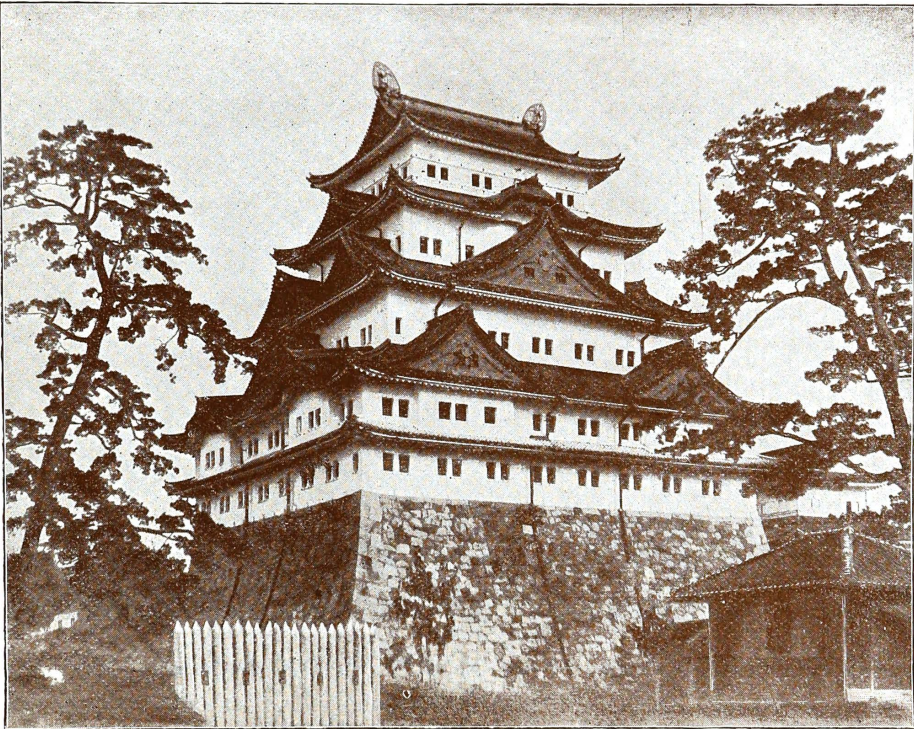


THE MAIKODORI—CHERRY BLOSSOM DANCE AT KYOTO.



so twisted and wrenched the great beams of the castle keep that **NAGOYA.** visitors were for the time debarred from ascending its stairways to look out upon the Owari plain and the bay of Owari. The Buddhist temple and the cloisonnee factories are the chief points for sightseers, and the streets and shops show much of Japanese life unaffected by foreign fashions.

He who has serious interest in the people will go from Kioto directly to Kusatsu station on the Tokaido Railway and thence by the Kwansei Railway to Yamada, where are the sacred shrines of Ise. A day is required to visit the temples, the cradle and treasure houses of the Shinto cult, and witness the sacred dances and the spectacle of the thousands of devout pilgrims who resort to Ise's



CASTLE AT NAGOYA.

shrines through all seasons of the year. Small steamers ply between Yokkaichi and Atsuta, a suburb of Nagoya, where the pilgrim from Ise may rejoin the main route of travel.

At Shizuoka there is a hotel in foreign style directly facing the station. The city boasts a most interesting old temple and the remains of the castle walls and moat to interest those who stop longer than over night, and the **SHIZUOKA.** vendors of the airy, birdcage-like baskets, peculiar to Shizuoka, have learned to seek out and tempt the tourist the instant he arrives.

The temple of Kunozan, distant one hour from Shizuoka by jinrikisha, was the original burial place of the great Shogun Iyeyasu, whose remains, when re-



moved to Nikko, were honored with a temple of the same general design and arrangement, but surpassing this at Kunoza in the splendour of decoration and ornament. The jinrikisha ride may be continued to Shimizu and Ejiri and to Okitsu, where the splendid temple of Kiyomidera almost overhangs the railway track. This detour from the railway will show much of unchanged, old Japan, and the rural life is in full evidence along the highways. Rice cultivation is everywhere to be seen in city suburbs, beside railroads and highways, and one soon grows familiar with the flooded fields, the level patches of intensely green spears, or the stacks and festooned fringes of ripened grain.



TRANSPLANTING RICE.

Tea plantations are seen all along the line of the Tokaido Railway, and in the great tea districts south of Kioto. The firing and packing for export may be witnessed at any of the many tea-firing go-downs in Yokohama or Kobe from May to September.\*

## XVII.

The traveller who returns from Kioto to Kobe and continues his voyage in the Empress steamer to Yokohama, enjoys over again all the delight of a first landing in Japan and has his first sensations afresh after the twenty-hour voyage. He sees first, as the travellers from American shores see in fair weather, the exquisite cone of Fujiyama rising almost from the ocean.

In her "Flying Trip Around the World," Miss Bisland says: "A delicate gray cloud grows up along the edge of the water, and slowly a vast conelike cumulus, a lofty, rosy cloud takes shape and form, gathers clearness of outline, deepens its hue of pink and pearl, melts softly

**FUJIYAMA.**

\* See "Jinrikisha Days in Japan," pages 350-58.

into the gray beneath, soars sharply into the blue above, and reveals Fujiyama, the divine mountain! \* \* \* A mountain of pink pearl rose out of the sea; and when the gray clouds about its base resolved themselves into land we found that they were the green hills of fairyland. \* \* \* We rose up and perceived that we had come to Fan Land—to the Islands of Porcelain—to Shikishima, the country of chrysanthemums, the place across whose sky the storks always fly out of nothing at all to decorate the foreground, and where ladies wear their eyes looped up in the corners, and gowns in which it is so impossible that any two-legged female should walk, that they pass their lives smiling and motionless on screens and jars."

When Fujiyama's pearly cone has grown from a pin point's size to a majestic peak, and the steamer coursing up the picturesque Yeddo Bay has made fast

**YOKOHAMA.**

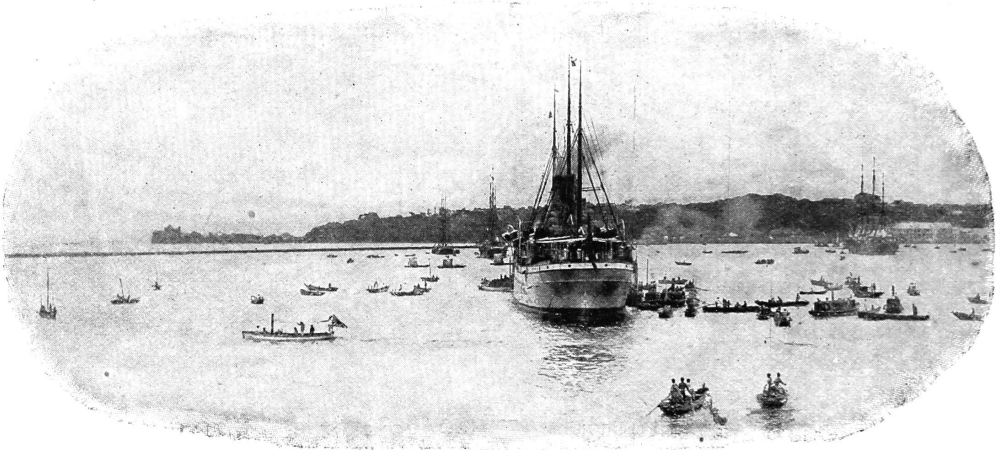
at the company's buoy in Yokohama harbor, Japan encircles one. Steam launches bear down upon the arriving ship and carry passengers and mails ashore. Sampans crowd about the steerage gangway, and the native boatmen and their queer, clean craft are seen in all their picturesqueness. "It is like the picture books," wrote John La Farge in his "Artist Letters."\* "The sea was smooth like the brilliant blank paper of the prints; a vast surface of water reflecting the light of the sky as if it were thicker air. Far off streaks of blue light, like finest washes of the brush, determined distances. Beyond, in a white haze, the square, white sails spotted the white horizon and floated above it. \* \* \* Hills of foggy green marked the near land; nearer us, junks of the shapes you know, in violet transparency of shadow, and five or six warships and steamers, red and black or white, looking barbarous and out of place, but still as if they were part of us; and spread all around us a fleet of small boats, manned by rowers standing in robes flapping about them, or tucked in above their waists. There were so many that the crowd looked blue and white—the color of their dresses repeating the sky in prose. Still, the larger part were mostly naked, and their legs and arms and backs made a great novelty to our eyes, accustomed to nothing but our ship and the enormous space, empty of life, which had surrounded us for days. The muscles of the boatmen stood out sharply on their

\* Century Magazine, 1890. Century Co.'s Press, 1897.





small frames. They had almost all—at least those who were young—fine wrists and delicate hands, and a handsome setting of the neck. The foot looked broad, with toes very square. They were excitedly waiting to help in the coaling and unloading, and soon we saw them begin to work, carrying great loads with much good-humored chattering. Around us played the smallest boats, with rowers standing up and sculling. Then the market boat came rushing to us, its standing rowers bending and rising, their thighs rounding and insteps sharpening,

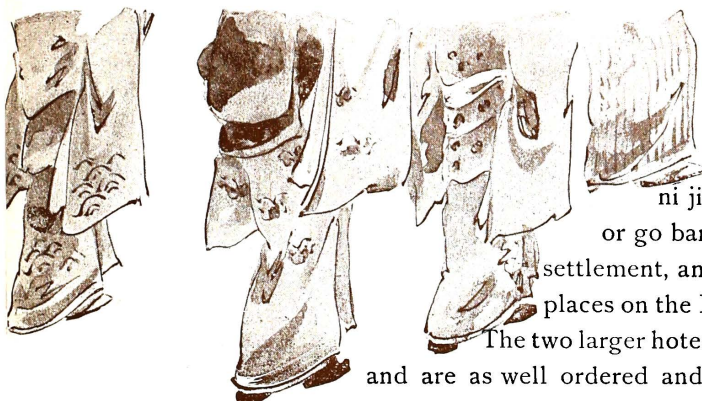


THE EMPRESS IN YOKOHAMA HARBOUR.

what small garments they had fluttering like scarfs, so that our fair missionaries turned their backs to the sight. \* \* \* But the human beings are not the novelty, not even the Japanese; what is absorbingly new is the light, its whiteness, its silvery milkiness. We have come into it as through an open door after fourteen days of the Pacific. \* \* \* I have been asking myself whether it would be possible to have sensations as novel, of feeling, as perfectly fresh and new, things I knew almost all about beforehand, had we come in any other way or arrived from any other quarter. As it is, all this Japan is sudden. We have last been living at home, are shut up in a ship as if boxed in with our own civilization, and then suddenly, with no transition, we are landed in another. And under what splendour of light, in what contrasting atmosphere! It is as if the sky in its variations was the great subject of the drama we are looking at, or at least its great chorus. The beauty of the light and of the air is what I should like to describe, but it is almost like trying to account for one's own mood—like describing the key in which one plays."

#### XVIII.

A few steamers land at the long pier extending out from the Custom House, but those that anchor in the harbour are met by steam launches from the hotels that convey passengers ashore.



The Grand Hotel (No. 20, or ni jiu ban), the Club Hotel (No. 5, or go ban), several small hotels in the settlement, and one or two private boarding places on the Bluff, will receive the stranger.

The two larger hotels face on the Bund, or sea-wall, and are as well ordered and kept as hotels of their class in European cities. English or American landlords and French cooks secure every comfort, and electric lights, steam heat and band concerts on summer nights are other features. The Club Hotel maintains a branch house, the Hotel Metropole, in Tokio, in the buildings long used by the United States legation. Both hotels are kept on the American plan, rates ranging from four to six yen per day and upward.

The Yokohama United Club (No. 5), and the German Club (No. 235), are the active centers of social life of the foreign residents, who number (1896) 3,532; but

#### CLUBS.

this official census includes 1,808 Chinese, as well as 806 British, 325 Americans, 166 German and 127 French citizens dwelling in Yokohama. The Yokohama Rowing and Athletic Club has a house on the Bund adjoining the French Hatoba, with gymnasium, dressing rooms, boat-house and bathing barge. The Cricket and Athletic Club manages the Cricket Grounds in the settlement; the Ladies' Tennis Club cares for the courts in the Public Gardens on the Bluff, and the Nippon Race Club has its meets each spring and autumn at the Race Course on the Bluff. At the three clubs first named, visitors may be put up by club members, as at clubs in a European city, and the usual club comforts and surroundings are found.

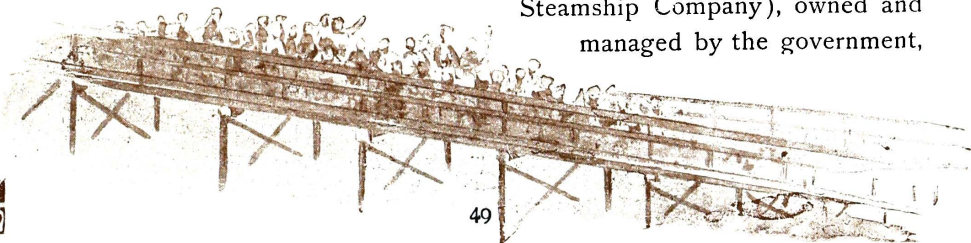
The Hong Kong and Shanghai Banking Corporation, on Water Street (No. 2, ni ban); the National Bank of China (No. 75, sh' chi jiu go ban); the Chartered

#### BANKS.

Bank of India, Australia and Japan (No. 78, sh' chi jiu hachi ban); the Comptor d'Escompte de Paris (No. 2, ni ban); and the Yokohama Specie Bank (Shokin Ginko), a Japanese corporation, all do general banking business. These banks observe the usual national holidays, and are virtually closed during race weeks, which the traveller needs to keep in mind.

At the offices of the Canadian Pacific Railway Company, No. 14, on the Bund, passage may be secured and all information given as to future sailings and accommodations, and assistance rendered in arranging for side trips and connections at the different ports of call. The Nippon Yusen Kaisha (Japanese Mail

Steamship Company), owned and managed by the government,



has a large fleet of coasting steamers, connecting with all the ports of Japan, Korea and North China; and ships are despatched to Vladivostock in Siberia and Manilla in the Philippine Islands, to Australia, Bombay and Antwerp. The Peninsular and Oriental, the Norddeutscher Lloyd, and the Messageries Maritime Steamship Companies have also offices at Yokohama.

The post-office is on Main Street and mails depart weekly for Europe, and at an average of ten days' interval for America. Japan is a member of the Postal Union, and the uniform five sen rate for a foreign letter of fifteen grammes is charged. To any part of Japan the letter postage is two sen for each quarter ounce.

The telegraph office (*Denshin Kioku*) is on Main Street. There are lines to all parts of Japan, and the charge is fifteen sen for the first ten kana (square) characters, and ten sen for each succeeding ten characters. In a foreign language the charge is five sen for each word. A guide, or the hotel clerk, will quickly translate a message into Japanese. There are three cable routes to Europe, the tolls averaging from two to three yen for each word to New York or Montreal, and less in proportion to points in Europe.

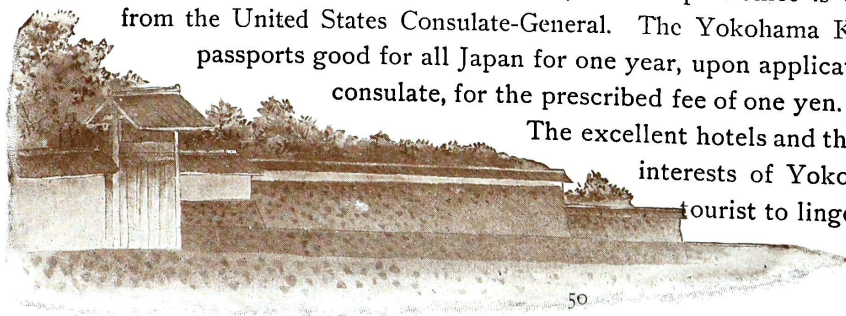
The true time of the Akashi or meridian line of 135 degrees E. of Greenwich is kept throughout the Empire, and this standard time is nine hours in advance of Greenwich time.

When it is twelve o'clock noon, Monday, in Yokohama, it is—

11.07 a. m., Monday, at Shanghai.	3.08 a. m., Monday, at Paris.
10.28 " " at Hong Kong.	3.00 " " at London.
9.52 " " at Singapore.	10.00 p. m., Sunday, at New York.
8.20 " " at Colombo.	10.00 " " at Montreal.
8.55 " " at Calcutta.	9.00 " " at Chicago.
7.53 " " at Bombay.	7.00 " " at San Francisco.
5.12 " " at Suez.	7.00 " " at Vancouver.

The British, Swiss and Russian Consulates and the United States Consulate-General are in line on Nippon Odori, the broad street running westward from the **CONSULATES AND PASSPORTS.** main entrance of the Custom House, which adjoins the English Hatoba. The flagstaffs and the colors of those countries will easily guide one from any point. The Kencho, or office of the local governor, is directly opposite the British Consulate, and the post-office is diagonally across from the United States Consulate-General. The Yokohama Kencho will issue passports good for all Japan for one year, upon application through any consulate, for the prescribed fee of one yen.

The excellent hotels and the foreign life and interests of Yokohama tempt the tourist to linger there; but it is wiser to accom-





plish his country trips first, and deliver himself over to the seaport's silk and curio shops, photographers, tailors, tattooers and social life

**KEEPING HOUSE.**

later. If he wishes to make a prolonged stay, he may lease a furnished house all the way from \$45 or \$50 per month for a small bungalow, up to \$300 per month for a more pretentious establishment. Or, taking an empty house, furniture, bedding and table equipments may be rented from the furniture emporiums. Well-trained servants are easily secured, the markets are abundant and absurdly cheap, and nowhere does the householder have such ease and so little care as in one of the foreign settlements of the Far East. Laundrymen charge \$3.00 to \$4.00 per hundred pieces. A pony trap may be rented from \$40 per month upwards, and a saddle horse with betto, or running

footman, for less. Tailors, both Chinese and Japanese, are many, and their goods cheap; and all through Japan, China and India, where one requires a large supply of thin summer clothing, he can be outfitted quickly, at less cost and more satisfactorily than in Europe or America.

Until one reaches America, luggage, and hand-luggage especially, is not a care. The luxurious foreign residents in the East travel with mountains of im-

**LUGGAGE.**

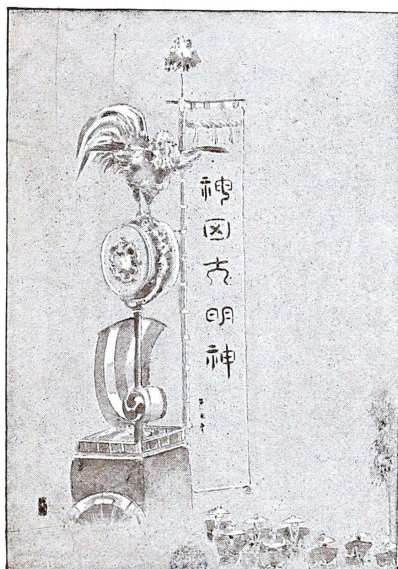
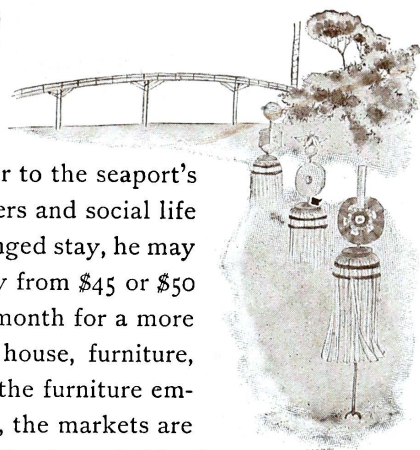
pedimenta. There are always servants and coolies to carry it, and the native measures his respect by the visible possessions of the tourist. In jinrikisha and mountain trips in Japan, luggage is, of course, reduced to a minimum. The railroads allow sixty pounds of luggage to each ticket.

