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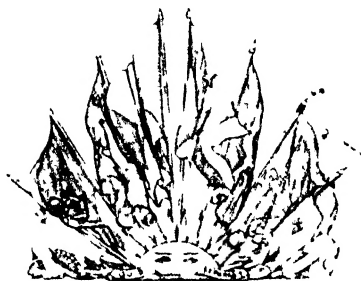
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THE P. & O. POCKET BOOK

THE
P. & O. POCKET BOOK

(FOURTH ISSUE)



CONTAINING 16 PAGE ILLUSTRATIONS IN COLOUR
76 MAPS AND PLANS, AND 4 PLATES OF FLAGS

910.2
B 57P

A. & C. BLACK, LTD.

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P & O BRITISH INDIA



NEW ZEALAND & ASSOCIATED LINES

MAIL, FREIGHT AND PASSENGER SERVICE.

*P. & O. and B.I. Tickets interchangeable, also Tickets of P. & O., Orient, New Zealand Shipping and Union Companies.
All sailings subject to change, with or without notice.*

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FOREWORD

THE various alliances effected on behalf of the P. & O. and British India Companies within recent years, and which are detailed in the subjoined "Advertisement," have resulted in a world-wide working combination of the Lines and in a system of interchangeable tickets and alternative routes which have proved of great convenience to the public. In the post-armistice interval the Associated Companies have regained and passed their pre-war tonnage mark, and the ravages of war have, to-day, the net result that the Companies' fleets are younger, their ships more efficient, more attractive than ever, and, alas! considerably more expensive to run.

World travel to-day is therefore easy and pleasant of accomplishment as never before. Of the strength of its appeal this book may afford some evidence. Here the reader will not look for concrete travel programmes; these, from among the volume's geographical parts, he may, with a good deal of enjoyment, himself compile or, better still, plan in consultation with the Companies' experts at Cockspur Street or elsewhere. While, in that earlier operation, this little volume will help him, it will befriend him a second time when at length he is under weigh, for at every stage of his journey the series of up-to-date and practical "Notes on Ports and Places" will afford him local guidance.

The Associated Lines touch in their courses most of the world's chief ports, both within and without the British Empire. Too much stress cannot be laid on the value of ocean travel in general, and for citizens of the British Empire, of first-hand acquaintance with the Empire's parts. May it not be claimed that to make such acquaintance is at once a duty, a pleasure, and an education?

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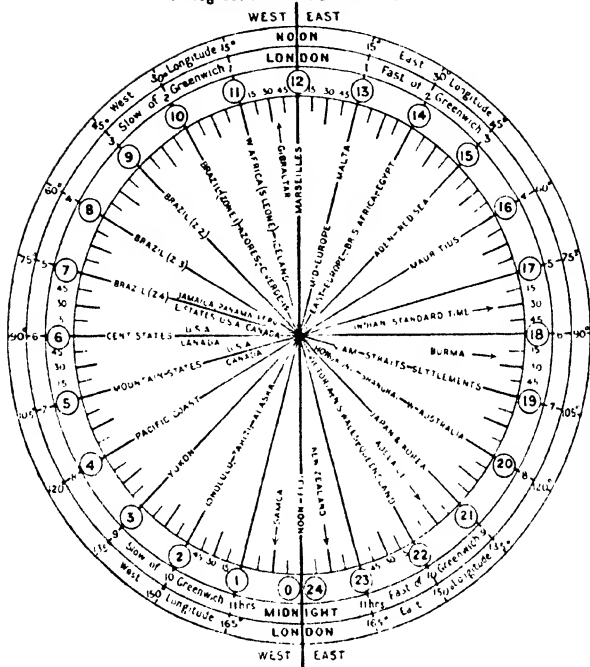
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FLAGS

House Flags and Funnels of the Associated Companies.
 British and Colonial Flags.
 Colours worn by Merchant Vessels of different countries.
 Flags and pennants to be used in the International Code. } *Following page 375*

Approximate
STANDARD TIME
 Throughout the World at Noon in London



KEY.

The dial presents three circular tracts, inner, middle, and outer.

Within the inner circle each of the spaces bounded by the long radial lines marks the passage of one hour, while each of the sub-divisions of the circle represents 15 minutes in the earth's diurnal revolution; in the mid-circular space the difference of time throughout the world, based on noon at Greenwich, is shown in hours; the outer circular space shows the corresponding degrees (15° to the hour) west or east of the meridian of Greenwich.

To find at sea the approximate time at any place, ascertain by reference to the diagram the difference (earlier or later) of time between that place and the ship's standard time; this difference, added for places east of the ship's position, or deducted for places west of that position, to or from the ship's time, will give the approximate time at the distant locality.

ADVERTISEMENT

SEA TRAFFIC

A GREAT BRITISH SYSTEM

THE Peninsular and Oriental Company had its unofficial beginnings in the early 'twenties of last century ; for, from the private enterprise which had been for some fifteen years in the hands of Messrs. Wilcox and Anderson was incorporated, in 1837, "the Peninsular Company," the latter name arising from the early traffic of the parent firm, by means of sailing vessels, with the Iberian Peninsula. The Company's mail service of small steam packets between Falmouth, Peninsula ports and Gibraltar was soon extended to Malta and Alexandria, and this easterly extension was celebrated in December 1840 by its re-incorporation as the "Peninsular and Oriental Steam Navigation Company." In 1842 the Company embarked upon a contract Mail Service to India. In those days the traffic of Englishmen with the East and their residence in India was still conducted with some state, spells of leave were laboriously undertaken, and the voyage to and from the Indian territory of John Company was, in the eyes of those who made it and of their stay-at-home kinsmen, still looked upon as somewhat of an adventure. The prompt shortening of the Company's name to "P. & O." may, perhaps, be claimed as evidence of an early public regard, which it is believed has never stood higher than it does to-day.

The P. & O. Company's history throughout the reign of Her late Majesty Queen Victoria was one of conservative and cautious internal development. Extension of the Company's routes to Ceylon, India and China occurred in 1844; to Australia in 1852. Development from without by a corporation whose vigour and stature had increased

with its years was bound to come, and, beginning with the absorption in 1910 of the Blue Anchor Line (now the P. & O. One-class Line to Australia, *via* the Cape), the Company has continued to enlarge its influence by the setting up of close working association with other companies of kindred trade interests.

By August 1914 fusion with the British India Steam Navigation Company was in process of completion, and at the close of that year Lord Inchcape assumed the direction of both Companies and the chairmanship of their identical Boards. The British India Company maintains, among other widely ranging passenger facilities, a fortnightly service from London to Calcutta; a three-weekly service to Bombay, and four-weekly services from London and Marseilles to East Africa, *via* Suez; and to Queensland ports *via* Colombo (optional) and Torres Straits. But this by no means exhausts the tale of its activities. While the P. & O. Company confines its operations to through services over trunk routes to and from the principal Indian, Far Eastern and Australian ports, the British India Company, by connection of its trunk line and local services, maintains communication with all the ports of the tropics lying between the parallels of Suez and Singapore, and with the principal ports of Siam, Borneo, China, Japan, Australia, etc.

This initial combination was expanded in 1916 by the acquisition of a capital interest in the New Zealand Shipping Company, which maintains a four-weekly direct service of fine oil-burning passenger steamers (1st, 2nd, and 3rd class) to and from New Zealand *via* Panama; in 1917 the Union Steam Ship Company of New Zealand became associated with the P. & O. interests. This company runs, fortnightly, 1st, 2nd, and 3rd class passenger services (from U.K. by any Atlantic Line) alternately *via* Vancouver and San Francisco to New Zealand and Australia. Through the British India Company, the Australasian United Steam Navigation Company's Australian coastal services and the Eastern and Australian Steamship Company's trade between Australia, Manila, China and Japan became a part of the joint organisation; and as an integral part of the New Zealand Shipping Company's interests the Federal Steam Navigation Company came also into the working association.

Under the ægis of Lord Inchcape other resources in tonnage were gathered, and the relationship acquired with the well-known firm of James Nourse, Ltd., added to the trade of the

associated companies a line between Calcutta, Burma, the West Indies and Cuba (*via* the Cape). Distantly related also is the Khedivial Mail Steamship and Graving Dock Company, Ltd., through whose traffic system and its junction with the main lines at Port Said and Suez, communication with Palestine, Syria, Cyprus, Greece, Asia Minor, Constantinople and Red Sea Ports is regularly maintained. A valuable constituent also, and one which claims the greatest seniority among ocean-going steamship companies, is the General Steam Navigation Company, which, with London as an entrepôt, amplifies the continental and coast connections of the main lines by regular on-carrying and feeder services to and from the Biscayan and northern coasts of France, the principal ports of Germany, Holland and Belgium, and the East Coast ports of England and Scotland.

The combined fleets of the associated companies embrace 424 vessels of an aggregate gross measurement approaching two and a half million tons. The united traffic system to-day offers for travellers a series of tickets which are interchangeable over the main lines of a hundred thousand miles of ocean routes, which present, with their connective and branch lines, a variety of objectives for pleasure-seekers and a range of facilities for those in pursuit of business which are without parallel in the history of the sea.

Such an organisation survives by public service; it must pay its way commercially, and without recourse to the State Exchequer; and must function with an efficiency which shall conform to its own progressive standards and the standards of a public never more keenly alive than to-day to the modern amenities of sea travel.