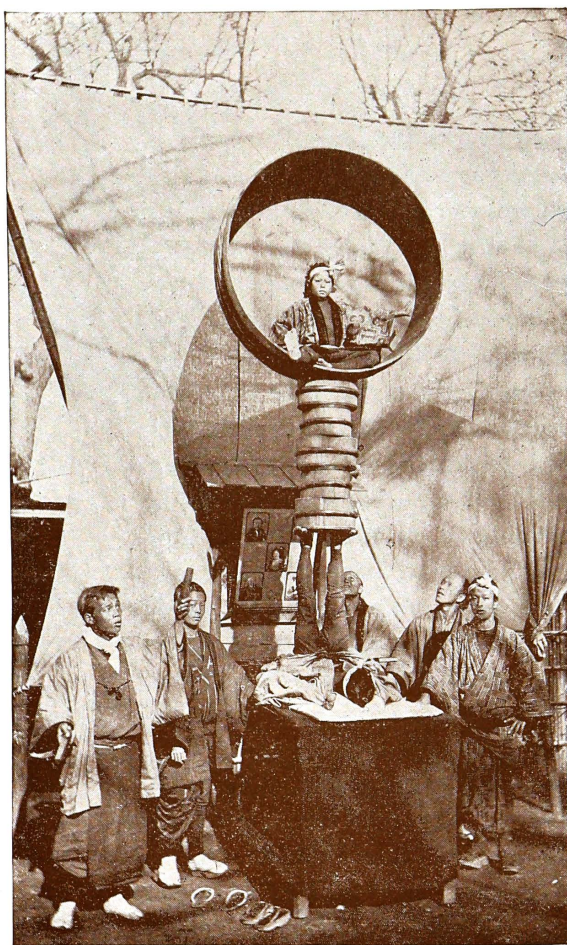
Besides wandering through the streets of open-fronted shops, watching the mercantile and domestic

dramas enacted there, and enjoying the succession of living Japanese tableaux, shopping is the chief amusement of the tourist in Yokohama. Curios abound,

**JAPANESE CURIOS.**

and art treasures from all parts of the empire come to this largest market. The stranger need not expect to find great treasures in the traditional dingy shop and side street in this modern day of keen appreciation and trade rivalry. But, unless he has had a bent that way and searched great museums and private collections at home, the tourist very often gets his first introduction to Japan's real art products after landing. He finds that the so-called Japanese wares that overflow the bazaars and fancy goods shops in foreign countries are abominations concocted solely for the supposed tastes of outer barbarians, and not used by Japanese at all. Collectors in all other parts of the world long ago drained the country of the choice products of the old





artists, but imitations of the old wares and forgeries of the old masters are abundant. In the absence of a public art museum, the tourist has no standards at hand for comparisons, and the curio dealers palm off their spurious treasures the more easily. Connoisseurs are victimized as often as novices, so clever are the imitations, and Makuza Kozan, the great potter near Yokohama, has made imitations of Chinese peach-blows and hawthorns which deceived Chinese experts. Since the Western world has become so enthusiastic over Japanese paintings, forgeries of Hokusai, Okio and Sosen have been the profitable employment of clever kakemono painters. As original kakemonos by those artists command as much as one and five thousand yen, bargains may be distrusted. A genuine zylograph, or colored print, is more rarely found in Japan than in New York, London or Paris,

and the modern forgeries are so well done that connoisseurs confess themselves helpless. The days of bargaining in Oriental fashion, of haggling for hours over a few yens, are fast ending, too, and fixed prices and goods marked in plain figures are the rule at the best establishments. The large curio dealers in Yokohama make gorgeous displays in plate glass show windows, invite all to visit their establishments, and if the tourist betrays any interest in curios he will find himself the object of pleasant attentions from rival firms. There are many small curio, or more purely second-hand, shops on Honcho Dori and Benten Dori, on Isezakicho and the Camp Hill Road leading to the Bluff, and peddlers soon learn the way to one's apartment.

Isezakicho, a street of museums, side-shows, tents, booths, restaurants, toy-shops and labyrinthine bazaars, will amuse the tourist for several evenings with its street scenes and indoor spectacles. With an interpreter, the Japanese theater will prove a delight and a revelation, and a guide will arrange for a dinner in Japanese style at a tea-house or an eel-house.

From the temple grounds on Nogeyama, the hill at the left of the railway station, a bird's-eye view of the city and harbour may be obtained, with the fort on the Kanagawa cliffs overlooking them. A carriage or jinrikisha ride around the



Bluff, where are the homes of the foreign residents, past the race-course, and around by the shores of Mississippi Bay, will show one much of beauty and interest in the couple of hours devoted to it. There is good bathing at the Honmoku Beach below Yokohama Bluff, and the tea-house there provides every accommodation for bathers.

## XIX.

**EXCURSIONS FROM YOKOHAMA.** A passport is not needed in order to visit Kamakura and Enoshima, twenty miles below Yokohama. The railway train will take one to Kamakura (fare, 45 sen, first class; 30 sen, second class), landing him near the Temple of Hachiman, an historic shrine where many famous relics are displayed. He may tiffin at the Kaihin-in, a hotel in a pine grove near the beach famous for its cuisine, and a popular resort for foreigners at all seasons.

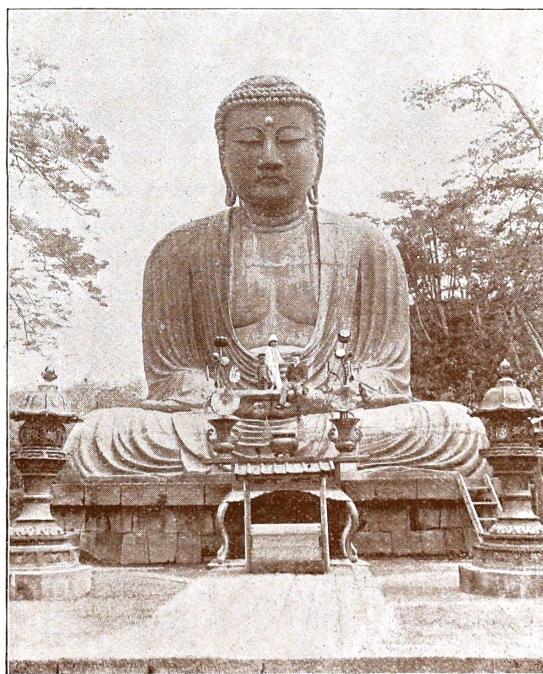
The colossal bronze statue of Buddha—the Dai Butsu—is a mile distant from the Kaihin-in. The image is fifty feet in height, and after inspecting the temple in its interior, the visitor may be photographed, in the shadow of **THE DAI BUTSU.** Great Buddha. The priest will mail the prints to any address given. At the Kotoku-in monastery the behaviour of uncivilized tourists forced the priests to post this appeal:

“Stranger, whosoever thou art and whatsoever be thy creed, when thou enterest this Sanctuary remember thou treadest upon ground hallowed by the worship of ages.

“This is the temple of Buddha and the gate of the eternal, and should therefore be entered with reverence.”

Driving five miles down the beach the island of Enoshima is reached. At low tide the jinrikisha can go to the foot of one of the steep streets, but at high tide a ferryboat plies across a stretch of water. There are beautiful walks through the temple groves crowning the island, and the cave temple to the Goddess Benten may be visited at low tide. Its tea-houses serve fish dinners, and each one commands some specially fine view. On the opposite beach, at Katase, there is the best surf-bathing. To return to Yokohama more quickly one may drive to the Fujisawa station and there take the train. (Fare, 42 sen, first class; 28 sen, second class.)

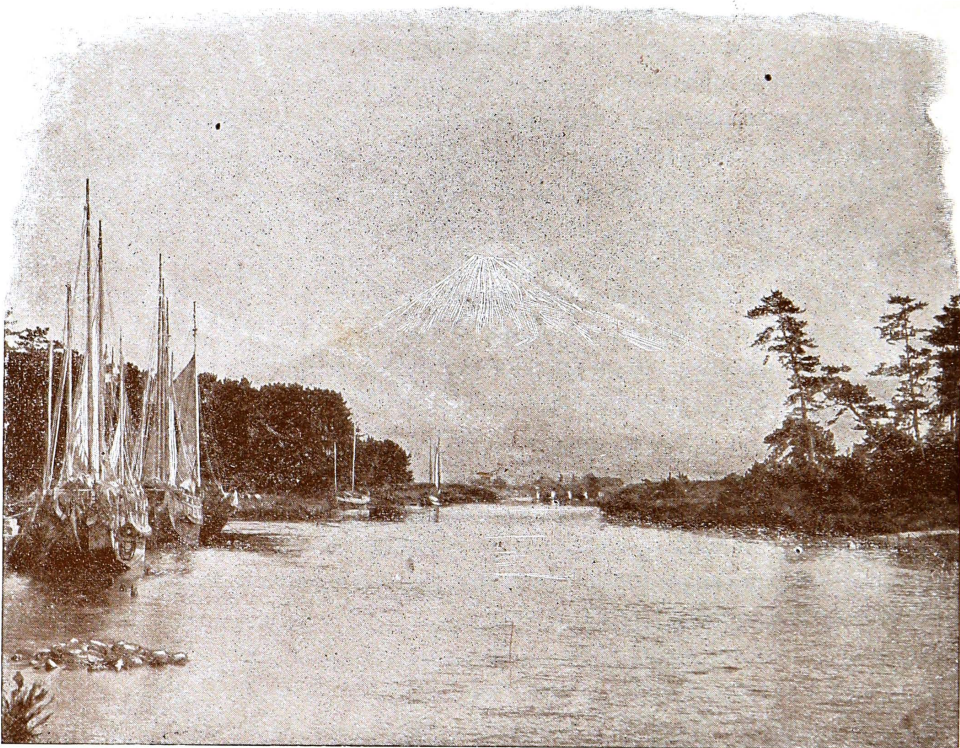
Yokosuka is distant from Yokohama twenty-two miles by train (fare, 66 sen, first class; 44 sen, second class), or, distant fifteen miles by small steamer (fare, 20



THE DAI BUTSU (GREAT BUDDHA).



**YOKOSUKA** sen), which leaves the Hatoba, near the railway station, four times daily. The government arsenal, navy-yard, dry-docks and ship-yards are at Yokosuka, and as Japan ranks as a great naval power, there is always something of interest to be seen. A mile beyond Yokosuka is the grave of Will Adams, an English pilot, who arrived on a Dutch trading vessel in 1607, and being able to teach ship-building and other useful arts, was not allowed to leave the country. The visitor should turn to the right from the landing place, follow the street until it crosses the bridge, and then up the steep road to a stone stair-



FUJIYAMA.

case that leads to the summit of a hill. The view well rewards one for this walk to Will Adams' grave.

Having his passport ready, the traveller may leave Yokohama after tiffin, take the Tokaido Railway to Kodzu (fare, 93 sen, first class; 62 sen, second class), distant forty-nine miles. A carriage or tram will convey him to Yumoto, and a jinrikisha carry him on to Miyanoshita in time for dinner. The two large hotels, the Fujiya and Naraiya's, are kept in foreign style, with excellent table, baths, billiard-rooms, etc. The little mountain village is full of woodenware and toy shops, the whole region is wild and picturesque, and the soda and sulphur baths and the cool, bracing air are tonic and exhilarating. Miyanoshita is open the year round, and in summer its hotels are crowded. To

Hakone Lake, to the Ojigoku (a solfatara) and to Otomitoge Pass are the favorite jaunts. From Otomitoge the great plain around Fujiyama lies below, and it is but five miles down to Gotemba, where he may take the train back to Yokohama, or to Kioto and Kobe.



Gotemba is the starting point for the ascent of Fujiyama, which may be made at any time during July or August, when the rest-houses on the mountain are open, and thousands of pilgrims visit them. The ascent has been made in June and in September, but guides and coolies deprecate the risk, and two Englishmen who made the climb in December, 1891, only kept two coolies with them by main force. From Gotemba it is seven miles by jinrikisha to Subashiri, and thence five miles by horse or Kago to Umagayeshi (Turn Back Horse). The kago is a basket palanquin slung from a pole carried on the shoulders of two men, "who trudge with a steady and firm step, as though they were carrying a jackdaw in a cage instead of a burly Englishman," says Dr. Dresser

From Umagayeshi pilgrims must walk the whole fifteen miles through woods and out over the open lava slopes to the tenth and last rest-house at the summit, but foreigners have sometimes been carried in kagos several stations beyond Umagayeshi.

The priest at the summit temple will stamp staff and clothing and sell a pictured certificate of ascent. The height of the summit is 12,365 feet above the level of the sea, according to Stewart's estimate. From the circle of temples on the crater's rim all of five provinces and a great stretch of ocean may be seen.

The first Fuji pilgrim was Sin-fu, a Chinese sage who, in the third century B. C., led a train of six hundred youths and maidens to seek for the Emperor Che-Wang-Te a panacea for immortality to be procured only on the summit of Fujiyama.\* The holy band never returned.

The first European to ascend was Sir Rutherford Alcock in 1860, and a foreign woman was later the first of her sex on the summit, as the Goddess Fuji-San was known to hate her own sex and to keep devils to fly away with such rash invaders.

The summit may be reached from Umagayeshi in less than six hours, including rests. Coolies carry extra clothing, rubber garments and provisions, and if the pilgrim is to spend the night at any of the rest-houses he should carry a large supply of Keating's powder or oil of pennyroyal. The descent down a shoot of loose cinders to the forest belt is made in less than an hour, and waraji or straw sandals tied on over leather shoes will prevent them from being cut to pieces by these sharp cinders. The snow leaves the mountain entirely in mid-summer, and the heat and dust on the open lava cone are the greatest discomforts of the trip.

Starting from Yokohama in the morning, one may reach No. 8 station, or even the summit, before night, and, viewing sunrise from the crater's rim, descend and reach Yokohama the following evening.

\* See "Nitobe," page 5.

The railway fare to Gotemba and return, charges for jinrikisha, kago, guide and coolies, lodging, etc., amount altogether to less than twenty dollars for each person; and a party of men, who are good climbers and travellers, may lessen this average.

Twenty miles below Kodzu on the coast is Atami, a favorite watering-place, which has sulphur baths and a geyser bubbling at the very edge of the ocean.

**ATAMI.** Sheltered in its little bay by an amphitheater of cliffs and mountains, and with the long rollers of the open Pacific sweeping up its beach of golden sand, which is warmed by the subterranean heat, Atami is a winter and early spring resort of great attraction. It is mild, warm, pleasant and sunny there when the worst winter weather is raging at the capital. As a resort it is in highest favour with the Court and the noble families of Tokio. One may reach Atami from Miyanoshita by a delightful walking trip or in kago, over the Ten Province Pass, the view from which is one of the most notable ones in Japan. In leaving Atami, one may take jinrikisha to the railway, either at Kodzu or Numazu on the great plain below Fujiyama.

At Kanozan, across the bay from Yokohama, a foreign hotel, the Yuyukwan, has lately been opened, which makes that village, on a mountain summit, a desirable summer resort. From it is obtained the famous view of the "Ninety-nine Valleys." A smaller steamer leaves Tokio at 8:00 a. m. for Kisaradzu (fare 40 sen), jinrikisha from Kisaradzu to the Yuyukwan (50 sen).



JAPANESE GIRLS AT PLAY.

## XX.

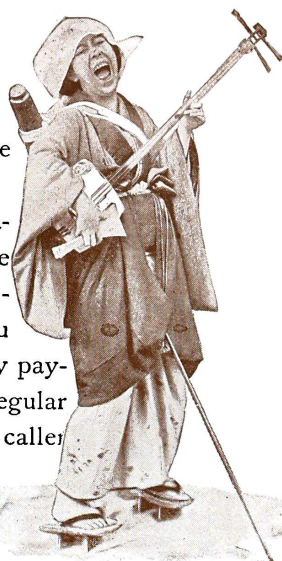
The railway from Yokohama to Tokio follows near the shore of Yeddo Bay for its eighteen miles. (Fare, 60 sen, first class; 40 sen, second class; or round-trip fares, \$1.20 first class; 80 sen second class.) Trains leave  
**TO TOKIO.** hourly, but the exact schedule may be had from the daily papers.

At Omori, half way, the tourist should stop and take the jinrikisha to the Ikegami Temples, a mile and a half distant. These are the head temples of the Nichiren sect of Buddhists. The annual matsuri, or religious festival, occurs on the twelfth and thirteenth of October, and presents a spectacle almost unrivalled in Japan. It



is the most popular and picturesque of all the matsuris in the region but has been fully described elsewhere.\*

The train follows the shore of the bay through the Shinagawa suburb and stops at Shinbashi station. Turning to the left, after he passes the wicket, the stranger will find the jinrikisha stand. He may take a check from the jinrikisha bureau at the top of the steps and avoid all trouble of settlements by paying for his runners there. Seventy-five cents a day is the regular charge, but as the distances which a sightseer, shopper or caller covers are so great, a gratuity is added for a long day's run, or else two coolies are employed. Sanjiro, the famous English-speaking runner, picks and chooses his customers at will, and will serve one as well as a guide, but all his colleagues know the rounds meant when told to maru-maru (go sight-seeing).



The Club and Seiyoken hotels in the Tsukiji district, near the railway station, and the Imperial and Tokio hotels, west of it, are all kept in European style. The Senyentei restaurant in Shiba Park, and the Seiyoken in Ueno Park, are both kept in foreign style; Fugetsudo, the caterer and confectioner near the station, has a small restaurant where a tiffin or tea may be quickly served.

The British Legation is in Kojimachi, facing the palace moats, and the United States Legation is in Azabu, west of Shiba Park. Beside his passport, the tourist may secure from his legation tickets for the Hama Rikyu Gardens, an imperial pleasure ground where landscape-gardening has reached its limit. He may also obtain permission to visit the famous garden of the old Mito Yashiki, now the Arsenal, by addressing the Minister of War through his legation. The Imperial Palace in Tokio is not open to sightseers. Only those bidden to its state functions may cross its marble bridge. Through his legation the tourist may obtain permits to visit the Imperial Palace and Nijo Castle at Kioto, and the old castle at Nagoya.

The mortuary temples of the Tokugawa Shoguns at Shiba and Ueno Parks are the finest examples of architecture and decoration in Tokio, and the jinrikisha runners will lead to the gateways, where entrance to their interiors may be had. A fee of twenty-five sen is paid the priest who conducts one through the temple and to the tomb of Hidetada, the Ni Dai Shogun; and the same is paid at Ueno. On entering the temple, the inner rooms of a shop or tea-house, shoes must always be removed, as the finely-woven, exquisitely clean straw mats and the polished wooden floors would be hopelessly ruined by the tread of coarse and dirty leather. Hidetada's tomb is very fine, but the most beautiful mortuary chapel, garden and tomb at Shiba are those of the Sixth Tokugawa Shogun, "Roku Dai." The bronze doors at the entrance of the tomb are deservedly famous.

\* "Jinrikisha Days in Japan," by Eliza Ruhamah Scidmore, page 134. New York: Harper & Brothers, 1891.

At Asakusa Temple shoes are not removed, and that popular Buddhist temple of the masses is best described by Miss Bird, in her "Unbeaten Tracks in Japan." Religion and amusement go hand-in-hand there, and, having paid and prayed, the pilgrim may amuse and enjoy himself in a hundred ways at a thousand booths, shops, theaters, side-shows and restaurants. From an imitation Fujiyama and a mock Eiffel Tower he obtains a bird's-eye view of the city of a million and a half inhabitants which rivals the outlook from the Rond Point of Uyeno Park, from the Kudan Hill, and from the tea-houses at Atagoyama, near Shiba—all widely separated points of view. Great flower shows are always in progress at Asakusa.

There are three government museums at Uyeno Park, and a bazaar for the sale of goods of Tokio manufacture, all of which should be visited. The Zoölogical Garden contains a good collection of animals, and there is a pleasant drive from that pleasure ground to the Botanical Gardens, passing the buildings of the Imperial University on the way.

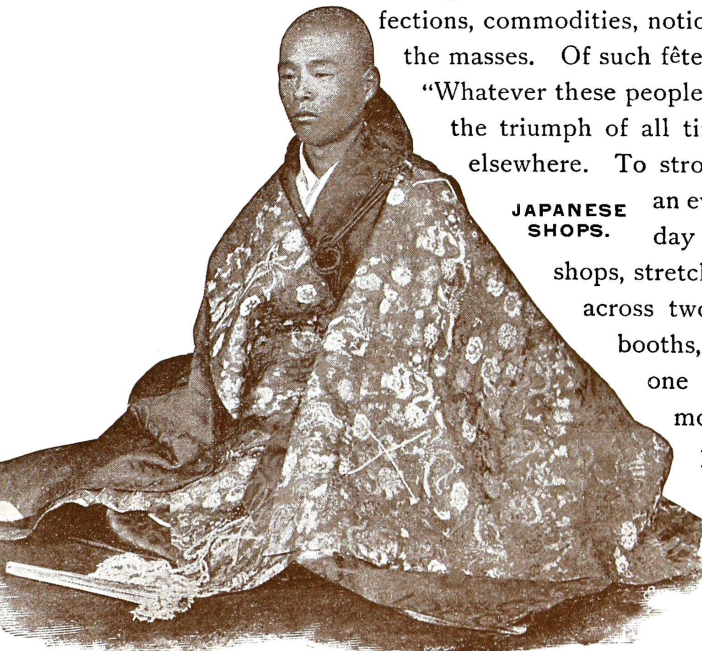
Near the Ryogoku Bashi the colony of wrestlers abide, and every spring hold their great tourney. The word *sumo* (wrestler) is sufficient order to the jinrikisha

**WRESTLERS AND SHOWS.** coolie, and if there be a show tent open, it is soon declared by long pendant banners and gay standards, and one may watch the obese, overfed champions conduct their struggles on anything but the Westmoreland rules.

The Shintomiza and the Chitose theater, near Asakusa, all the region around the Asakusa Temple, and the whole length of the Ginza, the Broadway of Tokio, furnish one dramatic, acrobatic amusements, side-show and outdoor entertainment of every kind for the after-dinner hours. Every night is fête night somewhere, and always one will find throngs of happy people between double rows of lanterned and torch-lighted booths, where all the toys, plants, flowers, fruits, confections, commodities, notions and gewgaws tempt and delight the masses. Of such fêtes writes Percival Lowell:

"Whatever these people fashion, from the toy of an hour to the triumph of all time, is touched by a taste unknown elsewhere. To stroll down the Broadway of Tokio of an evening is a liberal education in everyday art. Two long lines of gaily-lighted shops, stretching off into the distance, look out across two equally endless rows of torch-lit booths, the decorous yellow gleam of the one contrasting strangely with the demoniacal red flare of the other. As your feet follow your eyes, you find yourself in a veritable shopper's paradise, the galaxy of twinkle re-

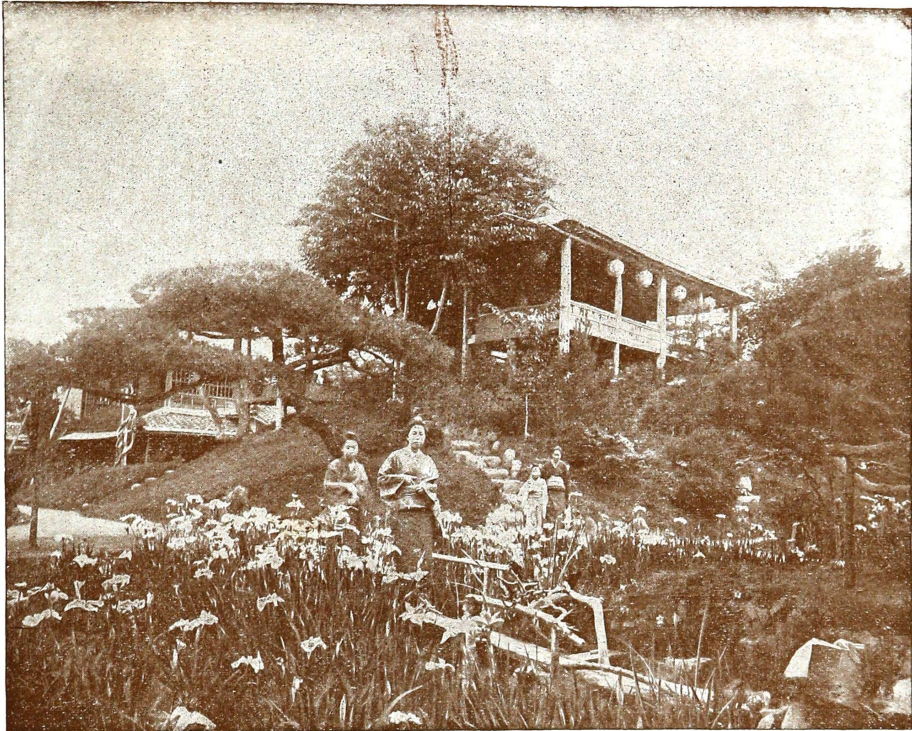
**JAPANESE SHOPS.**



A BUDDHIST PRIEST.



solving into worlds of delight. Nor do you long remain a mere spectator, for the shops open their arms to you. No cold glass reveals their charms only to shut you off. Their wares lie invitingly exposed to the public, seeming to you already half your own. At the very first you come to, you stop involuntarily, lost in admiration over what you take to be bric-a-brac. It is only afterwards you learn that the object of your ecstasy was the commonest of kitchen crock-



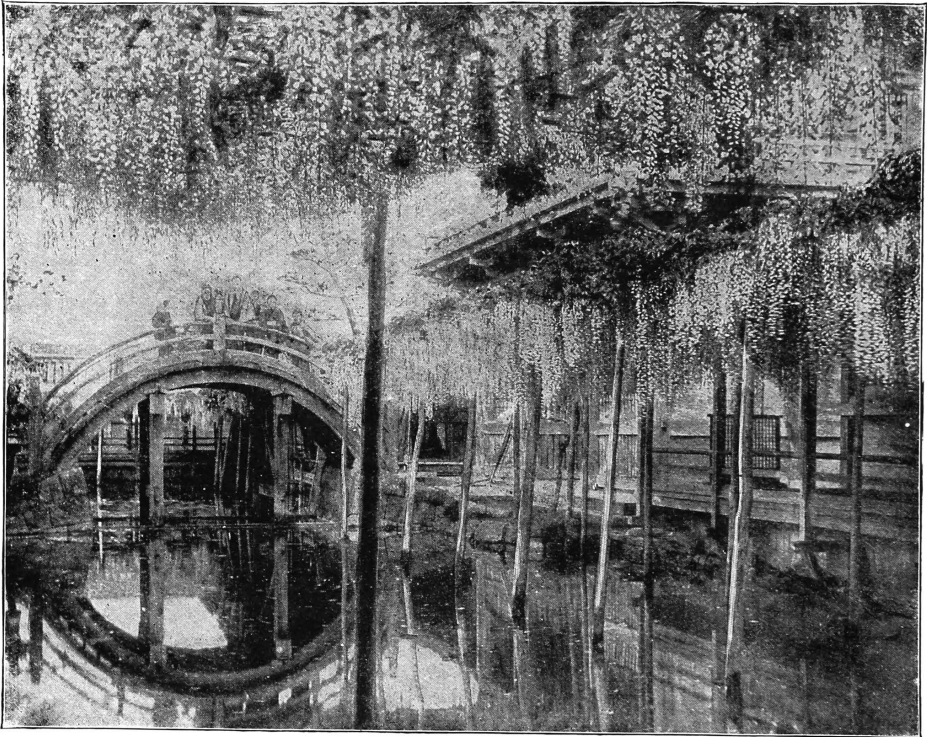
IRIS BEDS AT HORI KIRI, NEAR TOKIO.

ery. Next door you halt again, this time in front of some leathern pocket-books, stamped with designs in colours to tempt you instantly to empty your wallet for more new ones than you will ever have the means to fill. \* \* \* Opposed as stubbornly as you may be to idle purchase at home, here you will find yourself the prey of an acute case of shopping fever before you know it. Nor will it be much consolation subsequently to discover that you have squandered your patrimony upon the most ordinary articles of every-day use.

"If in despair you turn for refuge to the booths, you will but have delivered yourself into the embrace of still more irresistible fascinations, for the nocturnal squatters are there for the express purpose of catching the susceptible. The shops were modestly attractive from their nature, but the booths deliberately make eyes at you, and with telling effect. The very atmosphere is bewitching. The lurid smokiness of the torches lends an appropriate weirdness to the figure of



the uncouthly-clad peddler, who, with the politeness of the arch-fiend himself, displays to an eager group the fatal fascinations of some new conceit. \* \* \* Beyond this lies spread out on a mat a most happy family of curios, the whole of which you are quite prepared to purchase en bloc. \* \* \* So one attraction fairly jostles its neighbor for recognition from the gay thousands that, like yourself, stroll past in holiday delight. Chattering children in brilliant colours, voluble women and talkative men in quieter but no less picturesque costumes, stream on in kaleidoscope continuity, and you, carried along by the current, wander thus for miles with the tide of pleasure-seekers, till, late at night, when at last you turn



WISTARIA TRELLISES AT KAMEIDO TEMPLE, TOKIO.

reluctantly homeward, you feel as one does when awakened from some too-delightful dream.”\*

Tokio’s greatest fêtes are when the cherry blossoms convert Uyeno Park and the Mukojima river road into such a floral paradise as no Occidental dreams of, and this April carnival is worth hastening, or delaying long to see. The opening of the river at the end of June is another characteristic and picturesque fête of the capital, when the summer boat-life begins, and the moon viewing in September closes it.

New Year’s Day, Declaration Day,† and the Emperor’s birthday, November 3d, are great official holidays, and court pageants, military reviews and general decorations and illuminations are made.

\*“The Soul of the Far East,” page 114.

† Anniversary of the Declaration of the New Constitution, February 11, 1889.

There is a great wistaria fête at the Kameido Temple in May, when the ancient vines bear flowers three and four feet in length. Gold-fish as many feet in length live in the temple lake, and may be seen at any season by him who will clap his hands and scatter cakes on the water. From the middle to the end of June there is the most unique iris show at the Hori Kiri Gardens beyond the Mukojima, and no tourist should fail to see that most picturesque place when the acres and ribbons of giant iris are in bloom.

From the Seiyoken restaurant in Ueno Park he may look down upon many acres of blooming lotus in July and August. In October the greatest chrysanthemum show in the world begins in the Dangozaka quarter, and **THE CHRYSANTHEMUM SHOW.** no flower fancier knows the chrysanthemum and its possibilities until he has seen the marvellous blossoms and the life-size and colossal flower-pieces there. Of that beloved national flower Percival Lowell says:

"The symmetry of its shape well fits it to symbolize the completeness of perfection which the Mikado, the Son of Heaven, mundanely represents. It typifies, too, the fullness of the year. It may be of almost any hue, and within the general limits of a circle of any form. Now it is a chariot wheel with petals for spokes; now a ball of fire with lambent tongues of flame; while another kind seems the button of some natural legion of honor, and still another a pin-wheel in Nature's own day fireworks."

Besides the curio shops on the Nakadori and the Nishi Nakadori there are many similar shops scattered throughout the city.

A guide will quickly arrange for a dinner in Japanese style at some tea-house, and engage jugglers, or maiko and geisha (professional dancers and singers), to entertain the company between the courses.

In Tokio and in Yokohama are agencies for the sale of the creamy-toned mulberry writing paper manufactured by the government Insatsu-Kioku Paper Mills at Ofi. The heavy wall paper, imitating the richest stamped leather, is manufactured at the Insatsu-Kioku works adjoining the Ministry of Finance, but none of it is sold in Japan, all going to agents in foreign countries.

There is no accepted drive or promenade where the great world of Tokio gathers for its afternoon airing, no Rotten Row nor particular boulevard. Any day the Emperor and his suite may pass by, but each spring and autumn the sovereign and the court lend splendour to the review of troops held at the Aoyama or Hibiya parade ground. At the Kudan and Ueno race tracks high life and sporting circles meet in spring and autumn.

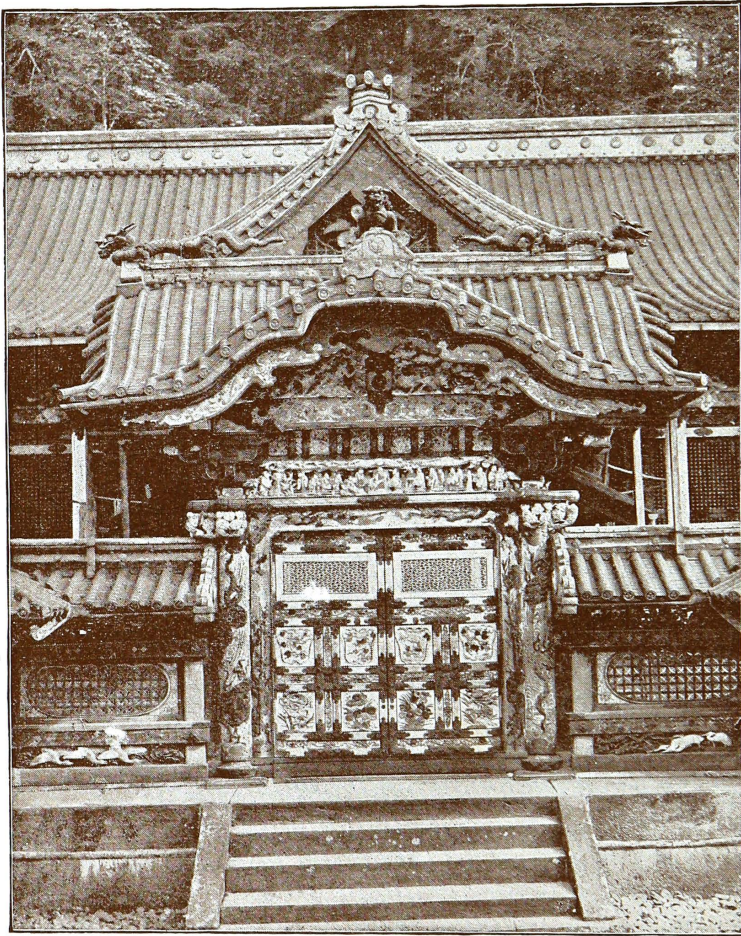
## XXI.

Nikko, the site of the most splendid temples in Japan, and a mountain refuge of great popularity in midsummer, is reached by railway in five hours from Tokio.

**NIKKO, THE CITY OF TEMPLES.** (Fare, \$2.75, first class; \$1.82, second class.) On the return one may take jinrikisha to Utsonomiya and ride for twenty-three miles down an avenue lined with ancient cryptomeria trees.



Suzuki's Hotel, in the village, the new Nikko Hotel across the river adjoining the temple grounds, the Arai and Kanaya's Hotel in the upper village, will lodge the traveller. In one day he may visit the two great temples and the tombs of the Shoguns, Iyeyasu and Iyemitsu; take the woodland walk around the sacred hill; cross the river by the upper bridge and see the ancient images lining the bank; see the sacred Red Bridge and choose souvenirs in the pretty village shops.



INNER GATE OF IYEMITSU TEMPLE, NIKKO.

A small admission fee is charged at each temple. A score of writers beside Dr. Dresser have found words inadequate to describe these "shrines as glorious in color as the Alhambra in the days of its splendour, and yet with a thousand times the interest of that beautiful building."

To quote again that poetic word-painter, Percival Lowell:

"At the farther end rises a building, the like of which for richness of effect you have probably never beheld nor even imagined. In front of you a flight of white

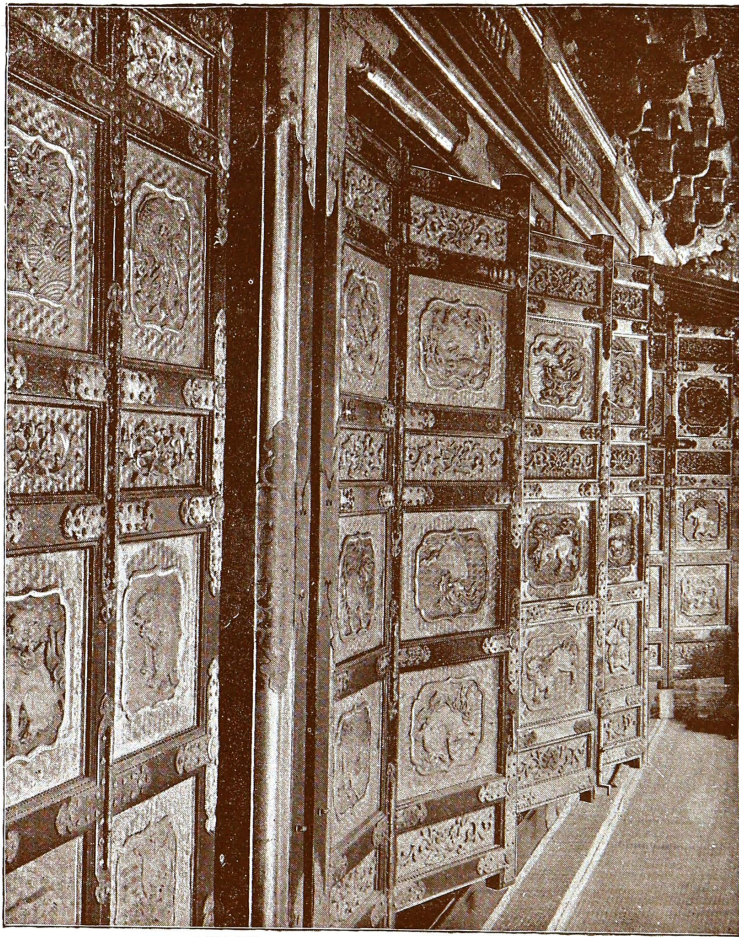


stone steps leads up to a terrace whose parapet, also of stone, is diapered for half its height and open lattice work the rest. This piazza gives entrance to a building or set of buildings whose every detail challenges the eye. Twelve pillars of snow-white wood sheathed in part with bronze, arranged in four rows, make, as it were, the bones of the structure. The space between the center columns lies open. The other triplets are webbed in the middle, and connected on the sides and front by grilles of wood and bronze, forming on the outside a couple of embrasures on either hand of the entrance, in which stand the guardian Nio, two colossal demons, Gog and Magog. Instead of capitals a frieze bristling with Chinese lions protects the top of the pillars. Above this in place of entablature rises tier upon tier of decoration, each tier projecting beyond the one beneath, and the topmost of all terminating in a balcony which encircles the whole second story. The parapet of this balcony is one mass of ornament, and its cornice another row of lions, brown instead of white. The second story is no less crowded with carving. Twelve pillars make its ribs, the spaces between being filled with elaborate woodwork, while on top rest more friezes, more cornices, clustered with excrescences of all colors and kinds, and guarded by lions innumerable. To begin to tell the details of so multi-faceted a gem were artistically impossible. It is a jewel of a thousand rays, yet whose beauties blend into one, as the prismatic tints combine to white. And then, after the first dazzle of admiration, when the spirit of curiosity urges you to penetrate the center aisle, lo and behold, it is but a gate! The dupe of unexpected splendour, you have been paying court to the means of approach. It is only a portal after all. For as you pass through you catch a glimpse of a building beyond more gorgeous still, like in general to the first, unlike it in detail, resembling it only as the mistress may the maid. But who shall convince of charm by enumerating the features of a face! From the tiles of its terrace to the encrusted gables that drape it as with some rich bejeweled mantle, falling about it in the most graceful of folds, it is the very Eastern Princess of a building, standing in the majesty of her court to give you audience.