Faced by the need to repair the ravages of war, the Associated Lines had, in common with all privately-owned British shipping, to encounter further adversities in the shape of State control, State trading, State competition, and the stranglehold of excessive taxation. The fight against these is a matter of history, and the story need not be pursued here. But in the face of all these difficulties the war losses in tonnage of the Associated Lines have been made good, their fleets greatly expanded, and the size and character of their vessels brought to a level not before attained. In addition to these operations full advantage has been taken of the close working relations of the whole to render each part of additional value to the travelling public. It is safe to add that no sea-transport

organisation offers, within the economic limitations of the day, a more moderate scale of passenger fares.

Of the Companies thus closely associated in general policy, each is separately administered under its own Board ; while the respective Executives maintain, keenly as never before, a spirited competition for public favour. Unnecessary duplications of service have been eliminated, and at the same time consultation between the lines has greatly expanded public facilities, so that shippers may always find tonnage where tonnage is wanted. This co-operative rivalry between the lines has induced public confidence of a degree and character which was probably not attainable by any other means. An increasing volume of passenger traffic is evidence that these views are well founded, for when all has been said, and all done that may be done, the travelling and trading public is the final judge, and by its verdict a vast public service such as that which has here been briefly outlined must stand or fall. *Quis separabit ?*

Note.—All passages are subject to the conditions laid down in the respective companies' official handbooks and to the terms of their contract passage tickets.

P. & O., BRITISH INDIA, NEW ZEALAND, AND ASSOCIATED COMPANIES

PRINCIPAL AGENTS ABROAD

THE Company or Companies represented by each agent are indicated in brackets following the agent's name. The abbreviations used are :

A.U.S.N. for Australasian United Steam Navigation Co. Ltd.

B.I., for British India Steam Navigation Co., Ltd.

E. & A., for Eastern & Australian S.S. Co., Ltd.

K.M., for Khedivial Mail Steamship and Graving Dock Co., Ltd.

N.Z. S. Co., Ltd., for New Zealand Shipping Co., Ltd.

P. & O., for Peninsular and Oriental Steam Navigation Co.

U. S.S. Co. of N.Z., for Union Steam Ship Company of New Zealand, Ltd.

* "Open November to May only."

† Tel. add. : "Peninsular."

- ADALIA *Solomon Alhadeff & Sons* (K.M.).
- ADELAIDE *Elder, Smith & Co., Ltd.*, 27, 29-31
Currie Street (†P. & O.); *Macdonald, Hamilton & Co.*,
17 Grenfell Street (B.I.; U. S.S. Co.; A.U.S.N.); *Gibbs,*
Bright & Co. (E. & A.).
- ADEN *Capt. H. J. Smith* (†P. & O.);
Cowasjee Dinshaw & Bros. (B.I.; K.M.).
- ALEXANDRETTA *J. Catoni & Co.* (K.M.).
- ALEXANDRIA *Curwen & Co.* (P.O. Box 603),
7 Rue Adib and Rue Centrale (P. & O.; B.I.; K.M.).
- ALGIERS *J. Coudray & Fils*, *11 Boulevard*
de la République (P. & O.); *Olivier & Co.* (B.I.).
- AMÓY *Tait & Co.* (P. & O.; B.I.).
- AMSTERDAM *The General Steam Transport Co.*,
De Ruyterkade 107 (P. & O. and Associated Lines);
Hoyman & Schuurman, Ltd., *Rokin, 80* (P. & O.).
- ANCONA *Edward A. Kane* (P. & O.).

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- ANTWERP *John P. Best & Co. (P. & O.); Gellatly, Hankey & Co., 14 Rue de l'Empereur (outwards); General Steam, Société Anonyme Belge de Transports, 23 Rue St. Paul (inwards) (B.I.). General Steam, Société Anonyme Belge de Transports, 23 Rue St. Paul (N.Z. S. Co).*
- ATHENS *Thos. Cook & Son, Place de la Constitution (P. & O.).*
- ATLANTA *The Cunard S.S. Co., Ltd., 55 North Forsyth Street (P. & O.).*
- AUCKLAND *Russell & Somers, Ltd. (P. & O.; E. & A.); Thos. Cook & Son, Ltd. (P. & O.); U. S.S. Co. of N.Z. (B.I.; A.U.S.N.).*
- BAGHDAD *Mesopotamia Persian Corporation, Ltd. (B.I.).*
- BAHREIN *Mesopotamia Persian Corporation, Ltd. (B.I.).*
- BALE *Jacky, Maeder & Co. (P. & O.); Charles Im Obersteg & Co. (P. & O.), Aeschengraben 30.*
- BALTIC PORTS (DANZIG,
LIBAU, RIGA, REVAL,
KOVNO, WARSAW, LODZ) *The United Baltic Corporation, Ltd. (P. & O).*
- BALTIMORE *The Cunard S.S. Co., Ltd., 107 East Baltimore Street (P. & O.).*
- BANDOENG *Francis Peek & Co., Ltd. (P. & O.).*
- BANGKOK *Borneo Co., Ltd. (†P. & O); Bombay Burma Trading Corporation, Ltd. (B.I.; E. & A.).*
- BARCELONA *MacAndrews & Co., Ltd. (P.O. Box 441); Rambla del Centro 26 (P. & O.; B.I.).*
- BATAVIA *Maclaine, Watson & Co. (P. & O.; B.I.; U. S.S. Co.; E. & A.); The Borneo Corporation, Ltd. (B.I.).*
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- BEYROUT *Henry Heald & Co. (P. & O.; K.M.).*

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S. Co.).
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tion, Ltd. (B.I.).
- BUSREH *Mesopotamia-Persia Corporation*
(P. & O.; B.I.).
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- IBO** *La Société du Madal* (B.I.).
- ILOILO** *W. F. Stevenson & Co., Ltd.*, *Calle Meliza* (P. & O.); *Smith, Bell & Co.*, *Muelle Lonon* (B.I.; E. & A.).
- INHAMBANE** *Inhambane Trading Co., Ltd.* (B.I.).
- INVERCARGILL** *Dalgety & Co., Ltd.* (P. & O.); *Union S.S. Co. of N.Z.* (B.I.).
- IPOH** *Adamson, Gilfillan & Co., Ltd.* (P. & O.).
- JAFFA** *A. Cassar* (K.M.).
- JEDDAH** *Gellatly, Hankey & Co.* (Sudan), *Ltd.* (B.I.; K.M.).
- JERUSALEM** *Thos. Cook & Son, Ltd.*, *David Street* (P. & O.); *Palestine Express Co.* (K.M.).
- JESSELTON** *Harrisons & Crosfield (Borneo), Ltd.* (P. & O.).
- KARACHI** *Mackinnon, Mackenzie & Co.*, *McLeod Road* (†P. & O.; B.I.).
- KHARTOUM** *Gellatly, Hankey & Co.* (Sudan), *Ltd.* (P. & O. and Associated Lines); *Albert Trand & Co.* (K.M.).
- KIAG-CHOW (TSINGTAU)** . . . *Cornabé, Eckford & Sears* (P. & O.; B.I.).
- KILINDINI** *Smith, Mackenzie & Co.* (B.I.).
- KINGSTON (JAMAICA)** . . . *Arnold L. Malaber & Co.* (N.Z. S. Co.).
- KIUKIANG** *Jardine, Matheson & Co.* (P. & O.).
- KLANG** *Harrisons, Barker & Co., Ltd.* (P. & O.).

- KOBÉ *Mackinnon, Mackenzie & Co.*
(*Japan*), *Ltd.*, 109 *Ito-machi* (†P. & O.; B.I.; E. & A.).
- KUALA LUMPUR . . . *Harrisons, Barker & Co., Ltd.*
(P. & O.).
- KUCHING *Borneo Co., Ltd. (Passage)*; *Sara-
wak Steamship Co. (Freight)* (P. & O.).
- KYOUK PHYOO . . . *Bulloch Bros. & Co., Ltd.* (B.I.).
- LAMU *Smith, Mackenzie & Co.* (B.I.).
- LARNAKA *G. Mavroidi* (K.M.).
- LAS PALMAS. . . . *Miller & Co., Apartado 12* (P.
& O.; N.Z. S. Co.).
- LATAKIA *Khalil Mahfoud* (K.M.).
- LAUNCESTON. . . . *C. H. Smith & Co., Ltd., Charles
Street* (P. & O.); *Tasmanian Wool Growers Agency Co.,
Ltd.* (A.U.S.N.).
- LAUTOKA *U. S.S. Co. of N.Z.* (Canadian
Australasian Royal Mail Line; Union Royal Mail Line
via San Francisco); *Morris Hedstrom & Co.* (A.U.S.N.).
- LEVUKA *Morris, Hedstrom, Ltd.* (Canadian
Australasian Royal Mail Line; Union Royal Mail Line
via San Francisco).
- LIMASSOL *P. M. Jacovides* (K.M.).
- LISBON *James Raues & Co.* (P. & O.).
- LYONS *Charibières, Morel & Co.* (P. &
O.).
- LYTTELTON *Dalgely & Co., Ltd.* (P. & O.);
Union S.S. of N.Z. (B.I.; Canadian-Australasian Royal
Mail Line; Union Royal Mail Line via San Francisco;
A.U.S.N.).
- MACAO *J. M. Alves & Co.* (P. & O.).
- MADEIRA *Blandy Bros. & Co.* (P. & O.).
- MADRAS *Binny & Co. (Madras), Ltd., P.O.*
Box 66 (†P. & O.; B.I.).
- MADRID *Thos. Cook & Son, 15 Avenida
del Conde de Penalver* (P. & O.).
- MALACCA *Adamson, Gilfillan & Co., Ltd.*
(P. & O.).
- MALMÖ. . . . *Nordisk Resebureau* (P. & O.;
B.I.).
- MALTA *E. F. Burt, 41 Strada Mercanti,
Valetta* (†P. & O. and Associated Lines).