"A pebbly path, a low flight of stone steps, a pause to leave your shoes without the sill, and you tread in the twilight of reverence upon the moss-like mats within. The richness of its outer ornament, so impressive at first, is, you discover, but prelude to the lavish luxury of its interior. Lacquer, bronze, pigments, deck its ceiling and its sides in such profusion that it seems to you as if art had expanded in the congenial atmosphere into a tropical luxuriance of decoration, and grew here as naturally on temples as in the jungle creepers do on trees."

And finally, says Dr. Dresser: "I am getting weary of beauty. \* \* \* I am also weary of writing of the beautiful, for I feel that any words that I can use must fail to convey any adequate idea of the conscientiousness of the work, the loveliness of the compositions, the harmoniousness of the colours, and the beauty of the surroundings here before me; and yet the adjectives which I have tried to heap

one upon another, in the hope of conveying to the reader what I—an architect and ornamentist—feel when contemplating these matchless shrines, must appear, I am afraid, altogether unreasonable.”



THE WALLS OF THE IYEFASU TEMPLE, NIKKO.

Thousands of pilgrims visit the region each summer, and the annual matusiris occur in June and September.

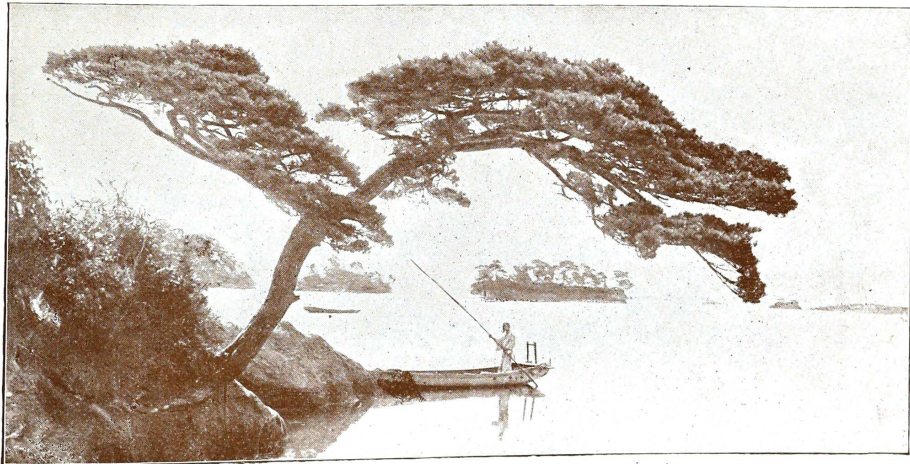
It is a pleasant excursion up higher in the mountains to Lake Chiuzenji, the eight miles being made in jinrikisha, on foot or in saddle. Crossing the lake by boat and following the road for six miles, Yumoto, a favorite watering-place, is reached. There one may spend the night and return to Nikko the following day in time for a second visit to the temples, which is much more satisfactory than the first bewildering glimpses.

Returning from Nikko by train, the tourist interested in silk culture may change at Oyama, take train for Maebashi and thence by jinrikisha seven miles, reach Ikao, the centre of the Joshu silk district. There are excellent hotels in for-

eign style and hot mineral baths, which attract many of the better class of Japanese, who, to cure their ills, spend whole days in the pools with floating tables before them, on which they write, play games and eat. The long staircase of the village street is lined with charming little wooden-ware shops; Ikao's confections are renowned; there are magnificent views from every part of the village, and the neighbourhood offers many excursions. A good walker, indifferent to a little hardship, may get quite off the beaten track by crossing the mountains to Nikko by the Ashiwokaido, a distance of sixty-eight miles. No one should attempt it without a guide, and ladies not at all.

Rejoining the railway at Takasaki, the tourist may reach in two hours the still cooler resort of Karuizawa, near the great peak of Asamayama, the climb to whose summit offers a most interesting excursion. The railway continuing thence to Naoetsu is the finest landscape line in Japan, and the ninety-three miles a continuous panorama of mountain scenery.

From Nikko's splendours, the thoroughgoing tourist, who wishes to see all of Japan, may go by railway to Sendai, and make boat excursions among the thousand pine-clad islands off its bay, which, known locally as Matsushima, constitute one of the San-kei, or three most beautiful scenes in Japan. Kinkwazan, the largest island, stands at the edge of the ocean, and is usually the first land sighted by the Canadian Pacific steamers on their voyages westward from Vancouver. The vessels often approach near enough to Kinkwazan for one to see the temples among the trees and the flag flying from the lighthouse at the outer promontory, whose keeper telegraphs the steamer's arrival a good fourteen hours before it enters Yokohama harbour.



AMONG THE THOUSAND PINE-CLAD ISLANDS, MATSUSHIMA.

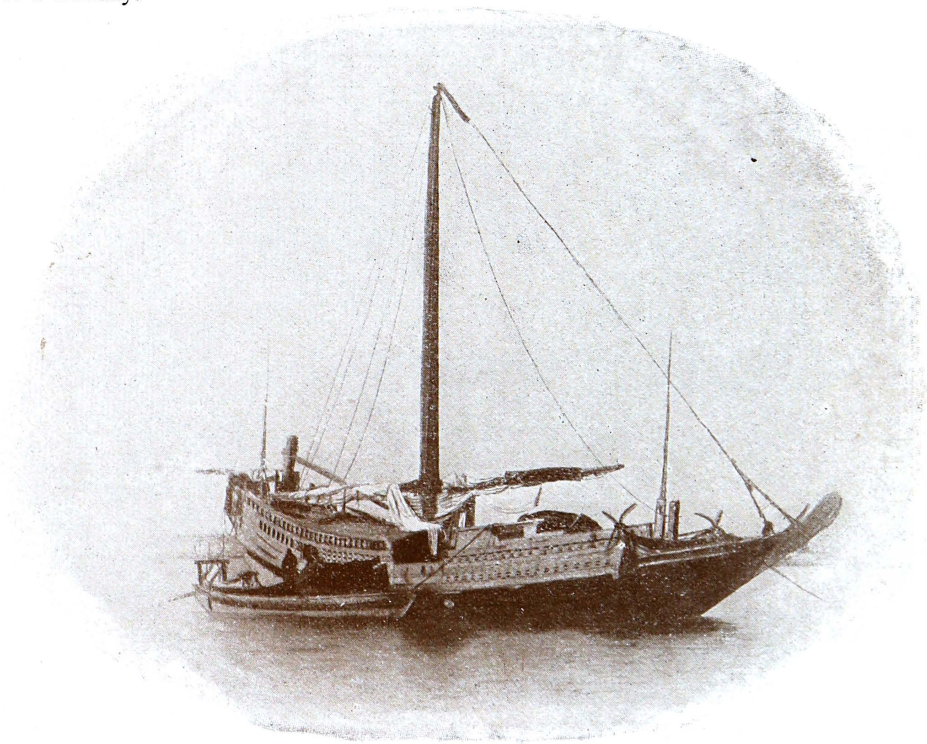
Tame deer roam among the temple groves on Kinkwazan, and, in good old Buddhist days, no woman could look upon, much less set her defiling foot upon, the sacred isle. Sailors and fishermen pray at the shrines of Kinkwazan, and at



the tiny shrine at the summit implore the God of the Sea, who colours the waves to a wondrously pure pale green, to ultramarine, purple and such iridescent hues as one sees nowhere else save off the golden isle. This Bay of Sendai is rather off the tourist's usual land route, and of the other two most famous scenic resorts in Japan, Ama-no-hashidate is still further off the route on the west coast, and Miajima, the Sacred Isle of the Inland Sea, is not seen from the mail steamer's route.

Taking train to Awomori at the extreme north end of the island, the tourist may cross to Hakodate and, in short excursions, reach Aino villages, where remnants of the conquered aborigine people of Japan are fast dying out.

No traveller leaves Japan without regrets, whether he stops only for the few days his steamer anchors in the three ports or lingers for months in that pleasure ground of the universe, and when the Empress lets go from the buoy in Yokohama harbour, and the siren's hoarse and shrieking voice bids farewell to all ears within five miles, the departing one has all the feelings of a schoolboy at the end of a holiday.



## XXII.

This ocean voyage of 4,300 miles, beginning at Yokohama, which lies in 35 degrees and 40 minutes north latitude, terminates at Vancouver, lying almost on the 49th parallel, which forms the northern boundary of the United States.

**THE VOYAGE.** By going further north, where the degrees of longitude converge, the distance across is lessened. On the westward course, the Empress' curving route runs near enough to the Aleutian chain for one to see the shores of Atka Island, if the day be clear, or discern the glow of the volcano on Four Mountain Island reflected in the sky at night. The "wolf's long howl" is not heard by the mariner on his midnight watch, as despite the poet, the animal does not inhabit Unalaska nor any of the island chain. Instead, blue foxes are raised for their pelts, and Atka in especial is all one blue fox ranch or peltry preserve. There are no settlements on these islands, and but scant supplies of food and fuel for the wretched Aleutians living in half underground habitations. When the passes between these islands are surveyed and charted the course to America can be shortened by curving through them and along the higher parallels in Behring Sea; and the future trans-Pacific cable will have a land station on one of the Aleutians, crossing thence from the Kuriles and the Kamschatkan Peninsula, where easy land connection is to be made with the Great Northern, or trans-Siberian Telegraph Line, to Europe.

Crossing the line is the great incident of a Pacific voyage, and the 180th meridian, that marks the division between the Eastern and the Western hemispheres, and is the exact antipode of Greenwich, is almost midway in the  
**A DAY GAINED.** course. In going out to Japan a day is dropped from the calendar, but in going eastward to Vancouver the day is doubled. One may go to bed on Monday night and waken on Monday morning, arising to live over again and repeat the incidents of the day before. On account of the ship's discipline, certain privileges and routine duties of the crew belonging to Sunday, that day is seldom dropped or doubled, and if the meridian is passed on Sunday notice is rarely paid it. Convivial passengers celebrate the crossing of the line, and the exact moment of transit is always known. The imaginative are bidden to feel the grating of the ship's keel over the meridian, and to see the line itself through a marine glass that has a cobweb thread across one lens. The up-hill of the voyage is over, and the descent down hill from the great meridian, out of the Far East and into the Far West, is begun on this "Antipodes Day."

Until the ship is two or three days away from Japan, the warmer and moister air of the Japan Stream is felt, and if it be in the summer months, the traveller will be glad to still have some lighter clothing at hand. After that, he needs the same warm and serviceable clothing in the North Pacific as in the North Atlantic.

Life on one of the Canadian Pacific steamships presents many attractions that do not appear on the Atlantic liner. The passenger need not live below the water line, nor at either end of a see-saw, to begin with, and seasickness is not the condition of so large a proportion of his fellows. Either the tourist is a better sailor by the time he reaches Balboa's presumably placid ocean, or else he gets his sea legs sooner on its longer swells. The

best part of the deck space is not taken up with rows of mummies, laid out in steamer chairs, and the fetching and carrying of broths and doses are not the usual and nauseous incidents of deck life. So many nationalities are represented, such cosmopolitan and veteran travellers are gathered together on one of these Pacific steamers, that the complacent young tourist whose town and family viewed him as a Columbus or Stanley when he started to circle the globe shrinks into nothingness beside the tea, silk or opium merchant at his elbow, who is making his twentieth or thirtieth round. A Manilla or Java planter, a teakwood or pearl merchant from Siam, the liverless Anglo-Indian, the serious Briton in Chinese service, and the commercial traveller who firmly believes that "Asia's my spot," whether it be Col. Sellers' eye-water or a newer commodity he aims to introduce to those millions of customers—all these and many missionaries as well, meet on board, and constitute the inhabitants of the ship's small world. Veteran travellers, "the oldsters" of the East, have their regular whist set, long-running tours enliven the smoking-rooms, games on the broad decks divert the company, and everything is done for the entertainment of the travellers. If a ball is wanted, the promenade deck is enclosed with flags, a few more electric lights are connected, a piano is brought up, and lo! a ball room worthy of Pacific dancers; while no Briton will live long at sea without his afternoon games of cricket, nor fail to end the voyage with a grand programme of sports.

No sail is sighted between the two shores; no icebergs ever float in the North Pacific, and a whale, a seal, a school of flying fish or Portuguese men-of-war, or a night of phosphorescent waters are the memorable incidents. Great as the wave scenery may, sometimes belup by 50 and 51 degrees, the Pacific is a much more reliable and steady-going ocean than "the mournful and misty Atlantic," and the typhoon is its only dreaded storm. Generated in the China Sea, the tai fun (great wind) often circles out into the greater ocean before it expends itself. The barometer always gives long warning, and many people are so sensitive to its atmospheric conditions that their nerves foretell a typhoon almost before the glass begins to fall.

The typhoon is now so well understood that experienced navigators can tell its direction, when the ship is on its outer circles, at the center or beyond its limits, and with a staunch ship in the open ocean there is nothing to dread but the shaking up and the somewhat closer air below. By a rhyming verse the typhoon's season are kept in mind:

June, too soon.  
July, stand by.  
August, you must.  
September, remember.  
October, all over.



The Chinese passengers are sometimes interesting. After filling the air with paper joss money to propitiate the evil spirits of the ocean, they seldom come to



the top again during the voyage, living sociably together in the Chinese steerage, where fan tan, opium smoking and chatter goes on. The bones of those who have died in America are often part of the west-bound cargo, and it is contracted that if one of them dies on shipboard he shall not be buried at sea, but embalmed and returned to China.

A faint line on the Eastern sky rises to misty blue mountain ranges, and the ship courses for hours close along the picturesque Vancouver shores. When Cape Flattery's light keeper has hailed with the stars and stripes of the United

**SIGHTING  
LAND.**

States flag, the ship has then fairly entered the Straits of Fuca, the mythical Straits of Anian, for which the voyagers of two centuries sought. Race Rock light on the opposite shore is a mere candlestick afloat, and signals the incoming steamer with the Union Jack by day, or flashes its white light at night. The Vancouver shores slope from park like and cultivated tracts by the water's edge to leagues of unbroken forests that clothe the mountain slopes to their very summits. Groups of black canoes may be seen beached before the Indian huts or tents, from which curls of smoke ascend, and the glasses show that all the beaches are picturesque. On the opposite Washington shore the Olympic Range stands as a giant sea wall and natural defense, and the Angel's Gate, a gap in the splendid palisade just over the town of Port Angeles, shows a snow peak in far perspective.

The naval station of Esquimault, with its extensive fortifications, only declares itself by mastheads showing over a thin line of tree tops, and the city of Victoria is all but hidden far within its rock-rimmed and intricate harbour. Tenders come out to the Empress as she swings to, near the harbour entrance, and passengers, luggage and cargo for Victoria are speedily transferred to tenders and lighters. Passengers are landed at the outside, or ocean wharf, whence steamers for Puget Sound ports, Portland, San Francisco and Alaska, depart.

### XXIII.

Unless the tourist is pressed for time, he should not pass by the one city of Victoria on the Western continent. Other cities named for Her Majesty have each

their distinctive charm, but the Victoria of Vancouver is not surpassed. The real harbour upon which the city fronts is a broad basin reached by such a narrow passage between tree-covered points that larger steamers do not attempt to enter it, stopping instead at the outside wharf, at the extreme eastern end of the city. So intricate is this harbour, with its many smaller bays and arms, that no tide table has ever been made out for it, and that mystery of the moon and the sea remains a riddle to scientist and mariner. On one arm of the harbour stands the old Hudson's Bay Company's storehouses, reminders of the day when those earliest pioneers erected their block-houses and traded with the Indians for pelts. Slowly the town grew, Frazer River, Cariboo and Cassiar min-

ing booms bringing prospectors, pioneers and settlers to know the place and slowly add to its importance in that long ago before the railway. While British Columbia was an independent colony and Sir James Douglas and the other governors reigned undisturbed on this remote coast, Victorians had an even greater pride in their city. Those were the good old days of which it is most interesting to hear, but since the province joined with Canada its fortunes have grown apace, and the sentiment of the older residents has given way to great satisfaction with its wonderful later development and prosperity.

A railway connects the city with the coal mines and Nanaimo; a railway bridge spans a narrow arm of the harbor; electric cars whizz up and down the streets, across James Bay to the outside wharf; its hotels have multiplied and grown; its streets and shops make brave, gay showing; its Chinatown beguiles the tourist of many hours and dollars, and the passing traveller leaves with regret, hoping always to return.

Victoria has the perfect climate, according to the Princess Louise, who, seeing it smothered in the billows of bloom of its early summer, could not say enough in its praise. Southern California hardly shows more of beauty in city door-yards than one sees in Vancouver and Victoria, where the rose, the honeysuckle, and the fuschia in particular, astonish one by their wild luxuriance. A century ago the natural clearings matted with wild roses amazed Marchand, the old French voyageur, who compared Vancouver shores to the rose-covered slopes of Bulgaria. Ferns measuring eight and twelve feet in length from roof to tip of a single frond entangle themselves by the roadside as foreground to the original forest setting, and every drive shows more of wild beauty and wonder. The sportsman and the angler find as much of delight in the surrounding country as the botanist, and every brave Briton feels pride in the splendid ships at Esquimalt, the naval station just west of the city. There a dry-dock, ship-yard, foundries and workshops, storehouses and magazine supply the fleet that, cruising from the Dominion to Chili, looks after British interests on this side of the Pacific.

Up the Arm all young Victoria rows and sings on summer nights when sunset lingers so late; and to pull up this long, narrow, winding arm of the sea, through its gorge where the waters swirl and boil, and return with the tide bearing one swiftly back again, is an excursion that delights the Victorian heart.

Life goes easily and delightfully in this city by the Western sea. Its citizens are sociable and hospitable. There is much tea and tennis, boating and picnicking, dining and dancing, and military and naval uniforms brighten such scenes and maintain the official flavour of society at this old provincial capital.

A pilot is taken on board in the Straits of Fuca to guide the Empress through the maze of an archipelago that fringes the southern end of Vancouver Island, and blocks the water way between it and the mainland. The straits are but

twenty miles wide off Victoria, and beyond that point, where the famous San Juan Island lies, British and United States shores approach within rifle shot. As silently as if sailing down inland lakes and rivers, not a beat of its great engines felt, the ship goes swiftly over almost glassy waters, threads the maze of islands and islets, and emerges from the narrow Plumper Pass to the broad, loch-like expanse of the

**AN INLAND  
SEA.**

Gulf of Georgia. A smoke cloud on the Vancouver shore tells of Nanaimo's coal mines, from which the ship's bunkers will next be filled, and in advance of the long line of the Cascade range there shines Mount Baker, its lofty white cone growing in beauty as the ship advances. Strange markings on the surface tell where the fresh water of the Frazer River, with its different density and temperature, floats above, or cuts through the salt water in a body, showing everywhere a sharply defined line of separation.

The ship heads directly toward the seemingly unbroken, wooded shore, and with a glimpse into that magnificent fiord, Howe Sound, rounds a point, passes between the headlands forming the Narrows, and commands the full view of the length of Burrard Inlet, with the city of Vancouver sloping on its southern shore.

All Vancouver welcomes the returning Empress, and the tourist feels the friendly spirit of the Far West in the good-humored crowd on the wharf watching the great white palace warp slowly in beside the railway train which is to speed the ship's passengers across the continent.

The Canadian Pacific Railway Company built and maintains a large hotel of the first order at Vancouver, named for the city itself, and, although in the heart of the city, its windows and porches command a fine mountain outlook. Southward

**VANCOUVER.**

shines Mount Baker, a radiant pyramid of eternal snow, whose fascination grows upon one, and which Vancouver folk are beginning to look upon with an affection and reverence that shadow the feelings of the Japanese for their sacred Fujiyama. A mountain wall rises straight across the harbour, and behind it is the lake from which the city receives its water supply, the pipes being laid in the bed of the inlet, whose waters, too, are so clear that one hardly believes them salt. In them float such large and richly-coloured jelly-fish and medusæ as one only expects to find in tropic waters, and at low tide the piles of the older wharves offer such an aquarium and museum of marine life as would be worth an admission fee on the Atlantic coast.

Vancouver can pleasantly entertain a tourist for several days. Its streets combine frontier and sea-faring, backwoods, European, American and Oriental conditions and people. One curio shop sells basket work, silver and slate carvings brought in canoes by the coast Indians, and at the next door all the Orient is set before one by Chinese and Japanese traders, who add to their stock by each arriving steamer. A mountain of tea chests is unloaded from each Empress, and a mountain of sacked flour and cotton in bales takes their place in its hold. In one shop delicate jeweler's scales weigh the miner's gold dust poured from buckskin





MOUNT BAKER.

bag or tin box; in another shop, lean, yellow Chinese fingers manipulate the silk-strung scales with which the smokers' opium is measured out. A street of trim villas, with beautifully-kept lawns and gardens, becomes a roadway through the forest primeval, and the nine miles of carriage road through Stanley Park show one a forest as dense as a tropical jungle. Where the somber Douglas spruce grows thickest, there is only a dim, green twilight under their branches at noon-day, and the road is a mere tunnel through the original forest. Bushes, vines, ferns and mosses riot there, cedars of California proportions amaze one, and the voyager should even rise before the lark, rather than leave without seeing what a northwest coast forest is like.

Coming out of the forest to the brow of a cliff, which stands as a gateway to the inlet, one may look almost straight down upon the decks of passing steamers, and on the rocks below lies the wreck of the Beaver, the first steamer that ever churned Pacific waters. It came round the Horn in 1836, bringing its boiler and engines as freight, and they were put in place in the Columbia River. As a Hudson's Bay Company's steamer, the Beaver was known to the Indians from Astoria to Chilkat, and much respected by them as a "King George" ship while Licut. Pender made soundings and surveys for his British Columbia coast charts. From that estate it fell, and rather than remain a Victoria tug-boat the Beaver committed nautical suicide in 1889 by dashing itself against the cliffs of Stanley Park.

Close past it sail the three great white Empresses on each inward and outward trip; the first and the latest steamships in the Pacific for an instant side by side. Far more than half a century of invention would seem to lie between the crude and primitive little engine that beat within the Beaver's sides and the powerful machinery that propels these floating palaces, supreme efforts of Barrow-in-Furness' master marine builders.

An interesting trip may be made from Vancouver to Seattle by way of the Seattle & International Railway line, past Mt. Baker and the splendid Cascade range, and at Seattle a veritable "flyer" of a steamboat with a "crystal cabin" affords the finest views of majestic Mt. Rainier while it speeds swiftly up Puget Sound to the city of Tacoma. Sportsmen, anglers and invalids will equally urge and insist that he visit the Harrison Lake Hot Springs before he starts overland, and no visitor has regretted the time given to that trip.

#### XXIV.

**ACROSS THE CONTINENT.** From Vancouver to Montreal, the broad highway of the Canadian Pacific Railway bands the continent with unbroken lines of steel and touches the two ocean tides as if only a broad quay separated them. In luxurious cars, where he dines and sleeps, smokes and reads, as in a hotel, the tourist beholds the panorama of the continent. Every physical feature of the New World is revealed to him—the two great mountain systems of the con-

continent, the plains and prairies, the vast forests, the great lakes and the great rivers, all succeeding one another in rapidly moving pictures.

With his annotated time table—the most excellent and useful piece of railway literature ever devised—the tourist has a key and bird's-eye view of the continent beside him, and with his own pencilings by the way on its blank leaves, it becomes the complete journal and record of his days on the overland train.

While the overland train stands waiting for the stroke of fourteen o'clock, by the Canadian Pacific's twenty-four hour time system, the engine pants eagerly, like a living thing, for the great race before it. Starting from the tidal level of Burrard Inlet, the train first runs through the level woodlands at the mouth of the Frazer river, through Cascade forests where trees of giant size, tangles of undergrowth and ferns speak for the moist coast climate that forces this luxuriance. Then begins the crossing of the Cordilleran system of the continent, the great backbone range that stretches from Cape Horn to the Arctic, and here in British Columbia divides into four distinct mountain ranges that bar the way to the great plains of the interior. Creeping along on shelves and ledges, higher and higher on the walls of the Frazer canon, darting through tunnels and crossing on a dizzy cantilever bridge, the engine conquers the first barrier of the coast. The light fades often before the train runs between the painted cliffs, the rose and orange, vermillion and umber walls of the steep canon of the Thompson river.

**THE SCENIC DAY.** Even the most hurried tourist should save one day, if he cannot spare the three full days of grace needed for stops at the mountain resorts on the way, that tempt many tourists to prolonged sojourns at each one. No other railway offers such a day of scenic wonder, such an unbroken landscape pageant from dawn to twilight, as the traveller on Canadian Pacific trains has presented throughout the second day on the overland train. In the earliest summer mornings the Shuswap lakes are seen at the left, vast silver mirrors framed in blue and purple mountains. The train soon climbs to the Eagle Pass of the Gold Range, and descends to the valley where the Columbia dances as a youthful stream before entering on its great career as one of the mighty rivers of the Pacific coast. At Revelstoke, in the valley of the Columbia, the Canadian Pacific Railway Company have built another hotel to accommodate the increasing tourist travel to the richly mineralized regions of the Kootenays, the Columbia furnishing a great waterway to the silver mines of Kaslo-Slocan and the gold fields of Trail Creek, whose center is Rossland. The Columbia and the Arrow Lakes, into which the river expands, afford a delightful trip through picturesque surroundings, and on their waters the ever-present Canadian Pacific Railway Company has placed capacious steamboats to accommodate the great volume of travel to this new land of gold.

The open observation car is attached, and the ascent of the Selkirk range fills the morning with scenic and engineering surprises. The canon of the



Illecillewaet narrows to a mere gorge, and the train is halted in Albert Canon to allow the passengers to look down from strong-timbered balconies into the boiling flume three hundred feet below. By loops, recurving and zig-zag tracks, the train ascends two thousand, three thousand and four thousand feet above the

**THE GREAT SELKIRK GLACIER.** level of the sea to the amphitheater at the head of the canon, where the Great Selkirk Glacier fills the space between two precipitous peaks. The Railway Company has provided an excellent hotel at Glacier Station, where the train halts a half hour for dinner, and where scientists, sportsmen and mountain climbers are fain to spend many days enjoying the wildest surroundings while housed and fed as if in the heart of civilization.

One may see the glacier very satisfactorily from the car window and note the pale greens and blues of the crevasses breaking the glimmering surface; but he who stops, may walk a mile and a half through the woods and, mounting the grimy ice cliffs, wander as far as he will over the crackling surface. Advancing only one foot a day, the sun matches its might against the ice and keeps the fore-foot of the glacier almost stationary at the head of the ravine. Asulkan, "the home of the mountain goat," rises behind the hotel, but that nervous beast, as well as his colleague, the big horn sheep, have taken to further pastures since the iron horse invaded their realms and began its incessant shrieking and tooting on the grades of the Illecillewaet Canon.

Alpine Club climbers and climbers of the Appalachian Club—the American association of the same order—have scaled the peaks and sought adventures in this region every season since the railway gave such quick and easy access to the Selkirks. Several most interesting books—"Camping in the Canadian Rockies," by Walter D. Wilcox, with its wonderful illustrations from the author's photographs, and "Among the Selkirk Glaciers," by W. S. Green, beside the official records of the splendid work of the Dominion Geological Survey—stir the ambition of the most indolent to rival such feats afoot.

The train climbs less than two hundred feet up from Glacier Station to reach the 4,300 feet level of Rogers Pass, and, crossing a high mountain park, emerges to the long canon of the Beaver, which it descends through snow sheds and tunnels, along dizzy ledges cut in the walls and across such spidery viaducts in mid-sky as that wonderful iron air castle, the Stony Creek Bridge. This is **THE BEAVER CANON.** the canon of canons. The views backwards, below, across and sheer overhead are more and more magnificent, and one would willingly slow the train's speed to that of the most deliberate snail to half enjoy and see it all. The magnificent picture unrolled and hung straight before one in that opposite mountain wall, and the narrow, level-floored valley with a gray-green, glacier-fed river winding serpentine far, far below, remind American travellers of the Yosemite.

Racing out of and away from this splendid canon and down to a second crossing of the young Columbia, the train confronts the great range, the ramparts

of the Rocky Mountains. With a shriek the engine finds and enters the narrow canon of the Wapta, climbs beside that racing stream to the Kicking Horse Pass, and drops again to the Wapta Flats, where the Company's hotel at the station of Field invites the weary, scenery-fed traveller to a more material repast. This hotel, the Mt. Stephen House, is at the foot of that great peak of the Rockies

which rises in precipitous front a sheer 8,000 feet above the little chalet, which is another headquarters for scientists, sportsmen and mountain climbers.

Mt. Stephen plays fantastic tricks as the train approaches it, the domed mass appearing and disappearing, suddenly bounding from behind a ridge, rising, swelling and finally seeming to dwindle as one approaches it. When it finally looms near by and then directly overhead it really requires the two boasted looks to see to the top of it, and as the engine puffs and strains up the steep ledge cut in its side along the upper canon of the Wapta, the mass of the bare peak overhangs alarmingly. Glaciers show in the high ravines, and at Stephen Station, 5,296 feet above the sea, the train reaches the summit station of the Rocky

**THE GREAT DIVIDE.** Mountains. Here at the Great Divide the waters from the glaciers and snow fields around that little mountain park divide and flow one way to Hudson's Bay and the Atlantic; the other way to the Columbia River and the Pacific.

From Stephen to E. off and the gateway of the plains at the Gap the scenery is most magnificent and the Rocky Mountains cannot fail to surpass the most extravagant anticipations. Peaks are crowded together in stupendous palisades and the traveller cannot leave his lookout point for a moment without missing some great piece of scenery. Gigantic peaks and battlemented walls enclose the narrow Bow valley, and glaciers and snow fields clothe the upper reaches, beyond and among which lie the Lakes of the Clouds, bits of water framed in mountain walls that rival the best of Swiss and Norwegian scenery. A short three-mile carriage road has been cleared through the pine woods from Laggan to Lake Louise, the beginning of Cloudland, near whose waters the railway company has built a pretty rustic chalet where the tourist may stop and enjoy every comfort if he wishes to prolong his stay and dwell awhile in the wilderness. Well-beaten trails lead to Saddleback Mountain, from which enchanting vistas of Paradise Valley and of some of the mightiest of the mighty mountain monarchs of the Rockies are obtained.

Lake Louise, with its tremendous peaks and precipices, its glaciers and snow fields, its stretch of mirror waters that nearer show a depth of colour unapproached by the other lakes, has drawn forth all the adjectives its visitors could command. Yet its loveliness can only be suggested to those who have not climbed among the slender tapering spruces and literally waded among the wild flowers on the high mountain meadows. Mirror Lake,

still further up among the clouds, is a pool of different hue, more closely hemmed by mountain walls, striped, overspread and finely fretted with snow banks; and every detail shows double, the clearest and sharpest reflections covering the whole unruffled surface of the lake. There are magnificent views down to the Bow Valley and across to further ranges as one follows these upper trails, picking his way in and out of forests, and across acres of heathery pink and white brianthus and pale green cassiopeia, and beds of blue bells, gentians, cyclamens, anemones, daisies, buttercups and Indian pinks. The edelweiss is found in the highest flower beds, and footprints of mountain goat and mountain sheep tell what other visitors these flower-gemmed meadows attract.



"LAKE LOUISE."

Lake Agnes is third and last in the trio of lakelets, and in the high, thin air every detail of its further shores are as clearly seen as if near at hand. Water-falls dropping in slender filaments from the higher snow banks fill the air with a distant, constant undertone, and the fleecy clouds sail over a second sky lying in the lake, and play hide and seek with the doubled peaks.

The wonders of the Rockies are not nearly exhausted when one takes train again at Laggan, and from that station to Banff the mountain panorama is on an increasing scale. The Bow Range extends in magnificent palisade on the right, with snow fields and glaciers breaking the bare masses, the slate mountains rear themselves facing on the left, and Castle Mountain, counterfeiting a fortress on most gigantic scale, stands free, dominating the whole long valley.





A few miles beyond that colossal keep, one enters the Canadian National Park, a Government reservation twenty-six miles long and ten miles wide. Mountains tower about one, each one rising alone and distinct from the narrow level of the valleys; each mountain as sharp, free cut and isolated as a pyramid built by human hands. Geology and world-building are written as plainly as printed text, and the processes by which these masses were uplifted are so apparent that one can fancy the strata still in motion, groaning and creaking as they are forced up and bent almost at a right angle with their old horizontal levels.

**BANFF.** In their midst, surrounded by the finest peaks, sections of strangely and magnificently tilted strata, the Canadian Pacific Company has provided a perfect hotel. The building is perched on a knoll above the blue Bow River, and commands such views toward every point of the compass that only a revolving room on the roof could give the guest the outlook he most desires. He may rejuvenate himself in the magic hot sulphur waters in a hotel tub, or he may plunge into a natural swimming pool of warm water in a domed cave; and by horse, foot, wheel and boat he may explore the surrounding Rocky Mountain Park for weeks without exhausting its wonders.

The tourist who has made the journey without stop has then enjoyed some sixteen hours of the finest mountain scenery on the continent; is grimed with his day in the observation car, and deafened with the echo of canons; and as the mountains shade to purple in the late summer sunset, he is too exhausted to agree or disagree with those less weary ones who pronounce the evening hours along the Bow River the crowning glory of a whole summer day's ride.

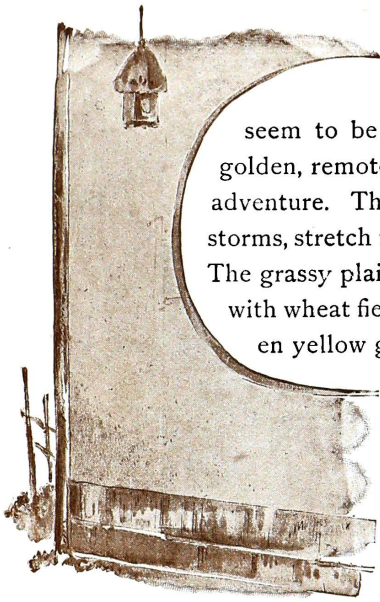
In winter, the mountains are magnificent in their mantles of snow, and the traveller who speeds through in steam-heated cars can the better enjoy the beauty of the white Arctic landscapes around him, while the novel experience makes the journey almost as interesting in that one season as at any other time.

After that long day in the mountains, the extremest contrast is presented on the following morning. He has left the mountains as abruptly as if he had passed through a doorway in an artificial wall. The whole aspect of the world is so changed that he might as well have wakened on another planet. Instead of winding, turning, puffing and panting to climb or encircle or shoot through solid mountain masses, the engine pursues an air line over a perfectly level, limitless, grassy plain. Not a tree, nor a hill, nor a ridge, breaks the even, level circle of the horizon, and to the novice the prairies

**THE  
PRAIRIES.**



THE THREE SISTERS—CANADIAN ROCKY MOUNTAINS.



seem to be under the spell of some enchantment. Here is the far, golden, remote, wide West, full of wonders, picturesqueness, wild life and adventure. The prairies, level as placid seas or rolling like the ocean in its storms, stretch unbroken from the base of the Rockies for a thousand miles. The grassy plains, where the buffalo roamed by millions, are now mosaiced with wheat fields, checkered with these squares of intensest green or golden yellow grain or the black of plowed loam, and tall elevators stand by the tracks like light-houses on the level sea. The only reminders of the herds that used to blacken the prairie are in the melancholy piles of bleached bones beside the track—bones that are gathered all over the country and sold to be shipped to sugar refineries. The noble Blackfeet and Crees crouch on the station platforms at Medicine Hat, Swift Current, Moose Jaw and Qu'Appelle, selling polished buffalo horns, or polished ox horns, which do as well for the tourist trade, and hiding their heads from amateur photographers until paid to pose. The Northwest Mounted Police, alert for smugglers and disturbers of the Indian peace, show their gay uniforms at all these prairie stations, and are as favorite subjects for touch-the-button photographers as are the retired red warriors, bucks and braves temporarily out of the scalping business.

At Moose Jaw, the sleeping car for Minneapolis, St. Paul and Chicago leaves the through Montreal train, and those bound that way for the middle United States cross the International Boundary Line at Portal. This Soo-Pacific line traverses the States of North Dakota, Minnesota, Wisconsin and the northern part of Michigan, connecting with the Canadian Pacific system at Sault Ste. Marie and again with the transcontinental line at Sudbury.

The prairie traveller finds fresh surprises at Winnipeg, the central station and half-way house of the Continent, and greatly enjoys the hour's rest given him there, while the cars are run down to the yards and thoroughly cleaned and freshened.