- MANILA** *W. F. Stevenson & Co., Ltd.*
 (P. & O.); *Smith, Bell & Co.* (B.I.; E. & A.).
MARSEILLES *Estrine & Co.,* 18 Rue Colbert;*
Tel. Add.: "Estrine" (P. & O.); L. Thomas and George
Budd, 8 Rue Beauvau (B.I.).
MASSOWAH *A. Dee Mar (K.M.).*
MAURITIUS *Scott & Co., Corderie Street, Port*
Louis, Mauritius (P. & O.; B.I.).
MAZAMET *Hernu, Péron & Co., Ltd. (P. & O.).*
MEDAN (SUMATRA) . . *Harrisons & Crosfield, Ltd. (P.*
& O.; B.I.).
MELBOURNE *Macdonald, Hamilton & Co., 467-*
469 Collins Street (†P. & O.; B.I.; A.U.S.N.); Union S.S. Co.
of N.Z. (Canadian-Australasian Royal Mail Line; Union
Royal Mail Line via San Francisco; N.Z. Shipping Co.,
Ltd.); Gibbs, Bright & Co. (E. & A.).
***MENTONE** *Thos. Cook & Son, 22 Avenue*
Felix Faure (P. & O.).
MERGUI *Bulloch Bros. & Co., Ltd. (B.I.).*
MERSINA *J. Catoni & Co. (K.M.).*
MESSINA *Pierce Brothers, Palazzo Pierce,*
Corso Garibaldi (P. & O.).
MILAN *Cassa di Risparmio, Via Mercato 5*
(P. & O.).
MINNEAPOLIS *The Cunard S.S. Co., Metropolitan*
Life Building, Corner 3rd Street and 2nd Avenue South
(P. & O.).
MITYLENE *F. G. Hadkinson (K.M.).*
MOJI *See SHIMONOSEKI.*
MOMBASA *Smith, Mackenzie & Co. (P. & O.;*
B.I.).
***MONTE CARLO** *Thos. Cook & Son, Crédit Lyon-*
nais, Avenue des Beaux Arts (P. & O.).
MONTEVIDEO *Mann, George Dépôts, Ltd., 1419*
Plaza Zabala (N.Z. S. Co.).
MONTREAL *The Robert Reford Co., Ltd., 20*
Hospital Street (P. & O.; N.Z. S. Co.).
MOULMEIN *Bulloch Bros. & Co., Ltd. (B.I.).*
MOZAMBIQUE *Société du Madal (B.I.).*
MUNICH *Schenker & Co., Bayerstr. 15 (P.*
& O.).

* General Agents, Southern France.

- NAGASAKI *Holme, Ringer & Co. (P. & O.; B.I.).*
- NAPLES *J. P. Spanier, Via Marina Nuova, 14/19 (P. & O.); Holme & Co., 24 Via Guglielmo, San Felice (P. & O.; B.I.).*
- NEGAPATAM *Madura Co., Ltd. (B.I.).*
- NEWCHWANG *Jardine, Matheson & Co. (P. & O.).*
- NEWPORT NEWS *Norton, Lilly & Co. (N.Z. S. Co.).*
- NEW YORK *Cunard S.S. Co., Ltd.,* 25 Broadway (P. & O.; B.I.); Thos. Cook & Son, 585 Fifth Avenue and 253 Broadway (P. & O.); Norton, Lilly & Co., 26 Beaver Street (N.Z. S. Co.; U. S.S. Co. of N.Z.).*
- NICE *Thos. Cook & Son, 13 Promenade des Anglais (P. & O.).*
- NORFOLK, VA. . . . *Norton, Lilly & Co. (N.Z. S. Co.).*
- NOUMEA (N. CALEDONIA) *T. Johnson, Rue Inkerman (P. & O.).*
- OPORTO *Wall & Westray (P. & O.).*
- OSLO *Bennett's Travel Bureau, Ltd.,† Karl Johan's Street; The Norwegian Oversea Trading Co., Ltd. (P.O. Box 526) (P. & O.).*
- PADANG *Francis Peek & Co., Ltd. (P. & O.).*
- PALERMO *Angelo Tagliavini & Flli (P. & O.).*
- PANEETE *S. R. Maxwell & Co., Ltd. (U. S.S. Co. of N.Z.).*
- PAPHOS *D. Pavlides (K.M.).*
- PARIS *Société Française P. & O. ‡ (James Beveridge, Manager), 41 Boulevard des Capucines (Tel. add.: "Penorienta") (P. & O. and Associated Lines): Hernu, Péron & Co., Ltd., 61 Boulevard Haussmann (Passage), 95 Rue des Marais (Freight); Thos. Cook & Son, 2 Place de la Madeleine, 18 Rue de la Paix, 101 Avenue des Champs Élysées, 250 Rue de Rivoli; C. C. Verinder, 14 Rue du 4 Septembre (P. & O.); Société de Consignation Maritime Franco-Britannique, 22 Rue Trevisé.*
- PEKIN *Jardine, Matheson & Co., Legation Street; Thos. Cook & Son, Ltd., Grand Hotel de Pekin (P. & O.).*

* General Agents, U.S.A. † General Agents, Norway.
 ‡ General Agents, Northern and Central France.

- PENANG *Islay Kerr & Co., Beach Street*
(†P. & O.; B.I.; Apar Line).
- PERTH *Macdonald, Hamilton & Co. (†P. & O.; A.U.S.N.).*
- PHILADELPHIA *The Cunard Steamship Co., Ltd.,*
1300 Walnut Street (P. & O.; B.I.); Thos. Cook & Son,
130 South 15th Street; International Mercantile Marine
Co., 1319 Walnut Street (P. & O.).
- PIRAEUS *Marino Bros. (P. & O.; K.M.).*
- PITTSBURG *The Cunard S.S. Co., Ltd., 712*
Smithfield Street (P. & O.).
- PONDICHERRY *Société Commerciale de Pondi-*
cherry (P. & O.; B.I.).
- PORT AMELIA *La Société du Madal (B.I.).*
- PORT DICKSON *Harrisons, Barker & Co., Ltd. (A.*
C. Harper & Co.) (P. & O.).
- PORTLAND (ME.) *The Cunard S.S. Co., Ltd., 178*
Middle Street (P. & O.).
- PORT SAID *English Coaling Co. (W. Broatch),*
32 Boulevard Fouad 1^{er} (†P. & O.; B.I.; K.M.; N.Z. S.
Co.).
- PORT SUDAN *Gellatly, Hankey & Co. (Sudan),*
Ltd. (P. & O. and Associated Lines); Albert Franck & Co.
(K.M.).
- PORT SWETTENHAM *Harrisons, Barker & Co., Ltd.*
(P. & O.); Boustead & Co., Ltd. (B.I.).
- QUEBEC *The Robert Reford Co., Ltd., 103*
St. Peter's Street (P. & O.).
- QUILIMANE *La Société du Madal (B.I.).*
- RANGOON *Bulloch Bros. & Co., Ltd., Strand*
Road (P. & O.; B.I.); Gillanders, Arbuthnot & Co.;
Thos. Cook & Son, Ltd., Phayre Street (P. & O.).
- RAROTONGA *Union S.S. of N.Z., Ltd. (B.I.;*
Canadian-Australasian Royal Mail Line; Union Royal
Mail Line via San Francisco).
- RETHYMO *D. E. Chamarachis (K.M.).*
- RHODES *Salomon Alhadeff & Sons (K.M.).*
- RIO DE JANEIRO *Large Irmaos (N.Z. S. Co.).*
- ROANNE (LOIRE) *Madelaine & Co. (P. & O.).*
- ROME *Thos. Cook & Son, Piazza Esedra*
54; 1B Piazza di Spagna (P. & O.).

- ROTTERDAM *The General Steam Transport Co.,
Van Vollenhovenstraat 62A (P. & O. ; B.I.).*
- SAIGON *Louis Ogliastro & Co. (P. & O.);
William G. Hale & Co., Ltd. (Apcar Line ; B.I.).*
- ST. JOHN *The Robert Reford Co., Ltd., 162
Prince William Street (P. & O.); J. T. Knight & Co.
(N.Z. S. Co.).*
- ST. LOUIS *The Cunard Steamship Co., Ltd.,
1135-1137 Olive Street ; International Mercantile Marine
Co., 1101 Locust Street (P. & O.).*
- ST. VINCENT *Wilson, Sons & Co., Ltd. (N.Z.
S. Co.).*
- SALONICA *Whittall, Saltiel & Co. (K.M.).*
- SAMARANG *McNeill & Co. (P. & O. ; B.I. ;
U. S.S. Co. of N.Z.).*
- SANDAKAN *Harrisons & Crosfield (Borneo),
Ltd. (P. & O. ; E. & A.).*
- SANDOWAY *Bulloch Bros. & Co., Ltd. (B.I.).*
- SAN FRANCISCO *The Cunard Steamship Co., Ltd.,
501 Market Street (P. & O. ; B.I.); Thos. Cook &
Son, 128 Sutter Street ; International Mercantile Marine
Co., 460 Market Street (P. & O.); R. Back, c/o Hind,
Rolph & Co., 230 California Street (Union Royal Mail
Line via San Francisco).*
- *SAN REMO *Thos. Cook & Son, Via Vittorio
Emanuele (P. & O.).*
- SEYCHELLES *Baty, Bergne & Co.'s Successors,
Ltd. (B.I.).*
- SHANGHAI *Mackinnon, Mackenzie & Co., P.O.
Box No. 354, Union Buildings, 4 The Bund (†P. & O. ; B.I. ;
E. & A.).*
- SHIMONOSEKI *Mackinnon, Mackenzie & Co.
(Japan), Ltd., 2 Aze Karatocho (†P. & O. ; B.I. ; E. & A.).*
- SINGAPORE *E. Walker, 11 Collyer Quay (P.
& O.); Boustead & Co., Ltd. (B.I. ; U. S.S. Co. of N.Z.);
Adamson, Gilfillan & Co., Ltd (Apcar Line ; B.I.).*
- SMYRNA *Efraim Cohen's Sons (P. & O.).*
- SOEKABOEMI (JAVA) *Francis Peek & Co., Ltd. (P. &
O. ; B.I. ; U. S.S. Co. of N.Z.).*
- SOURABAYA *Fraser, Eaton & Co. (P. & O. ;
B.I. ; U. S.S. Co. of N.Z.).*