Winnipeg, the prairie city, distanced all records of booming towns when the railroad reached the Selkirk Settlements on Red River, isolated for a hundred years in the heart of the continent. A busy western city grew like magic around the old Hudson's Bay Company fort, and instead of exchanging beads and paint with Indian trappers, that mercantile corporation displays the latest fashions in plate glass show windows and maintains a general store for city needs. The main street, with its handsome buildings, its large hotels, electric lights and electric cars, is busy at all times of the year, but most picturesque in midwinter, when everyone wears fur garments, and sleigh-bells jingle in the dry, electric air.

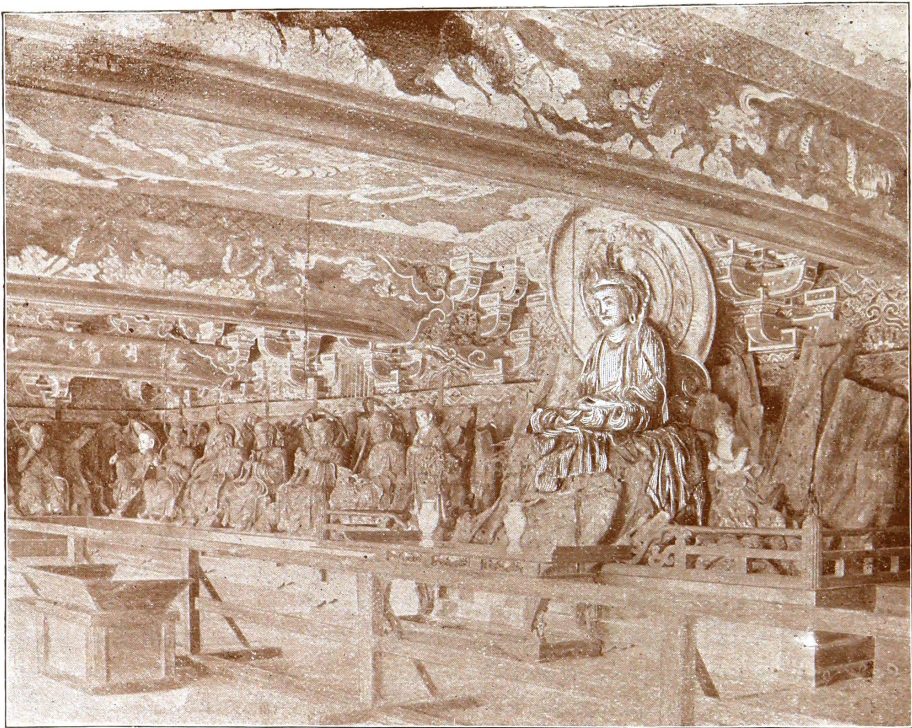
After leaving Winnipeg, trees reappear, and with the approach to the lake region the woodsman, the lumberman, the birch bark canoe and the peaked cap of



the French-Canadian voyageur suggest traditional Canada. A six hours' run brings into view the lovely Lake of the Woods—Winnipeg's great summer resort—which is rapidly becoming as famous for its mineral richness as it already is for its wealth of scenic beauty; and next morning Fort William, with its huge grain elevators sentinelling the western reaches of the great inland seas, is reached. Here, in summer, the traveller may change, if he wishes, to one of the Canadian Pacific's large steamers, and go down the length of Lake Superior, through the picturesque Sault Ste. Marie and traverse Lake Huron to Owen Sound or, during July and August, to Windsor on the Detroit River, from both of which ports Toronto, the chief city of the Province of Ontario, and Ottawa and Montreal are reached by rail. Otherwise, he coasts by train along the deeply indented "north shore" of Lake Superior, that largest body of fresh water in the world, a veritable Inland Sea that the Indians poetically call "the brother of the sea." The north

**LAKE SUPERIOR.** shore is the paradise of sportsmen and anglers, and one glimpses lakes, clear brown streams and rushing rivers whose names are synonyms for trout—six-pounders, too. All day the train races through a half-covered glacier garden, and the marks of the great ice sheet that ground down the Laurentian slopes are so plain that one expects some next turn to show a rumpled ice stream pouring through a ravine, rather than another lake encircled by the forest.

The serious Briton, bent on the study of colonial problems, may wish to break his journey at Toronto, at Ottawa, the seat of the Dominion government and the vice-regal court; and at Montreal, the largest city of Canada, where the transcontinental journey really terminates in the castellated station building where the Canadian Pacific Railway Company has its home offices and headquarters; and to visit the quaint old city of Quebec, whose picturesque hotel, "The Chateau Frontenac," has given the historic place more favour than ever with pleasure travellers. From Montreal and Quebec he may take steamers to England by the St. Lawrence, passing through memorable scenes of surpassing beauty, interest in which is accentuated by their associations with the earliest discoveries of Canada and the explorations of Jacques Cartier and Champlain, and those other illustrious adventurers of the sixteenth and seventeenth centuries whose names, writ large in history, are now favorite characters with the romance novelists of the new world. The Falls of Niagara are within easy distance of Toronto—either by Canadian Pacific Railway train around the head of Lake Ontario and through the orchards of the Niagara peninsula, or by steamboat across the lake, electric tramways along the river gorge enabling the tourist to make the round trip from Toronto to the Falls and return in one day, if he wishes. From Montreal, the traveller goes in twelve hours to New York, that greatest city of the western hemisphere, where there is embarrassing choice among the many rival steamship lines, whose swift vessels are continually breaking and lowering the record of speed across the Atlantic.



BUDDHA AND THE SIXTEEN DISCIPLES,

## JAPANESE WORDS AND PHRASES.

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A few words and useful phrases in common Japanese speech may be easily learned, and will assist the tourist in dealing with the few shopkeepers, servants and coolies who do not understand a little English. A full command of Japanese, with a fluency in the polite forms of the court language, requires many years to acquire; but with even a limited vocabulary the stranger has a greater range and independence.

All vowels have the continental sounds.

*A* is pronounced like *a* in father.

*E* is pronounced like *e* in prey or *a* in fate.

*I* is pronounced like *i* in machine or the English *e*.

*O* is pronounced like *o* in no.

*U* is pronounced like *oo* in moon.

*AI* has the sound of *i* in isle.

*AU* has the sound of *ow* in how.

*SH* has the sound of *sh* in shall.

*HI* is pronounced very nearly like *he* in sheaf.

*CH* is pronounced soft, as in chance, chicken.

*G* has the sound of *ng*, as Nagasaki (Nangasaki).

The consonants are pronounced as in English.

Each syllable is evenly accented, and only the *u* is sometimes elided, as Satsuma (Sats'ma), Dai Butsu (Dai Boots), etc.

The following conjugations, etc., are mostly taken from the small handbook of words and phrases first issued by Farsari & Co., Yokohama, but freely pirated since:

A short declination of the auxiliary verbs *suru*, to do, and *arimas*, to be, is here given, as many verbs can be formed from nouns in conjunctions with these as suffixes, and as all verbs can be declined by suffixing one of the auxiliaries; e. g., Fatigue, *kutabire*; I am fatigued, *kutabiremashta*; *kiru*, to cut; *kirimashta*, did cut; *kirmasho*, will cut,

To Do—*Suru*.

I do, *suru*.

I did, *shta*.

If I do, *shtareba*.

I will do, *shiyo*.

I shall do, *suru de aru*.

Doing, *shte*.

I do not, *shinai*.

I did not do, *shi-nakatta*.

I will not do, *semai*.

Not doing, *sede*; *sedz*.

To HAVE; To BE—*Arimas*.

I have; I am, *arimas*.

I have had; I was, *arimashta*.

If I have, *arimashtareba*.

I will have, *arimasho*.

I shall have, *aru de aru*.

Having; being, *aru*.

I have not; I am not, *arimasen*.

I did not have; I have not been,  
*arimasenanda*.

I will not have; I will not be,  
*arimasmai*.

Not having; not being, *naide*.

Will you have? will you be? *arimaska*.

Have you had? *arimashtaka*.



There are no inflections to distinguish person or number in Japanese verbs, therefore *suru* will stand for "I do," as well as for "you do" or "he does."

*Arimas* is the compound word of *ari* and *masu*. *Ari* is the root of *aru*, to be; and *masu* is used with *aru* as a polite suffix. The word *gozarimas* so frequently heard is only the more polite form of *arimas*.

#### NOUNS, SENTENCES, ETC.

In Japanese NOUNS there are no inflections to distinguish gender, number and case, but the words *otoko*, *o* or *osu*, male, and *onna*, *me* or *mesu*, female, are used to distinguish gender; as, *otoko no uma*, horse; *onna no uma*, mare; *o ushi*, bull; *me ushi*, cow.

*Osu* and *mesu* are used when the noun is not mentioned, but understood.

Words with a *no* following are ADJECTIVES, with a *ni* following are ADVERBS.

The VERB comes at the end of the sentence and after the object governed by it; as, *Inu wo* (the dog) *kaimashita* (I bought), I bought the dog. *To shimeru*, shut the door.

#### NUMBERS.

One, <i>ichi</i> .	Thirty, <i>san jiu</i> .
Two, <i>ni</i> .	Forty, <i>shi jiu</i> (and so on to ninety).
Three, <i>san</i> .	Hundred, <i>hyaku</i> .
Four, <i>shi</i> .	One hundred, <i>ippiaku</i> .
Five, <i>go</i> .	Two hundred, <i>ni hyaku</i> .
Six, <i>roku</i> .	Thousand, <i>sen</i> .
Seven, <i>shichi</i> .	One thousand, <i>issen</i> .
Eight, <i>hachi</i> .	Two thousand, <i>ni sen</i> .
Nine, <i>ku</i> .	Ten thousand, <i>man</i> .
Ten, <i>jiu</i> .	Hundred thousand, <i>jiu man</i> .
Eleven, <i>jiu ichi</i> .	Million, <i>hyaku man</i> .
Twelve, <i>jiu ni</i> .	Ten million, <i>sen man</i> .
Thirteen, <i>jiu san</i> (and so on to nineteen).	Thirty-eight million, <i>San-sen hachijaku man</i> .
Twenty, <i>ni jiu</i> .	Billion, <i>cho</i> .
Twenty-one, <i>ni jiu ichi</i> .	Seven times, <i>shichi tabi</i> .
Once, <i>ichi do</i> .	Eight times, <i>hachi tabi</i> .
Twice, <i>ni do</i> .	Nine times, <i>ku tabi</i> .
Three times, <i>san do</i> .	Ten times, <i>jittabi</i> .
Four times, <i>yo tabi</i> .	Double, <i>bai</i> or <i>nibai</i> .
Five times, <i>go tabi</i> .	Triple, <i>sam bai</i> .
Six times, <i>roku tabi</i> .	

#### MONTHS.

January, <i>sho gatsu</i> .	July, <i>shichi gatsu</i> .
February, <i>ni gatsu</i> .	August, <i>hachi gatsu</i> .
March, <i>san gatsu</i> .	September, <i>ku gatsu</i> .
April, <i>shi gatsu</i> .	October, <i>jiu gatsu</i> .
May, <i>go gatsu</i> .	November, <i>jiu ichi gatsu</i> .
June, <i>roku gatsu</i> .	December, <i>jiu ni gatsu</i> .

## DAYS OF THE MONTH.

1st, <i>tsuitachi.</i>	17th, <i>jiu shchi nichi.</i>
2d, <i>futska.</i>	18th, <i>jiu hachi nichi.</i>
3d, <i>mikka.</i>	19th, <i>jiu ku nichi.</i>
4th, <i>yokka.</i>	20th, <i>hatska.</i>
5th, <i>itska.</i>	21st, <i>ni jiu ichi nichi.</i>
6th, <i>muika.</i>	22d, <i>ni jiu n<sup>2</sup> nichi.</i>
7th, <i>nanoka.</i>	23d, <i>ni jiu san nichi.</i>
8th, <i>yoka.</i>	24th, <i>ni jiu yokka.</i>
9th, <i>kokonoka.</i>	25th, <i>ni jiu go nichi.</i>
10th, <i>toka.</i>	26th, <i>ni jiu roku nichi.</i>
11th, <i>jiu ichi nichi.</i>	27th, <i>ni jiu shchi nichi.</i>
12th, <i>jiu ni nichi.</i>	28th, <i>ni jiu hachi nichi.</i>
13th, <i>jiu san nichi.</i>	29th, <i>ni jiu ku nichi.</i>
14th, <i>jiu yokka.</i>	30th, <i>san iu nichi or misoka.</i>
15th, <i>jiu go nichi.</i>	31st, <i>san jiu ichi nichi.</i>
16th, <i>jiu roku nichi.</i>	

## DAYS OF THE WEEK.

Sunday, <i>nichi yobi.</i>	Thursday, <i>moku yobi.</i>
Monday, <i>gatsu or getsu yobi.</i>	Friday, <i>kin yobi.</i>
Tuesday, <i>ka yobi.</i>	Saturday, <i>do yobi; maidon.</i>
Wednesday, <i>sui yobi; nakadon.</i>	

## HOURS.

Hours are counted by prefixing the Chinese numerals to the Chinese word *ji*—"time," "hour"—thus:

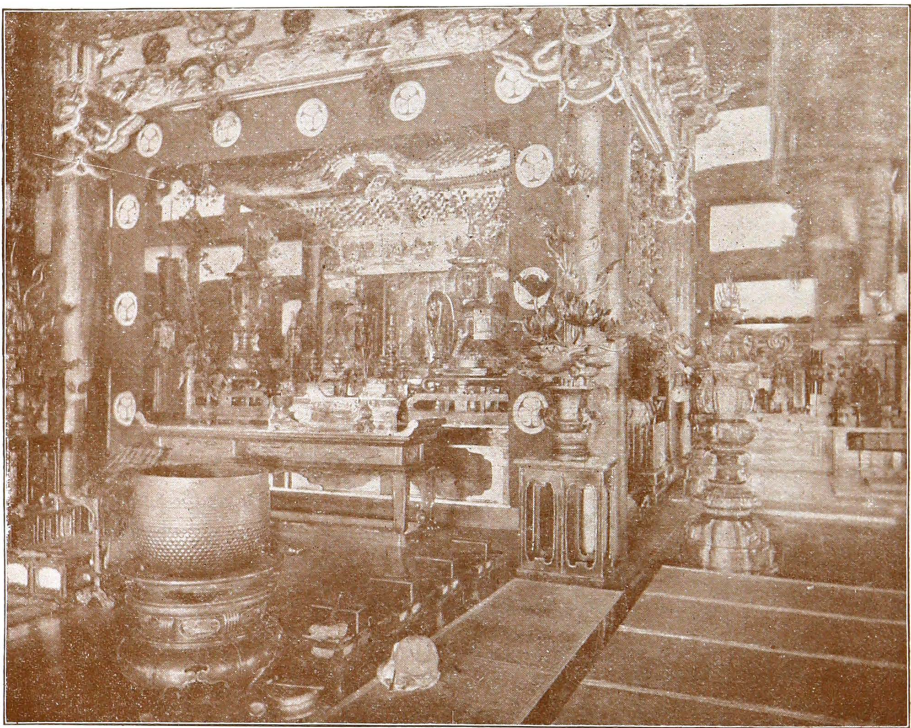
<i>ichi-ji</i> , one o'clock.	<i>yo-ji jiu-go-fun</i> , fifteen minutes past four.
<i>ni-ji</i> , two o'clock.	<i>jiu-ji han</i> , half-past ten.
<i>san-ji jip-pun</i> , ten minutes past three.	<i>jiu-ni-ji jiu-go-fun mae</i> , fifteen minutes to twelve.

## THE SEASONS.

Spring, <i>haru.</i>	Autumn, <i>aki.</i>
Summer, <i>natsu.</i>	Winter, <i>fuyu.</i>

## DIVISIONS OF TIME.

Day, <i>hi.</i>	Yesterday, <i>su. bujitsu.</i>
Morning, <i>asa.</i>	The day before yesterday, <i>ototoi; issakujitsu.</i>
Noon, <i>hiru; shogo.</i>	An hour, <i>ichijikan.</i>
Evening, <i>yu; ban.</i>	Half an hour, <i>hanjikan.</i>
Night, <i>yoru.</i>	A quarter of an hour, <i>ju go fun.</i>
Midnight, <i>yonaka.</i>	Week, <i>shu.</i>
To-day, <i>konnichi.</i>	Month, <i>tsuki.</i>
To-morrow, <i>myonichi.</i>	One month, <i>hito-tsuki.</i>
The day after to-morrow, <i>asatte; myogonichi.</i>	



A BUDDHIST ALTAR.



## THE HEAVENS.

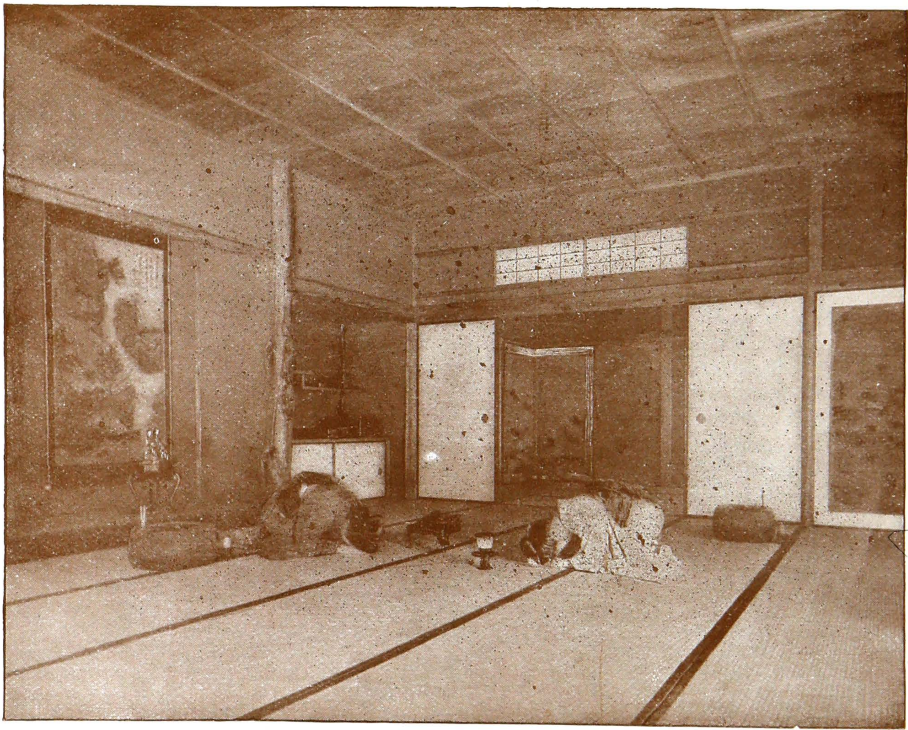
Heavens, <i>ten</i> .	Moon, <i>tski</i> .
Sky, <i>sora</i> .	Star, <i>hoshi</i> .
Sun, <i>taiyo</i> ; <i>tento sama</i> .	