- STOCKHOLM *Nordisk Resebureau** (P. & O.).
- SUAKIM *Gellatly, Hankey & Co. (Sudan), Ltd. (B.I.).*
- SUEZ *The English Coaling Co., Ltd. (W. Broatch), Avenue Hélène, Port Tewfik (†P. & O.; B.I.).*
- SUVA *Macdonald, Hamilton & Co. (N.Z. S. Co.; A.U.S.N.); Union S.S. Co. of N.Z. (Canadian-Australasian Royal Mail Line; Union Royal Mail Line via San Francisco).*
- SWATOW *Bradley & Co. (P. & O.); Jardine, Matheson & Co., Ltd. (B.I.).*
- SYDNEY *Macdonald, Hamilton & Co., Union House, George Street (†P. & O.; E. & A.); Burns, Philp & Co., Ltd. (B.I.; A.U.S.N.); Birt & Co., Ltd. (N.Z. S. Co.); Union S.S. Co. of N.Z. (Branch Office); Gibbs, Bright & Co. (E. & A.).*
- SYRACUSE *Giovanni Boccadifuoco & Figli (P. & O.).*
- TAIREN (DALNY) *Cornabé, Eckford & Co. (P. & O.).*
- TANGA *Smith, Mackenzie & Co., Market Street (B.I.).*
- TANGIER *Smith, Imossi & Co., Peninsular House (P. & O.; B.I.); Thomas Mosley & Co. (B.I.).*
- TAVOY *Bulloch Bros. & Co., Ltd. (B.I.).*
- TELUK ANSON *Harrisons, Barker & Co., Ltd. (P. & O.).*
- TENERIFFE *Hamilton & Co. (P. & O.; N.Z. S. Co.).*
- TIENTSIN *Jardine, Matheson & Co. (P. & O.).*
- TORONTO *The Robert Reford Co., Ltd., 50 King Street East; Hone Tours (of Toronto), Ltd., 39 Adelaide Street East (P. & O.).*
- TOURCOING (NORD) *E. Parenty, 48 Rue de Lille (P. & O.).*
- TRIESTE *Richard Greenham & Co. (P. & O.; B.I.).*
- TRIPOLI *Henry Heald & Co. (P. & O.; K.M.).*
- TSINGTAU *Cornabé, Eckford & Sears (P. & O.; E. & A.).*

* General Agents for Sweden.

- VALENCIA *MacAndrews & Co., Ltd., Paseo de Caro (P. & O.; B.I.).*
- VALETTA *See MAITA.*
- VALPARAISO *Geo. C. Kenrick & Co., Casilla 495 (N.Z. S. Co.).*
- VANCOUVER *The Cunard S.S. Co., Ltd., 622 Hastings Street West (P. & O.); The U. S.S. Co. of N.Z., 739 Hastings Street West.*
- VENICE *Pardo & Bassani, Via 22 Marzo N. 2414 (P. & O.; B.I.).*
- VIENNA *Thos. Cook & Son, 2 Stefansplatz (P. & O.).*
- VLADIVOSTOCK *Bryner & Co. (P. & O.; B.I.).*
- VOLO *A. Fianelli & Co. (K.M.).*
- WASHINGTON *Cunard Steamship Co., Ltd., 517 14th Street, N.W.; International Mercantile Marine Co., 1208 F. Street N.W. (P. & O.).*
- WEDJ *Ahmed Saleh (K.M.).*
- WEI-HAI-WEI *Cornabé, Eckford & Co., The Bund (P. & O.).*
- WELLINGTON *Johnston & Co., Ltd., Featherstone Street; Thos. Cook & Son, Ltd. (P. & O.); The New Zealand Shipping Co., Ltd. (Head Office); Wright, Stephenson & Co. (E. & A.); Union S.S. Co. of New Zealand, Ltd. (A.U.S.N.).*
- WIESBADEN *Born & Schottenfels, Kaiser-Friedrich Platz 3 (P. & O.).*
- WINNIPEG *The Cunard S.S. Co., Ltd., 270 Main Street (P. & O.).*
- YAMBO *Gellatly, Hankey & Co. (K.M.).*
- YOKOHAMA *Mackinnon, Mackenzie & Co. (Japan), Ltd., No. 1 C. Bund (†P. & O.; B.I.; E. & A.).*
- ZANZIBAR *Smith, Mackenzie & Co. (P. & O.; B.I.).*
- ZURICH *Thos. Cook & Son, 33 Bahnhofstrasse (P. & O.).*

P. & O. FLEET

NAME.	Tons Gross.	NAME.	Tons Gross.	NAME.	Tons Gross.
Alipore	5273	Maloja	20837	Rajputana	16568
Assaye	7396	Malwa	10980	Ranchi	16650
Bulan	1048	Mantua	10902	Ranpura	16601
Cathay	15104	Mata Hari	1020	Rawalpindi	16619
China	7952	Mirzapore	6715	Razmak	10602
Chitral	15248	Moldavia	16449	Redcar	1475
Comorin	15132	Mongolia	16504		
Delta	8087	Mooltan	20847		
Devanha	8155	Morea	10953		
Eston	1487	Nagoya	6854		
Jeypore	5318	Nagpore	5.83		
Kaisar-i-Hind	11430	Naldera	16088		
Kalyan	9144	Nankin	7058		
Karmala	9128	Narkunda	16302		
Kashgar	9005	Nellore	6853		
Kashmir	8985	Novara	6989		
Khiva	9185	Nyanza	7023		
Khyber	9114	Padua	5907		
Kidderpore	5334	Perlin	7648		
Lahore	5252	Peshawur	7934		
Macedonia	11120				

P. & O. SERVICE TO

AUSTRALIA

via the CAPE

Ballarat	15033
Balranald	13039
Baradine	13144
Barrabool	13148
Beltana	11167
Benalla	11181
Bendigo	13039
Berrima	11202
Borda	11199

BRITISH INDIA FLEET

NAME.	Tons Gross.	NAME.	Tons Gross.	NAME.	Tons Gross.
Angora (Turbine)	4298	Chakrata	5682	†Ellora	5201
†Arankola	4129	Chantala	3129	†Erinpura	5128
†Aronda	4062	†Chilka (Turbine)	4360	†Ethiopia (Turbine)	5574
Arratoon		Chindwara	5192	Gairsoppa	5237
(Hulk)	4510	Chinkoa	5222	Gamaria	5255
Australia	7526	Chyehassa	6317	Gambada	5307
Bamora	3285	†Coconada	3958	Gambhira	5257
Bandra	3284	Cranfield	5832	Gandara	5291
Bankura	3159	‡†Dalgoma	5953	Garada	5333
Barala	3148	‡†Domala	8441	Garbeta	5327
Barjora	3164	‡†Dumana	5427	Garmula	5254
Baroda	3172	‡†Dumra	2304	Gazana	5284
Barpeta	3283	‡†Durenda	7241	Gharinda	5306
†Bhadra	600	‡†Dwarka	2328	Goalpara	5314
Binfield	5181	†Edavana	5284	Gogra	5181
Canara	6012	†Egra	5108	Golconda	5316
Chakdara	3085	†Ekma	5108	Gurna	5248
Chakdina	3038	†Elephanta	5292	Haresfield	5299
Chakla	3081	†Ellenga	5196		

† Twin Screw.

‡ Motor Vessel.

All vessels fitted with wireless, save Bhadra.

BRITISH INDIA FLEET (*Continued*)—

NAME.	Tons Gross.	NAME.	Tons Gross.	NAME.	Tons Gross.
† Hatarana . . .	7522	† Modasa (Turbine) . . .	8986	† Sir Harvey Adamson . . .	1030
Hatimura . . .	6666	† Morvada . . .	8231	Sirsa . . .	5445
† Hatipara . . .	7764	† Mulbera (Turbine) . . .	9100	Surada . . .	5427
Hakhtola . . .	5852	† Mundra . . .	7275	† Tairea . . .	7933
Homefield . . .	5324	† Nagina (Turbine) . . .	6551	† Takada . . .	6949
Howra (Turbine) . . .	6709	† Nalgora (Turbine) . . .	6579	† Takliwa . . .	7936
Janus . . .	4824	† Nardana . . .	7951	† Talamba . . .	8018
† Karagola . . .	7053	Naringa (Turbine) . . .	6607	Talma . . .	10000
† Karapara . . .	7117	† Nerbudda . . .	7911	Tanfield . . .	4538
† Karoa . . .	7099	† Neuralia . . .	9082	† Tara . . .	6322
† Khandalla . . .	7018	† Nevasa . . .	9069	† Teesta . . .	6296
† Kistna . . .	1465	† Nirpura . . .	5961	Tilawa . . .	10006
† Kola . . .	1538	† Nirvana . . .	6021	Torilla . . .	5205
† Lady Blake . . .	1097	† Nowahera . . .	7920	† Varela . . .	4645
† Madura (Turbine) . . .	8975	† Nuddea . . .	7928	† Varsova . . .	4691
† Malda (Turbine) . . .	8965	Ormara . . .	4742	† Vaana . . .	4790
† Mandala . . .	8246	Orna . . .	4783	† Vita . . .	4691
† Manela (Turbine) . . .	8303	Ozarda . . .	4791	† Wangaratta . . .	7918
† Manora . . .	7888	Queda . . .	7766	Warfield . . .	6060
† Mantola (Turbine) . . .	8963	† Querimba . . .	7769	Winkfield . . .	5279
† Margha . . .	8278	† Quiloa . . .	7765	† Woodarra . . .	7998
† Mashobra . . .	8324	† Santhia . . .	7754		
† Masula . . .	7261	Shirala . . .	7841	BUILDING	
† Matiana (Turbine) . . .	8965	Sirdanha . . .	7745	— . . .	8500
† Merkara . . .	8285			— . . .	8500

† Twin Screw.

‡ Motor Vessel.

All vessels fitted with wireless, save Bhadra.

PASSENGER VESSELS
OF ASSOCIATED LINES

The New Zealand Shipping Company, Limited

NAME.	Tons Gross.	NAME.	Tons Gross.	NAME.	Tons Gross.
Rotorua . . .	12112	Orari . . .	9185	Turakina . . .	856
Hororata . . .	11243	Ruapehu . . .	9018	Tekoa . . .	853
Hemuera . . .	11158	Tasmania . . .	9008	Piako . . .	828
Ruahine . . .	10702	Rimutaka . . .	8997	Otaki . . .	797
Opawa . . .	9800	Kaikoura . . .	8780	Otarama . . .	775
Rurunui . . .	9243	Tongariro . . .	8729		

PASSENGER VESSELS (*Continued*)—

Union Steam Ship Company of New Zealand, Limited

NAME.	Tons Gross.	NAME.	Tons Gross.	NAME.	Tons Gross.
††Aorangi . . .	17491	*†Manuka . . .	4584	*†Atua . . .	3444
†Niagara . . .	18415	††Wahine . . .	4486	*†Navua . . .	2980
*†Makura . . .	8075	*†Moeraki . . .	4421	†Paloona . . .	2798
*†Tahiti . . .	7898	*†Tofua . . .	4345	†Mararoa . . .	2598
*†Maunganui . . .	7527	†Moana . . .	3915	††Tamahini . . .	1980
*†Marama . . .	6497	†Mokola . . .	3902	Wainui . . .	684
††Maheno . . .	5323	††Maori . . .	3488		

Other 55 Union Steamers variously employed.

§ Triple Screw. † Turbine. * Twin Screw. ¶ Diesel.
‡ Wireless Installation.

The Khedivial Mail Steamship and Graving Dock
Company, Limited

NAME.	Tons Gross.	NAME.	Tons Gross.	NAME.	Tons Gross.
Famaka (Turbine) . . .	5815	Belkas . . .	2727	Mansourah . . .	1432
Fezara . . .	5809	Boulac . . .	2467	Borulos . . .	1030
Abbasieh . . .	2784	Keneh . . .	1618	Ramleh . . .	494
Bilbeis . . .	2737				

The Eastern & Australian Steamship Company, Limited

NAME.	Tons Gross.	NAME.	Tons Gross.	NAME.	Tons Gross.
St. Albans . . .	4119	Tanda . . .	6956	Arafura . . .	5597

Australasian United Steam Navigation Company, Limited

NAME.	Tons Gross.	NAME.	Tons Gross.	NAME.	Tons Gross.
Knowna . . .	6942	Suva . . .	2229	Kuranda . . .	953
				Tay . . .	860

Hong-Kong and Brisbane.

Hong-Kong

640	Manila
1310	670 Sandakan
2760	2240 1850 Thursday Is.
3810	3170 2500 650 Townsville
4590	3950 3250 1430 750

Sydney and Vancouver.

Sydney

1264	Auckland
2412	1148 Suva
5148	3884 2736 Honolulu
6848	6205 4590 2339 Vancouver

Auckland and Southampton.

	Auckland
	6593 Panama
	7333 740 Curaçao
	10903 4310 3670 Southampton

Sydney and San Francisco.

Sydney

	Wellington
	2966 1736 Rarotonga
	3587 2357 Papeete
	7312 6082 4279 3658 San Francisco

Calcutta and Rangoon.

Calcutta

376	Chittagong
566	190 Akyab Kyook
642	266 76 Phyoo Sando-way
761	385 195 119
1108	732 542 466 347 Rangoon

Rangoon to Bassein 250 miles.

Madras and Singapore.

Madras

80	Pondich'ry
97	17 Cuddalore
149	69 52 Karikal
160	80 63 11 Negapatam
1430	1350 1333 1281 1270 Penang
1810	1730 1713 1661 1650 380 Singapore

Madras to Penang direct 1300 miles.



EXPRESS
PACIFIC COAST LINE, 1000 TONS AND UP - CLASSED OVER 1000 TONS AT GREATERTON

THE P. & O. COMPANY

THE man whom circumstance was presently to connect with the earlier aspects of the organisation known to-day as the Peninsular and Oriental Steam Navigation Company came into being as far back as February 1792, for in that year was born, at Lerwick in the Shetland Islands, Arthur Anderson, compounded of granite and salt, a true son of "Caledonia, stern and wild." Granite rather than grit must have been in his composition, salt too, or he had never won, on land and sea, through the obstacles which lay between his birth and his arrival, thirty years later, at a partnership in the firm of Willcox & Anderson, ship-owners, of No. 51 St. Mary Axe, in the City of London, a building which, long since demolished, stood hard by the site of the palatial offices (still in course of rebuilding) which to-day house the P. & O. and British India Companies.

The firm of Willcox & Anderson carried on a regular trade by means of sailing ships between London, Oporto, Lisbon, and Gibraltar, and was thus already well known in the chief entrepôts of the Portuguese

littoral. In 1832 Dom Pedro, the Governor of Brazil, emerged from his South American retirement to take up the cudgels on behalf of his daughter, the Queen of Portugal, and to re-establish in her realm the English form of government which he had initiated before his abdication. Arthur Anderson, fluent in Iberian tongues, and an ardent partisan of the young Queen, went to Portugal under the *nom de guerre* of Mr. Smith, and brought back, disguised as his at servants, two Portuguese officials, who, staying at Anderson's villa at Norwood, managed to raise in England the larger part of the funds necessary for Dom Pedro's campaign. Messrs. Willcox & Anderson fitted out one of their own sailing vessels as an ammunition carrier, and Anderson sailed in her to join the Portuguese naval squadron, which was commanded by Admiral Sir Charles Napier. Subsequent events served to overturn the government of the pretender, Dom Miguel, and in the following year (1833) to secure the young Queen on the throne of a reformed state.

Behind Messrs. Willcox & Anderson were Messrs. Bourne, the principal shareholders of the City of Dublin Steam Packet Company, three of whose vessels appear among the earlier advertised sailings, in 1834, of the Peninsular Service, managed by Messrs. Willcox & Anderson. Ships of other companies were also impressed, or rather hired, one from the St. George's Steam Packet Company and one

from the General Steam Navigation Company, which latter had been founded in the twenties of the nineteenth century, and which in these days, under Lord Inchcape's regime, has again become a factor of the P. & O. organisation. Thus the steamship service, from which proceeded first the Peninsular Company and then the P. & O. Company, was running as early as 1834, chiefly by means of chartered steamers. Of this time were the *William Fawcett*, built in 1829, and the *Royal Tar*. The *Iberia*, completed in 1836, was the first steamer especially built for the Line.

The services of Arthur Anderson were not forgotten by the Portuguese Royal Family, and the knowledge and influence which he had gained during the war were of signal help to his firm a few years later, when, having formed the Peninsular Service into the Peninsular Steam Navigation Company, he and his partner sought and obtained (August 22, 1837) from the British Government a contract for the conveyance of the mails between Falmouth and Gibraltar, with calls *en route* at Vigo, Oporto, Lisbon, and Cadiz. The mail contract services, consisting of three sailings a month from London and Falmouth, soon became a weekly one.

Three years later, by charter dated the 31st December 1840, the Company assumed the title, by which it is known to-day, of "Peninsular and Oriental Steam Navigation Company." In the interval its lines of communication had been extended to Malta

and Alexandria, and the way paved for the important trade to India and Australia via the Isthmus of Suez, of which the addition to its name of the word "Oriental" was the portent. In 1842 the P. & O. Company embarked upon a mail contract service to India. The dispatch, in 1842, of the *Hindustan* to the Indian station was followed by the allocation to the Eastern services of other vessels in relatively rapid succession. These voyages to station were sometimes conducted in a way which, though seamanlike, would to-day be thought highly unorthodox. It is curious to read the instructions issued to a commander to navigate a new steamer round the Cape under sail with her paddles unshipped, thus, as a matter of prudent ownership, lessening the cost of the voyage. It must be added that the neophyte was escorted by another of the Company's vessels bound to the same Eastern station and proceeding under easy steam.