## TRAVELING.

Passport, <i>ryokomenjo</i> .	What time is it? <i>nan doki des?</i>
Ticket, <i>kippu</i> .	I wish to go (name place), <i>e</i>
Railway Station, <i>suteishion</i> .	<i>ikitai</i> .
Post-office, <i>yubinkyoku</i> .	Bring me some water, please,
Telegraph office, <i>denshin kyoku</i> .	<i>midzu wo motte kite okure</i> .
Inn, hotel, <i>yadoya</i> .	Who is there? <i>dare da?</i>
Carriage, <i>basha</i> .	Choose another word, please,
Coachman, <i>gyosha betto</i> .	<i>hoka no kotoba o tsakai nasai</i> .
Bath, <i>furo</i> ; <i>yu</i> .	Is your master at home? <i>danna</i>
Bed, <i>nedoko</i> .	<i>san o uchi de gozarimaska</i> .
Room, <i>heya</i> .	What house is that? <i>nan no ie</i>
Steamship, <i>jokisen</i> or <i>kisen</i> .	<i>deska?</i>
Steamship (side-wheel), <i>fune</i> .	Keep this till I come back, <i>kaeru</i>
Boatmen, <i>sendo</i> .	<i>made korewo adzukatte kudasai</i> .
Please return my passport,	Post this letter, <i>kono tegamai wo</i>
<i>menjo o kaeshi nasai</i> .	<i>yubin ni yatte kudasai</i> .
Railway train, <i>kisha</i> ; <i>jokisha</i> .	Are there any letters for me?
Railway fare, <i>kishachin</i> ; <i>chinsen</i> ;	<i>tegami arimaska?</i>
The rain comes in, <i>ame ga</i>	Send your messenger to me,
<i>furikomu</i> .	<i>anata no tsakai wo yatte kudasai</i> .
Give me my bill, <i>kanjo okure</i> .	I wish to eat, I am hungry, <i>ta-</i>
Give me my receipt, <i>uketori</i> ,	<i>betai</i> .
<i>kudasai</i> .	Please make me a fire, <i>hi wo</i>
What time does the train start?	<i>tskero</i> .
<i>jokisha no deru wa nan ji?</i>	Where are you going? <i>do chira</i>
Ticket, 1st class, <i>joto</i> .	<i>oide nashaimas-ka?</i>
Ticket, 2d class, <i>chiuto</i> .	About how many miles? <i>nan ri</i>
Ticket, 3d class, <i>kato</i> .	<i>hodo?</i>
Return ticket, <i>ofuku</i> .	

## IN THE JINRIKISHA.

Please tell me the road, <i>michi</i>	Right, <i>migi</i> .
<i>wo oshiete kudasai</i> .	Left, <i>hidari</i> .
Please get me a jinrikisha, <i>ku-</i>	Take care, look out, <i>abunaiyo</i> .
<i>ruma wo yonde kudasai</i> .	Together, side by side, <i>issho ni</i> .
How much? <i>ikura?</i>	Enough, all right, <i>yoeoshi</i> .
How much for one hour? <i>ichi ji</i>	Here and there, <i>achi kochi</i> .
<i>kan ikura</i> .	This way, in this one, here, <i>ko-chira</i> .
Hurry up, go faster, <i>hayaku</i> .	That way, in that one, there, <i>achira</i> .
Go slowly, <i>soro-soro</i> , or <i>shizuka</i>	Where are you going? <i>doko maru?</i>
<i>ni iki</i> .	What? <i>nani?</i>
Stop, <i>mate</i> or <i>tomare</i> .	When? <i>itsu?</i>
Stop a little, <i>sukoshi mate</i> .	Before, <i>saki</i> .
Straight ahead, <i>massugu</i> .	Behind, <i>ushiro</i> .



A JAPANESE GREETING.

## IN THE SHOP.

Have you? <i>arimaska.</i>	Large, <i>oki.</i>
Have, I, <i>arimas.</i>	Can or will do, I, <i>dekimas.</i>
Have not, I, <i>arimasen.</i>	Cannot or will not do, I, <i>dekimasen.</i>
Know or understand, I, <i>wakarimasu.</i>	It is impossible, <i>dekinai.</i>
Know or understand, I do not, <i>wakarimasen</i> or <i>shirimasen.</i>	Gold, <i>kin.</i>
Old, <i>furui.</i>	Silver, <i>gin.</i>
New, <i>atarashii.</i>	Paper money, <i>satsu.</i>
Cheap, <i>yasui.</i>	Small, <i>chisai.</i>
Cheap, very, <i>takusan yasui.</i>	Scissors, <i>hasami.</i>
Dear, too much, <i>takai, amari takai</i> or <i>takusan takai.</i>	Address it to, <i>shokai to na-ate wo kakinasai.</i>
Crape, <i>chirimen.</i>	I will take this also, <i>kore mo mochimasho.</i>
Crape (cotton), <i>chijimi.</i>	Let me see something better, <i>moto ii mono wo o mise nasai.</i>
Brocade, <i>nishiki.</i>	Bring me samples of all you have, <i>arudake no mono mihon motte kite kudasai.</i>
Gown (clothing), <i>kimono.</i>	I shall buy this, <i>kore wo kaimas.</i>
Coat, <i>haori.</i>	Let me know when it is ready, <i>shtaku shtareha shirase nasai.</i>
Sash, <i>obi.</i>	Please make it cheaper, <i>motto omake nasai.</i>
Thick, <i>atsui.</i>	I want it of a lighter color, <i>moto usui iro ga hoshii.</i>
Thin, <i>usui.</i>	Give me one a good deal darker, <i>moto kroi iro kudasai.</i>
Wide, <i>hiro.</i>	What is this made of? <i>kore wa nan de dekite orimas?</i>
Narrow, <i>semai.</i>	How many? <i>ikutsu?</i>
Long, <i>nagai.</i>	Have you any more? <i>motto aru ka?</i>
Short, <i>mijikai.</i>	Send this package to —, <i>kono tsutsumi</i> (name of place), <i>e yatte okure.</i>
Yard (measure), <i>shaku.</i> (Two and one-half <i>shaku</i> equal one English yard.)	I would like to see it, please, <i>misete okure.</i>
Exchange, To, <i>tori kaeru.</i>	Less, <i>sukunai.</i>
Black, <i>kroi.</i>	The same thing, another like this, <i>onaji koto.</i>
Blue, <i>a wo, sora-iro.</i>	Bad, <i>warui.</i>
Blue, dark, <i>asagi iro, kon.</i>	Pretty, <i>kirei.</i>
Blue, light, <i>mizu asagi.</i>	I will come again, <i>mata kimasu.</i>
Green, <i>aoi; midori; moegi.</i>	
Pink, <i>momo iro.</i>	
Purple, <i>murasaki.</i>	
Red, <i>akai.</i>	
White, <i>shiroi.</i>	
Yellow, <i>ki-iro.</i>	
Fashion (mode), <i>hayari.</i>	
Dirty, <i>kitanai.</i>	
Best (No. 1), the very best, <i>ichi ban uroshi.</i>	

## BEVERAGES, EATABLES, ETC.

Apple, <i>ringo.</i>	Boil, To, <i>niru.</i>
Beef, <i>ushi.</i>	Bread, <i>pan.</i>
Beer, <i>bir.</i>	Broil, To, <i>yakeru.</i>



# BEVERAGES, EATABLES, ETC.—CONTINUED.

Butter, <i>gyuraku</i> (usually <i>batta</i> .)	Oysters, <i>kaki</i> .
Cabbage, <i>botan na</i> ; <i>kabiji</i> .	Pea, <i>endo mame</i> .
Cakes, <i>kashi</i> .	Peach, <i>momo</i> .
Carrot, <i>ninjin</i> .	Pear, <i>nashi</i> .
Cherry, <i>sakura no mi</i> .	Pepper, <i>kosho</i> .
Chicken, <i>niwatori</i> .	Pheasant, <i>kiji</i> .
Clams, <i>hamaguri</i> .	Pickles, <i>tskemono</i> .
Claret, <i>budo sake</i> .	Pigeon, <i>hato</i> .
Codfish, <i>tara</i> .	Plum, <i>ume</i> .
Coffee, <i>kohi</i> .	Pork, <i>buta</i> .
Crab, <i>kani</i> .	Potato, Irish, <i>jaga imo</i> .
Crayfish, <i>iso ebi</i> .	Potato, sweet, <i>satsuma imo</i> .
Cucumber, <i>kyuri</i> .	Quail, <i>udzura</i> .
Eels, <i>unagi</i> .	Rabbit, <i>usagi</i> .
Eggs, <i>tamago</i> .	Rice, <i>meshi</i> ; <i>gozen</i> .
Eggs, soft boiled, <i>tomago no han-jiku</i> .	Roast, To, <i>yaku</i> .
Eggs, hard boiled, <i>tamago no ni-nuki</i> .	Salad, <i>chisa</i> .
Figs, <i>ichijiku</i> .	Salmon, <i>shake</i> .
Fish, <i>sakana</i> .	Salt, <i>shiwo</i> .
Flour, <i>udon no ko</i> .	Sardines, <i>iwaski</i> .
Food, <i>tabemono</i> .	Shrimps, <i>yoku ebi</i> .
Fowl, <i>tori</i> .	Snipe, <i>shigi</i> .
Fruits, <i>kudamono</i> ; <i>mizugashi</i> .	Soup, <i>tsuyu</i> ; <i>o sui mono</i> .
Grapes, <i>budo</i> .	Spinach, <i>horenso</i> .
Goose, <i>gacho</i> .	Soy, <i>shoyu</i> .
Hare, <i>usagi</i> .	Strawberries, <i>ichigo</i> .
Herring, <i>nishin</i> .	Sugar, <i>sato</i> .
Lamb, <i>ko hitsuji no niku</i> .	Tes, <i>o'cha</i> .
Lemon, <i>yuzu</i> .	Tomato, <i>aka nasu</i> .
Mackerel, <i>saba</i> .	Trout, <i>yamome</i> .
Meat, <i>niku</i> .	Turkey, <i>shichimencho</i> .
Melon, <i>uri</i> .	Turnip, <i>kabu</i> .
Muskmelon, <i>makuwa uri</i> .	Vegetables, <i>yasai</i> .
Watermelon, <i>suika</i> .	Vinegar, <i>su</i> .
Milk, <i>ushi no chichi</i> .	Water, <i>midzu</i> .
Mullet, <i>bora</i> .	Water, drinking, <i>nomi midzu</i> .
Mustard, <i>karashi</i> .	Water, hot, <i>yu</i> .
Mutton, <i>hitsuji no niku</i> .	Whitebait, <i>shirago</i> .
Oil, <i>abura</i> .	Wine, <i>budoshu</i> .
Omelet, <i>tamago yaki</i> .	Wine of the country, <i>sake</i> .
Orange, <i>mikan</i> .	

(For beer, brandy, whiskey, etc., the word "*sake*" is added to the English name.

## FEATURES OF A COUNTRY.

Bay, <i>iri umi</i> .	Cape, <i>misaki</i> .
Beach, <i>hama</i> ; <i>umi-bata</i> .	Capital, <i>miyako</i> .
Bridge, <i>hashi</i> ; <i>bashi</i> .	Cascade, <i>taki</i> .

## FEATURES OF A COUNTRY.—CONTINUED.

Cave, <i>hora ana</i> .	Peninsula, <i>eda shima</i> .
City, <i>machi</i> ; <i>tokai</i> .	River, <i>kawa</i> ; <i>gawa</i> .
East, <i>higashi</i> .	Sea, <i>umi</i> .
Forest, <i>hayashi</i> ; <i>mori</i> .	South, <i>minami</i> .
Gulf, <i>iri umi</i> .	Spring, <i>izumi</i> ; <i>waki midzu</i> .
Hill, <i>koyama</i> .	Street, <i>machi</i> ; <i>tori</i> .
Harbor, <i>minato</i> .	Tide, <i>shiwo</i> .
Island, <i>shima</i> ; <i>jima</i> .	Town, <i>machi</i> .
Lake, <i>kosui</i> ; <i>ike</i> .	Valley, <i>tani</i> .
Mountain, <i>yama</i> .	Village, <i>mura</i> .
North, <i>kita</i> .	West, <i>nishi</i> .

## OCCUPATIONS.

Officer, <i>yakunin</i> .	Doctor, <i>isha</i> .
Teacher, <i>sensei</i> .	Surgeon, <i>geka isha</i> .
Captain, <i>sencho</i> .	Photographer, <i>shashinshi</i> .
Mate, <i>untenshi</i> .	Dealer in foreign articles, <i>to-</i> <i>butsuya</i> .
Engineer, <i>kikanshi</i> .	Book-seller, <i>honya</i> .
Sailor, <i>suifu</i> .	Porcelain merchant, <i>setomonoya</i> .
Student, <i>shosei</i> .	Lacquer merchant, <i>shikkiya</i> .
Translator, <i>honyakusha</i> .	Cook, <i>ryorinin</i> .
Interpreter, <i>tsuben</i> .	House boy, <i>kodzukai</i> .
Farmer, <i>hyakusho</i> .	Coolie, <i>ninsoku</i> .
Manufacturer, <i>seizonin</i> .	Jinrikisha man, <i>jinriki-hiki</i> .
Artist, <i>ekaki</i> .	

## GENERAL.

I am cold, <i>samui gozaimas</i> .	I beg pardon, <i>gomen nasai</i> .
I will come again, <i>mata mai-</i> <i>rimas</i> .	Yes, <i>saiyo</i> ; <i>hei</i> .
As soon as possible, <i>narutake</i> <i>kayaku</i> .	No, <i>iye</i> .
What is your name? <i>o namae wa</i> <i>nan to moshimas?</i> (polite form); <i>na wa nanda?</i> (com- mon form).	Come here, please, <i>oide nasai</i> .
Will you come and have a drink? <i>kite ippai yarimasen</i> <i>ka?</i>	Thank you, <i>arigato</i> .
Foreign doctor. <i>seiyo no isha</i> .	Good-bye, <i>sayonaro</i> .
	Good-day, <i>kon nichi wa</i> .
	Good evening, <i>kon ban wa</i> .
	Good morning, <i>ohayo</i> .
	Soon, right away, <i>tadaimo</i> .
	Please, <i>dozo</i> .
	What is your address? <i>anata no</i> <i>tokoro wa doko des ka?</i>

## PHRASES USED BY NATIVES.

<i>Irasshaimashi</i> , welcome.	<i>Oagari nasai</i> or <i>oagan nasai</i> ,
<i>He! kashkomarimashta</i> , all right.	please come in; also used when
<i>Omachidosama</i> , sorry to keep you waiting.	goods or drink are offered— please partake.
<i>Gokigen yo gozaimas</i> , hope you are well.	<i>Oainiku sama</i> , we have none (of the article required).

PHRASES USED BY NATIVES.—CONTINUED.

<i>Gokuro sama</i> , many thanks for your kind trouble.	<i>Oitoma itashimasho</i> , I will now take my leave.
<i>Naru hodo</i> , I see, I see.	<i>Yoku nashaimasta</i> , glad you have come.
<i>Yukkuri</i> , please make yourself at home.	<i>Yoku yoroshiku dozo</i> , please give my regards to.
<i>Ippuku o agari nasai</i> , please take a smoke.	<i>Gomen nasai</i> , beg your pardon.
	<i>Doshtu?</i> what is the matter.
	<i>Kekko</i> , very good ; splendid.

LOCAL ENGLISH.

<i>Amah</i> , nurse.	<i>Godown</i> , warehouse.
<i>Boy</i> , house servant.	<i>Griffin</i> , a new arrival in the East ; also a pony racing for the first time.
<i>Bund</i> , street facing the sea.	<i>Hatoba</i> , jetty, landing.
<i>Bungalow</i> , a one-story house.	<i>Hong</i> , a place of business.
<i>Chit</i> , note, letter, promise to pay.	<i>Pyjamas</i> , a loose suit worn at night.
<i>Compound</i> , enclosure, dwelling-place.	<i>Sampan</i> , a native boat.
<i>Curios</i> , old bronzes, lacquer-ware, etc.	<i>Shroff</i> , silver expert.
<i>Compradore</i> , agent through whom purchases or sales are made.	<i>Tiffin</i> , luncheon.



JAPANESE ACTORS.



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## CLIMATE-JAPAN.

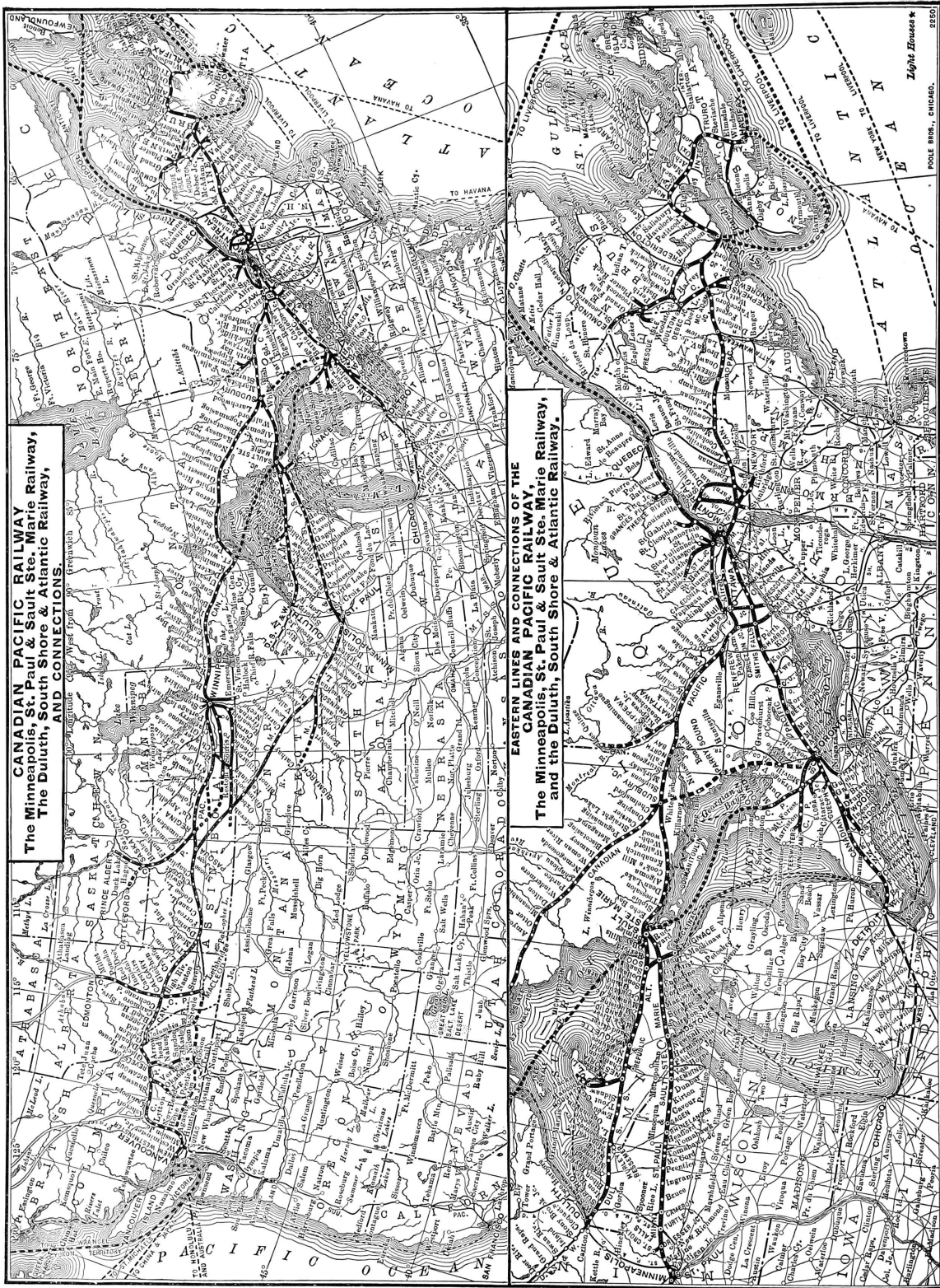
TOKIO OBSERVATORY, 35° 4' N. L., 139° 46' E. L. Height 69 Feet, 13 Years, 1876-1888. (Inches and Fahrenheit Degrees.)												
Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Mean Temperature.....	36.7	37.9	43.9	53.8	61.5	68.2	75.9	77.9	60.3	49.6	41.0	56.5
Mean Maxima.....	46.8	47.1	53.6	62.6	70.0	75.6	83.1	85.6	69.1	59.9	52.0	65.3
Mean Minima.....	28.0	29.8	34.3	44.6	53.1	61.5	70.9	78.8	52.7	41.0	31.8	48.5
Absolute Maximum Temperature.....	On 14th	July	1886,	57.9				64.9				
Absolute Minimum Temperature.....	On 13th	January,	1886,	18.6	15.4							
Mean Rainfall.....	2.20	4.48	4.47	5.49	7.38	4.85	3.86	8.42	7.86	8.14	1.91	58.33
Number of Rainy Days.....	11	16	15	13.6	14.9	13.9	11.2	14.8	13.2	9.9	6.4	138.7
Days with Snow.....	2.6	3.5	1.5	0.1						0.1	0.7	48.5

The "number of rainy days" includes all days on which more than a millimetre of rain fell, also those on which any snow or hail fell. The "days with snow" are those on which snow fell, regardless of the question whether rain also did or did not fall. Few days are uninterruptedly snowy at Tokio, perhaps only two or three in the year.