By 1844 the Company had accomplished sufficient pioneer work to enable it to extend its mail services to Ceylon, Madras, and Calcutta, with a branch service from Ceylon to the Straits and China. The way via Suez was then, and for many years after, distinguished as "The Overland Route." Coal for the Eastern stations went out via the Cape in sailing brigs; that for Suez was sent by sailing vessel to Alexandria, thence by the Mahmoudieh Canal to Cairo, and thence by camel train across the desert to

Suez. Caravans numbering more than 3000 camels were needed to transport the cargo of a single steamer between Suez and Cairo, but the merchandise carried—indigo, tea, silk, and precious metals—was of a kind and value to make this expensive form of transport practicable. The trade thus handled by the P. & O. Company sometimes attained an annual value of forty millions sterling. But even with the high freights then ruling, the services would have been commercially impossible of maintenance and improvement without the subsidies earned under the mail contracts; the successive contracts to Gibraltar, to Alexandria, to Calcutta, and the extension from Ceylon to Shanghai involved annual subventions totalling £225,000. But on the most expensive route—Suez to Calcutta—the working costs per mile were fully fifty per cent below those of the slower and less commodious fleet which the Honourable East India Company continued to run for the carriage of the mails between Bombay and Suez. In 1854 the Bombay mail service passed from the hands of the East India Company to those of the P. & O. Company, which then, by a series of contracts which had in every case passed the ordeal of public tender, became the sole trustee of the British mail services to the East. Steam communication with Australia, by means of a branch line from Singapore, had been inaugurated by the Company in 1852.

The great and adverse change in the Company's

fortunes which arose from the opening to the whole world of the shorter Eastern trade route, as a consequence of De Lesseps' piercing of the Isthmus of Suez, followed shortly on the return from the Company's China station of Sir Thomas Sutherland, who, from then becoming an assistant manager, rapidly found his way to the Company's board-room, and in no long time became its chairman, a position which he continued to fill until his retirement from active business life in 1914. The opening of the Suez Canal in 1870 synchronised with the practical adoption of the compound engine as the motive power of the mercantile marine. Thus the elaborate organisation built up by the Company in connection with its "overland" trade became, from the one cause, almost valueless; and its fleet, in which was sunk an immense capital, was, from the other cause, rendered practically obsolete. With indomitable courage the directors set to work to revise the Company's financial resources and to create a new fleet, and this in the face of reduced, and at one time vanished, profit. Their difficulties were not lessened by the obstinate refusal of the Post Office to allow the mails to be transported through the Canal. While their rivals were reaping the full advantage, in time and lessened cost, of the new waterway, they were forced to continue the transit of the mails by land between Alexandria and Suez; and this objection was not finally overcome until the year 1888, when the Canal had

been eighteen years in existence. By that time the Company's fleet had again begun a process of transformation by the construction of the four vessels *Arcadia*, *Britannia*, *Oceana*, and *Victoria*, known as "the Jubilee ships," from their having been projected in the fiftieth year of the late Queen Victoria's reign, which was also the fiftieth year since the formation of the corporation under its original title of the Peninsular Company.

The quarter of a century which followed was a period of continuous advancement in the character and dimensions of the P. & O. passenger and mail steamers. The "Victoria" class, of about 6500 gross tons, was succeeded by the *Australia* and *Himalaya*, of 7000 tons, and the *Caledonia*, of 7500 tons, these again by the five ships of the "Persia" class, of 8000 tons. Then came the *Moldavia* and her successors of the "M" class, including the *Kaisar-i-Hind*, ten vessels averaging about 10,500 tons. The next mail steamers, *Naldera* and *Narkunda*, marked a leap in size and design. Projected in 1913, they were, owing to the exigencies of the war, not brought into normal service until the spring of 1920. These vessels are of 16,000 tons gross measurement.

The building programme has since been continued with such activity and speed as was permitted by unsettled labour conditions. In March 1923 the *Mongolia*, of 16,500 tons, a roomy mail and passenger steamer for the Australia service and a sister in

general design of the *Moldavia*—completed a few months earlier—was added to the fleet. In September the *Mooltan* and in October the *Maloja*, both for the Australia line and each of 21,000 tons gross, were put in commission. More recently eight additional mail and passenger vessels have been completed—the *Rajputana*, *Ranchi*, *Ranpura*, *Rawalpindi*, and *Razmak*, the last-named of 10,600 tons, the other four each of 16,600 tons gross, all for the India mail and passenger services; and the *Cathay*, *Chitral*, and *Comorin*, each of 15,100 tons gross, for the Australia mail and passenger services. The *Rajputana*, *Rawalpindi*, and *Razmak* have been built at Greenock by Messrs. Harland & Wolff, Ltd.; the *Cathay* and *Comorin* by Barclay, Curle & Co. The *Ranchi* and *Ranpura* (Hawthorn, Leslie & Co.) were finished in the spring and autumn respectively of 1925; the *Chitral* (Alexander Stephen & Sons) about the same time as the *Ranpura*. The vessels named represent an addition to the P. & O. fleet of over 196,000 tons, bringing the aggregate for the entire fleet to 576,766 tons.

In May 1914 negotiations were begun for the fusion of the P. & O. and British India Companies, and this fusion became effective at the close of the year, when Sir Thomas Sutherland, after thirty-four years' occupancy of the presidential chair, was succeeded by Lord Inchcape as Chairman of the joint and identical boards of the two Companies.

Some account of the war services of the two Companies, and of those corporations which, during the war period, became their associates, has been given in a recently published volume.¹

It will, however, be appropriate to summarise here the alliances above referred to. In June 1916 an amalgamation was effected with the New Zealand Shipping Company and its associate, the Federal Steam Navigation Company. A year later there was acquired for the P. & O. Company a representative interest also in the Union Steam Ship Company of New Zealand, and this was shortly afterwards followed by the purchase of the Hain and Mercantile Steamship Companies respectively, and the enterprise of Messrs. James Nourse, Limited, a line of steamers running between Calcutta and the West Indies. In the following year, 1918, the group was further strengthened by closer association with the Line which had for many years alternated with the P. & O. Service in maintenance of the weekly mail transit to and from Australia. In 1919 the Australasian United Steam Navigation Company, a subsidiary of the British India Company, acquired control of the steamers and trade of the Eastern and Australian Steam Navigation Company, which operates a regular service of steamships between Australia, China, and Japan via Manila. This again was followed in the same year by the

¹ *Merchant Adventurers, 1914-18*, by F. A. Hook. 10s. 6d. Illustrated. (A. & C. Black, Ltd.)

inclusion within the group's interests of the Khedivial Mail Steamship and Graving Dock Company, thus linking up the trade of the Levant and of a series of Red Sea ports with the trunk-line routes of the other Companies. Finally, there has been added to the group the General Steam Navigation Company, from which Company, as has been shown, was received, as far back as 1834, one of the steamers with which the old Peninsular Service commenced its regular operations.

These successive alliances have produced a single traffic system which touches every considerable port of the British Empire, and provides three distinct world-encircling main routes embracing India, China, Australia, New Zealand, and the Americas, with access over most of the by-ways of travel and commerce throughout the globe.

The shipping owned by or associated with the P. & O. and British India Companies totals to-day two and a half million gross register tons ; and one may confidently express the opinion that to have brought these former friendly rivalries into a state of complete co-operation, with interchangeability of passenger tickets and steamship services, has presented to the travelling public a series of advantages the value and convenience of which will be more and more perceived as time advances.

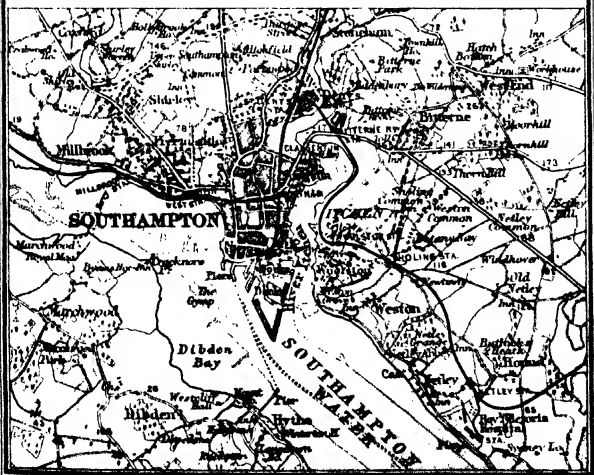
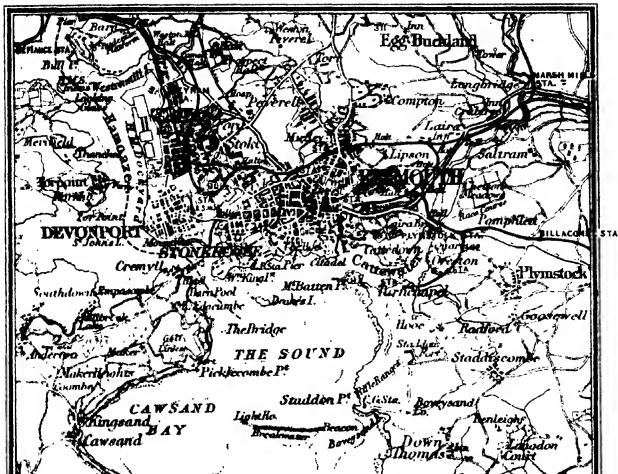
THE P. & O. HOUSE-FLAG

The origin of the P. & O. Company's house-flag is sometimes a subject of inquiry. The foregoing short history recalls the service rendered in 1832 by Messrs. Willcox & Anderson, the Company's forebears, to the Queen of Portugal. The first association of Messrs. Willcox & Anderson with Portugal was of earlier date, as their vessels, sail or steam, had for some years previously been regularly plying between Falmouth, Lisbon, Cadiz, and Gibraltar. It was from these early connections with the Iberian Peninsula that the house-flag was evolved. The luff or inner side of the Portuguese royal flag was blue, the outer half being white; superimposed in the centre of the flag were the Portuguese royal arms. From this flag were derived the blue and white triangular upper quarterings of the house-flag, the red and yellow of the flag of Spain furnishing, by adoption, the colours which fill the lower triangle. The earliest extant representations of the flag show some divergence from the form in which it is known to-day. In contemporary pictures of the *Royal Tar* (308 tons, built 1832), *Jupiter* (610 tons, built 1835), and *Braganza* (688 tons, built 1836) the flag is shown as a pennant, with the yellow quartering at the top, flown by the two earlier vessels at the fore and by the last-named at the main.

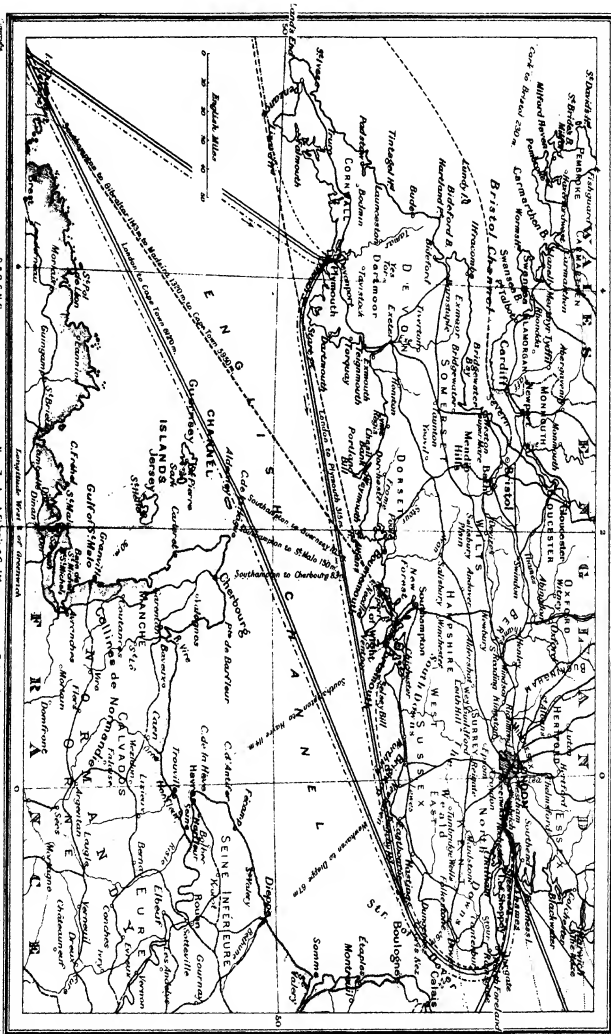
The picture of the *Braganza*, above alluded to, shows the gun ports on the lower deck, and similar

ports opening outwards from the main saloon beneath the poop; and it may be recalled that the earlier contracts for the carriage of mails were made not with the Post Office but with the Admiralty. Under the contract of August 22, 1837, made between the Admiralty and Richard Bourne on behalf of the "Peninsular and Oriental Steam Packet Company," it was stipulated that an officer of His Majesty's Navy should be carried on board the mail packets as agent of the Government. In the contract of August 26, 1840, it was a condition that the ships by which the service was to be carried on should be constructed "to carry 4 guns of the largest calibre now used in the Navy." It was a part of the mail contract of January 1, 1853, that ships over 1110 tons, driven by paddle wheels, were to be fitted for carrying and firing one 10-inch piece at the bow, and, as a stern pivot, one 32-pounder, and four 32-pounders as a broadside; while screw-driven ships of 1100 tons and upwards were to carry, and did, eight 32-pounders. Later contracts made with the Post Office contained no stipulations as to guns, the practice of carrying which in the Eastern mail steamers thus fell into disuse. But the P. & O. steamers continued to carry heavy stands of small arms. In the Red Sea and China Seas ships were for a long time liable to be attacked by pirates, especially in the event of temporary stoppage through accident to their machinery.

With the lengthening of the P. & O. routes and the



ENGLISH CHANNEL



P. & O. S. S. Co. Ltd.
British India S. Co. Ltd.
New Zealand Shipping Co. Ltd.
Union S. S. Co. Ltd.
Orient Line
Other Connections

Scale of Vertical Distances in Feet



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extension to India, China, and Australia of the Company's obligations, the connection with Iberian ports, save Gibraltar, came to an end. But in the house-flag a continual reminder survives of the days when the little steamers of the line first began to ply across the Bay, carrying mails, passengers, or cargo to Portugal and Spain.

THE BRITISH INDIA COMPANY

As early as 1826, at the time when the General Steam Navigation Company had established its pioneer services around the British coasts, and the firm of Willcox & Anderson was engaged in building up the trade with Portugal, from which the P. & O. Company was presently to be evolved, a steamship service between Calcutta and Burmah had been initiated by means of the *Enterprise*, a new wooden paddle steamer of 479 tons register, built at Deptford especially for the purpose of inaugurating steam communication with India, and which had arrived at Calcutta, via the Cape, on December 7, 1825.

This vessel was almost immediately purchased by the Indian Government, and was for some time employed carrying dispatches between Calcutta and Rangoon, the East India Company being at that time engaged in the first Burmese War. With the close of the war and the prevalence of relatively settled conditions, other vessels were not long in finding their way to the Calcutta-Burmah route, which may be considered to have been the pioneer steam trade of the Eastern hemisphere. An irregular

service of doubtful efficiency was in this way maintained for more than twenty-five years, but the need for a first-class line for the carriage of mails, goods, and passengers between Calcutta and Burmah had, by the year 1854, become so urgent that the East India Company made known its desire to receive proposals for a mail contract service. Some years earlier Mr. Mackenzie had established himself in a general merchant's business in one of the smaller towns up the Ganges; his business rapidly increased, so that he was soon in need of a helper, and to him there came, also from Scotland, William Mackinnon, a young man who had received his early mercantile training in Glasgow. In a short time the business had been doubled, home connections established, the coastal maritime trade had been embarked upon, and by the time the East India Company mooted the Burmah mail project the firm of Mackinnon, Mackenzie & Co. was well established in Calcutta, where Mr. Mackinnon was already recognised as a man of exceptional ability, sagacity, and integrity. No surprise was, therefore, caused when it became known that he had made a bid for control of the new enterprise, and had obtained the contract. The necessary capital was quickly forthcoming, chiefly from among his own friends in Calcutta and Glasgow, and two small steamers, the *Baltic* and the *Cape of Good Hope*, were purchased and sent out to India round the Cape.

By the spring of 1856 the Calcutta and Burmah Steam Navigation Company had been formed to work the contract, and a fortnightly mail and passenger service established between Calcutta, Akyab, Rangoon, and Moulmein. It was interrupted in the following year by the outbreak of the Mutiny, when, the two vessels having been chartered as transports, the Company rendered its first special service to the Government by bringing up from Ceylon to Calcutta half the old 35th Regiment, the first reinforcement of European troops to reach India from the outside world. Improving trade with Burmah soon induced an enlargement of the Company's resources in tonnage, and the *Burmah*, 900 tons, was contracted for, and reached Calcutta in 1858. The earlier ships had proved unsatisfactory; but the experience of their two years' running had not been thrown away, and the design and detail of the new vessel met with general approval. Next year, by means of a purchased vessel, the *Governor Higginson*, coastal traffic between Madras and Calcutta was opened up; but was found, without subsidy, to be incapable of sustenance, and temporarily abandoned. The *Cape of Good Hope* had, meantime, been run down on the Hooghly by one of the P. & O. Company's steamers and rendered unfit for further service, and a new steamer, the *Calcutta*, wrecked on the Wicklow Bank fifteen hours after leaving the Clyde.

At this juncture Mr. Mackinnon returned to England



R. 1000 K. 1000 K. 1000

THE PAGODA STEPS, RANGOON.

to raise further capital, and, always with projects of extension in his mind, purchased the *Rangoon*, then building, and contracted for two other vessels, the *Coringa* and *Moulmein*. With these vessels the Burmah trade was soon firmly established, and in 1861-62 Mr. Mackinnon returned to Calcutta. with the view to renewing the first contracts and inaugurating a general system of steam communication over the whole of the Indian littoral, with extensions to the Persian Gulf on the one hand, and, on the other, to the Straits of Malacca and Singapore. The project was a daring one, and at first met with only partial support, but, backed by the far-seeing wisdom of Sir Bartle Frere, then a member of the Supreme Council of the Government of India, it was eventually accepted in its entirety. It is difficult to overestimate the importance of this bold and comprehensive policy in its effect upon the coastal and external trade of India. Its attendant consequences to the Anglo-Indian mercantile community must have been immediately beneficial and considerable, for the existing trade was congested, and its development already impeded for want of adequate local transport, a fact of which none was more keenly aware than Mr. Mackinnon himself. The contract is among the most significant of contemporary documents in the archives of British India, for, besides providing, among other duties, for the conveyance of troops and stores (at a mileage rate), and thereby permitting the Government to dispense

with several of its transports, it included conditions for a fortnightly steamship service between Calcutta, Akyab, Rangoon, and Moulmein; monthly services respectively to Chittagong and Akyab; to Singapore, via Rangoon and Moulmein; from Rangoon to the Andaman Islands; and from Madras to Rangoon; a fortnightly service between Bombay and Karachi; and a service every sixth week to the Persian Gulf. Incidentally, it committed the Calcutta and Burmah Steam Navigation Company to maintain at all seasons of the year communication with ports on the coast of India, which had been up to that time considered unapproachable during the stormy monsoons. Of the four ports of call in the Persian Gulf, only two possessed European residents, and these latter were Government officials; moreover, during several months of the year it had been customary to suspend all shipping trade in the Gulf, in some parts of which, and in the Malay Peninsula and Straits Settlements, life and property were insecure, piracy was rampant, and trade hardly known to exist. Obviously, the Company had to face a difficult and intricate problem of close organisation over a widely scattered area; its position to-day proves how effectively these pioneer difficulties were overcome.