## TABLE OF DISTANCES.

(DIRECT.)

Hong Kong		Amoy	Woosung (Shanghai)	Nagasaki		Kobe (via Inland Sea)	Yokohama	Vancouver
280		552						
811		810	448	384		346		
1067		1120	765	710			4300	
1367		1340	1080					
1591								

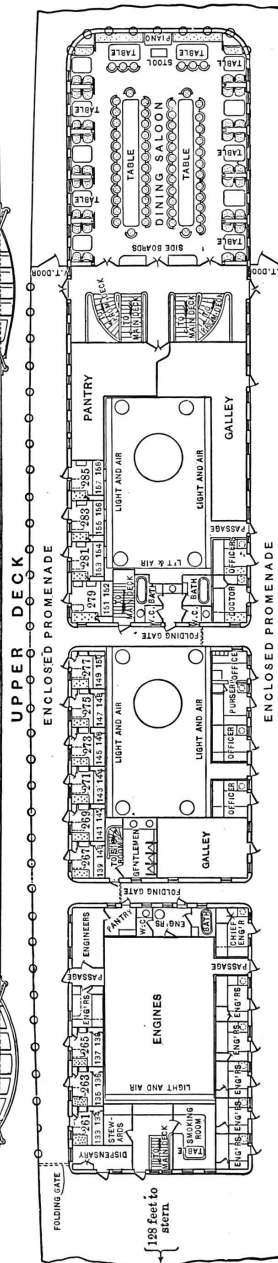
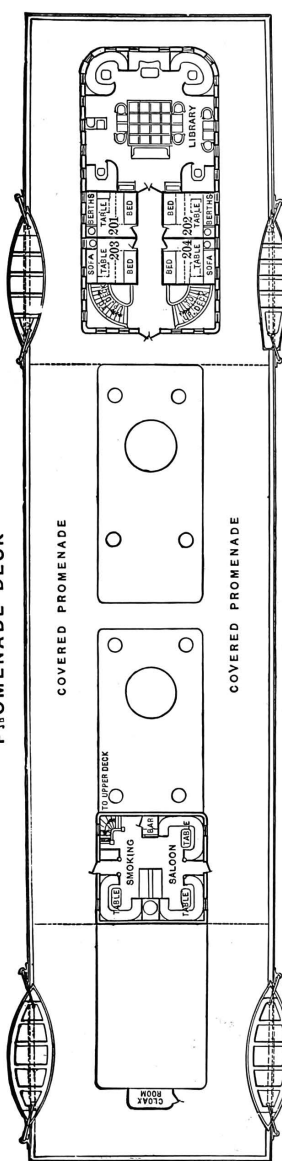


**CANADIAN PACIFIC RAILWAY**  
The Minneapolis, St. Paul & Sault Ste. Marie Railway,  
The Duluth, South Shore & Atlantic Railway,  
AND CONNECTIONS.

**EASTERN LINES AND CONNECTIONS OF THE  
CANADIAN PACIFIC RAILWAY**  
The Minneapolis, St. Paul & Sault Ste. Marie Railway,  
and the Duluth, South Shore & Atlantic Railway.

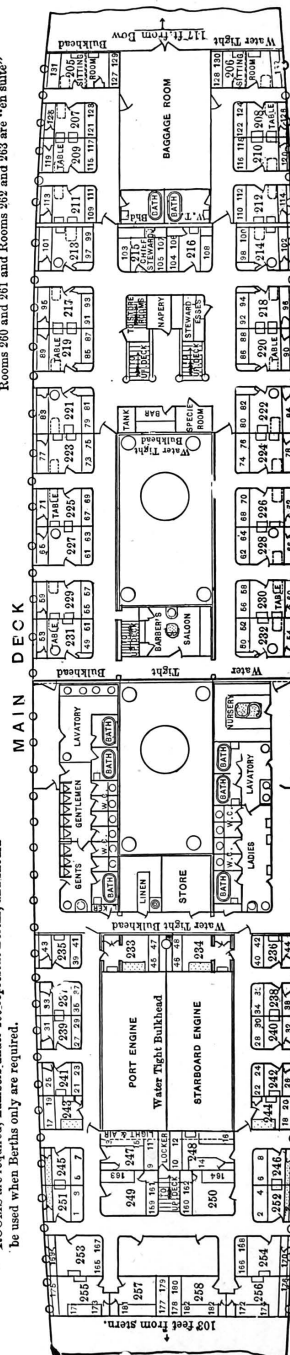


# PROMENADE DECK



Note: Numbers 900 and upwards represent ROOMS and should be used when ROOMS are required, numbers under 900 represent Berths, and should be used when Berths only are required.

Note: Where two numbers are given the lower one is Bottom Berth. Rooms 290 and 361 and Rooms 292 and 293 are "en suite."



CABIN PLAN OF STEAMSHIPS "EMPERESS OF INDIA," "EMPERESS OF CHINA," AND "EMPERESS OF JAPAN."

## LOG RECORD.

STEAMSHIP.

[illegible]

## LOG RECORD.

# STEAMSHIP

[illegible]



# LIST OF PRINCIPAL AGENCIES

FROM WHOM DATES OF SAILING, TICKETS AND OTHER PARTICULARS  
OF PASSAGE MAY BE OBTAINED.

ADELAIDE	AUS.	D. & J. Fowler.	
AMSTERDAM	HOLLAND	Lisbonne & Son.	Singel No. 155.
ANTWERP	BELGIUM	H. Debenham, Continental Traffic Agent.	
AUCKLAND	N. Z.	L. D. Nathan & Co.	
BALTIMORE	MD.	H. McMurtrie, Freight and Passenger Agent.	203 E. German St.
BERLIN	GERMANY	International Sleeping Car Co.	69 Unter den Linden.
BOMBAY	INDIA	Ewart, Latham & Co.; Thomas Cook & Son.	13 Rampart Row.
BOSTON	MASS.	H. J. Colvin, District Passenger Agent.	197 Washington St.
BRISBANE	AUS.	Burns, Philp & Co., Limited, 143 Queen St.; The British India Co.	
BROCKVILLE	ONT.	G. E. McGlade, Ticket Agent.	Cor. King St. and Court House Ave.
BRUSSELS	BELGIUM	International Sleeping Car Co.	65-67 Rue de l'Ecuyer.
BUDA-PESTH	HUNGARY	International Sleeping Car Co.	Grand Hotel Hungaria.
BUFFALO	N. Y.	D. B. Worthington, Ticket Agent.	21 Exchange St.
CAIRO	EGYPT	International Sleeping Car Co., Correspondents	Ghesireh Palace Hotel.
		{ Sydney Haywood, Eastern Traveling Agent.	30 Dalhousie Square.
CALCUTTA	INDIA	{ Thomas Cook & Son.	11 Old Court House St.
		{ Gillanders, Arbuthnot & Co.	
CANTON	CHINA	Jardine, Matheson & Co.	
CHEMULPO	KOREA	Holme, Ringer & Co.	
CHICAGO	ILL.	J. Francis Lee, Gen'l Agent, Pass'r Dept.	228 S. Clark St.
COLOGNE	GERMANY	International Sleeping Car Co.	Central Station.
COLOMBO	CEYLON	Bois Brothers; Thomas Cook & Son (E. B. Creasey).	
CONSTANTINOPLE	TURKEY	International Sleeping Car Co.	130 Grande Rue de Pera.
COPENHAGEN	DENMARK	Joachim Prah, Correspondent.	
DETROIT	MICH.	A. E. Edmonds, City Passenger Agent.	11 Fort St., W.
FRANKFORT	GERMANY	International Sleeping Car Co.	1 Kaiserstrasse.
GLASGOW	SCOTLAND	A. Baker, European Traffic Agent.	67 St. Vincent St.
HALIFAX	N. S.	C. S. Philips, Ticket Agent.	105½ and 107 Hollis St.
HAMBURG	GERMANY	Wulkow & Cornelissen	Klusterstrasse 1.
HAMILTON	ONT.	W. J. Grant.	Cor. St. James and King Sts.
HAVRE	FRANCE	Hernu, Peron & Co.	4 Place du Commerce.
HOMBURG	GERMANY	International Sleeping Car Co.	84 Louisenstrasse.
HONG KONG		D. E. Brown, General Agent, China, Japan, etc.	
HONOLULU		H. I. Theo. H. Davies & Co., Limited.	
KOBE	JAPAN	F. W. Morse.	
LIVERPOOL	ENG.	A. Baker, European Traffic Agent.	7 Jarvis St.
LONDON	ENGLAND	A. Baker, European Traffic Agent.	{ 67 and 68 King William St. E. C. 30 Cockspur St., S. W.
LONDON	ONT.	T. R. Parker, Ticket Agent.	161 Dundas St.
MADRID	SPAIN	International Sleeping Car Co.	18 Calle de Alcalá.
MALTA		Turnbull, Jr. & Somerville, Correspondents.	
MARQUETTE	MICH.	Geo. W. Hibbard, General Passenger Agent South Shore Line.	
MELBOURNE	VICTORIA	Huddart, Parker & Co., Limited; Thomas Cook & Son.	
MINNEAPOLIS	MINN.	W. R. Callaway, General Passenger Agent, Soo Line.	
MONTE CARLO	MONACO	International Sleeping Car Co.	Hotel de Paris.
MONTREAL	QUE.	C. E. E. Usher, General Passenger Agent.	
MOSCOW	RUSSIA	International Sleeping Car Co.	Boulevard Strasnoy, Maison Tschischoff.
NAPLES	ITALY	International Sleeping Car Co.	288 Via Riviera di Chiaia.
NEW YORK	N. Y.	E. V. Skinner, General Eastern Agent.	353 Broadway.
NIAGARA FALLS	N. Y.	D. Isaacs.	Prospect House.
NICE	FRANCE	International Sleeping Car Co.	2 Avenue Massena.
OTTAWA	ONT.	J. E. Parker, City Passenger Agent.	42 Sparks St.
		{ International Sleeping Car Co.	3 Place de l'Opera.
PARIS	FRANCE	{ Hernu, Peron & Co.	95 Rue des Marais St. Martin. 61 Boulevard Haussmann.
PHILADELPHIA	PA.	H. McMurtrie, Freight and Passenger Agent	Cor. Third and Chestnut Sts.
PORTLAND	ME.	G. H. Thompson, Ticket Agent, Maine Central Road.	Union Station.
PORTLAND	ORE.	B. W. Greer, Passenger Agent	146 First St.
QUEBEC	QUE.	George Duncan, Passenger Agent.	Opposite Post Office.
RANGOON	BURMAH	Gillanders, Arbuthnot & Co.; Thomas Cook & Son.	Merchant St.
ROME	ITALY	International Sleeping Car Co.	31 and 32 Via Condotti.
ROTTERDAM	HOLLAND	B. Karlsberg & Co.	
ST. JOHN	N. B.	A. H. Notman, Assistant General Passenger Agent.	
ST. PAUL	MINN.	W. S. Thorn, Assistant General Passenger Agent, Soo Line.	
ST. PETERSBURG	RUSSIA	International Sleeping Car Co.	2 Petite Morskaja.
SAN FRANCISCO	CAL.	M. M. Stern, District Freight and Passenger Agent.	Chronicle Building.
SAULT STE. MARIE	MICH.	F. E. Ketchum, Depot Ticket Agent.	
SEATTLE	WASH.	E. W. MacGinnis.	Yesler Building, 609 Front St.
SHANGHAI	CHINA	Jardine, Matheson & Co.	
SHERBROOKE	QUE.	E. H. Crean.	6 Commercial St.
SYDNEY	N. S. W.	Huddart, Parker & Co., Ltd.; Burns, Philp & Co., Ltd.; Oceanic S. S. Co.	
TACOMA	WASH.	W. R. Thompson, Freight and Passenger Agent.	1023 Pacific Ave.
TORONTO	ONT.	C. E. McPherson, Assistant General Passenger Agent	1 King St., East.
VANCOUVER	B. C.	E. J. Coyle, District Passenger Agent.	
VICTORIA	B. C.	G. L. Courtney, Freight and Passenger Agent.	Government St.
VIENNA	AUSTRIA	International Sleeping Car Co.	15 Karntner Ring.
WIESBADEN	GERMANY	International Sleeping Car Co.	24 Wilhelmstrasse.
WINNIPEG	MAN.	Robert Kerr, Traffic Manager, Lines West of Lake Superior.	
YOKOHAMA	JAPAN	Wm. T. Payne, General Traffic Agent for Japan	14 Bund.

D. McNICOLL, Passenger Traffic Manager, MONTREAL.

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FEBRUARY						
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NOVEMBER						
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JUNE						
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DECEMBER						
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JANUARY						
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FEBRUARY						
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MARCH						
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APRIL						
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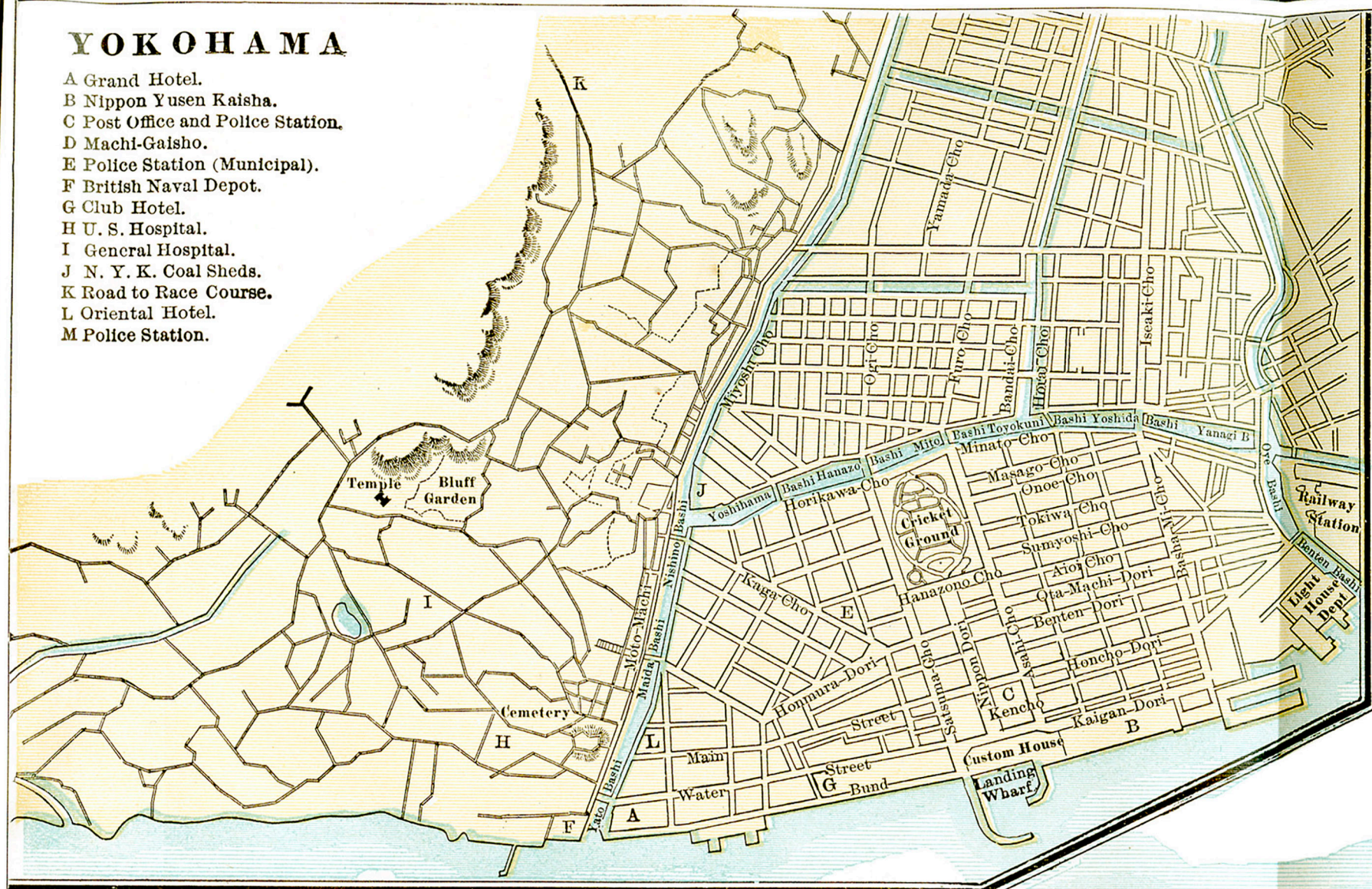
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JUNE						
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18	19	20	21	22	23	24
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# YOKOHAMA

- A Grand Hotel.
- B Nippon Yusen Kaisha.
- C Post Office and Police Station.
- D Machi-Gaisho.
- E Police Station (Municipal).
- F British Naval Depot.
- G Club Hotel.
- H U. S. Hospital.
- I General Hospital.
- J N. Y. K. Coal Sheds.
- K Road to Race Course.
- L Oriental Hotel.
- M Police Station.



## MAP

OF THE

Canadian Pacific Railway Co.'s  
STEAMSHIP ROUTE.  
CENTRAL AND SOUTHERN JAPAN.

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Scale of English Miles

0 50 100 150

- Open Lines of Railway
- Lines Surveyed
- Lines under construction
- Lines Proposed
- C. P. R. Steamboat Route.