By the end of 1863, when the fleet comprised seventeen steamers in commission and four building, the Company's much widened sphere demanded a change of name, and, with the formal sanction of the Board

of Trade, the Calcutta and Burmah Company became the British India Steam Navigation Company, Limited. The Company, notwithstanding its growing strength, was not without adversities. In 1862 the Indian seas took toll of its fleet, but an early result was an accretion of new tonnage to repair the losses, and a consequent increase of that efficiency which has ever been a characteristic of its enterprise. In the next year two newly formed companies, each with a capital equal to that of the B.I. Company, assailed that Company's operations at nearly every point, only, after a few years, to disappear, leaving the public services of the B.I. Company unimpaired.

By 1864 the Persian Gulf service had become a monthly one, and the former monthly service between Calcutta and Bombay had been made fortnightly. Two years later the Company contracted, under an arrangement with the Dutch East India Company, to take up the mail service of the Dutch East Indies for a period of ten years. As one condition of this contract was that the vessels to be employed should fly the Dutch flag, it could not be carried out by a company of British constitution, and the Netherlands India Steam Navigation Company was, therefore, formed, with practically the same board of directors and the same proprietors; twenty years later the Netherlands Company, which had continued to work in a close interchange of traffic with the B.I. Company,

owned a fleet of thirty-three steamers, aggregating 41,000 tons, trading extensively among the islands of the Eastern Archipelago. The more exclusive development of Dutch colonial policy brought the Netherlands Company, in the full tide of its activities, to an end some years later.

The year 1869, which was to inaugurate a critical chapter of the Company's history, found it possessed of a fleet (excluding the Netherlands India Company's vessels) of twenty-five steamers, of which the largest was the *Dacca*, of 1800 tons gross register ; its services had continued to operate with regularity, its expansion had been continuous, and the future seemed to hold no menace. At the extremities of its lines other steamship enterprises tended to contribute to, rather than compete with, its trade. The Euphrates and Tigris Company's steamers were already plying, under the agency of Messrs. Lynch Bros., between Busreh and Baghdad. The Baghdad Railway, via Mosul and Aleppo—to-day, still incomplete—had even then been projected, and from its proposed sub-terminal at Alexandretta the Messageries Imperiales Line was running steamers to French ports. From Singapore sea communication with Bangkok, now a part of the British India Company's itinerary, was maintained by "The King of Siam's Line." The P. & O. and B.I. Companies were already working in a close and friendly association, which endured for forty-five years, and was not rendered less intimate

nor of lesser public value by the fusion of the two companies under Lord Inchcape's chairmanship in 1914-15.

The opening of the Suez Canal in November 1869, and the simultaneous universal acceptance of the compound engine as the most effective agent of marine propulsion, combined to make the Company's large fleet of steamers, pending conversion of their machinery to the new system, a source of weakness in the face of a horde of competitors, whose up-to-date ships now invaded Indian waters—hitherto regarded almost in the light of private preserves. The British India Company made haste to supply the defect. Their steamer *India*, on her way home for new machinery and boilers, lay at Suez awaiting the opening of the canal, and was the first ship to arrive in London by the new route with an Indian cargo. In rapid succession there followed, homewards, other B.I. vessels destined for similar internal refits. Simultaneously the Company continued to add new and larger steamers to its fleets, thus meeting the growing requirements of its far-flung trades.

An important innovation, which occurred shortly after the opening of the Suez Canal, was a regular service of B.I. steamers between London, Red Sea ports, and the Persian Gulf, with calls at Lisbon, under a contract with the Government of Portugal for carriage of the mails to and from Portuguese East Africa. The new line opened up to British enter-

prise trade centres on the Arabian and African coasts of the Red Sea hitherto almost unknown, at the same time placing these ports in direct communication with the Persian Gulf and East Africa. Its immediate and damaging effect on the slave trade of the Red Sea and the Gulf had been anticipated, and was countered by local reprisals in the shape of quarantine of such severity as to make the continuance of the line, in the absence of effective governmental protection, a matter of impossibility. For a time, therefore, this branch of the Company's activities became intermittent, although communication with Zanzibar continued to be maintained by a monthly service from Aden, in connection with the London mail steamers. To the community of Zanzibar, the opening up and continuance of regular traffic with the outside world was a boon; and the further establishment by the B.I. Company, in 1889, of a direct through service from London to Mombasa and Zanzibar can have been no less appreciated.

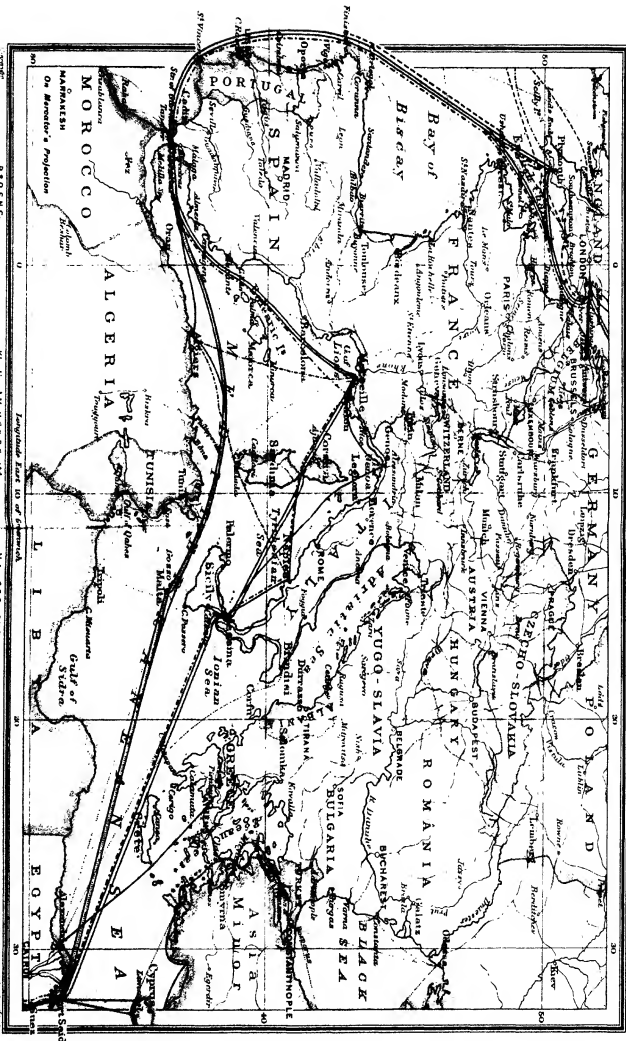
In 1873, under a fresh ten-years' contract with the Government of India, nearly all the existing lines were doubled in frequency. In 1874 there arrived in Calcutta Mr. James Lyle Mackay, now Viscount Inchcape, whose influence on the Company's later destinies no one, save, perhaps, himself, could then have anticipated, and the immense value of whose later services to British shipping and the Empire's trade cannot yet be fully estimated.

It was impossible, once the Suez route was thrown open, that the Company's operations should be confined to the waters east of Suez; and the Red Sea-Persian Gulf line, above alluded to, was speedily converted into the fortnightly through service between London, Bombay, and Karachi, which, save for the interregnum of war, has continued to the present day; in 1876 the Company's most important trunk line, London to Colombo, Madras, and Calcutta, was inaugurated. This was followed by the acceptance from the Queensland Government of a contract to run steamers once a month from London via Torres Straits to Brisbane and intermediate Queensland ports, a service which was begun in February 1881. This undertaking at the outset caused no small anxiety to the directors, for it was then the longest mail service in the world, and involved an intricacy of perilous navigation through the Java Seas and Torres Straits, added to which the existing trade was insufficient, and its possibilities problematical; indeed, the earlier sailings produced, out and home, barely sufficient cargo for ballasting, and hardly any passengers. Low rates of freight and passage money resulted, however, in a speedy increase of traffic, and within two years extra fortnightly non-contract steamers had to be provided to meet the expanding trade. The forward policy of the Queensland Government and of the contracting company were then amply justified, and the line's creation had one

most outstanding effect in the rapidity with which the broad lands of Queensland became peopled by immigrants of British birth. But the Queensland service was not viewed with favour by the Southern Colonies, and the established Australian coasting services, by carrying European goods and passengers at favourable rates from Queensland ports for transhipment at Sydney, endeavoured to starve the new enterprise of homeward traffic. The B.I. Company thereupon established a coasting service of its own, known as the Queensland Steam Shipping Company, to serve the small unscheduled Queensland ports, and to provide homeward business for their liners. This move and the opposition from which it proceeded had important consequences. As far back as 1867 the Australian Steam Navigation Company had, after a fierce, devastating, and prolonged rate-war, absorbed its adversary, the Queensland Steam Navigation Company, founded in 1861 especially to oppose it. The Australian Company, from having been the B.I. Company's chief competitor on the coast, made proposals in 1886, which were accepted, for the sale to the latter of its entire fleet of twenty-seven steamers, its name and goodwill; and thus, by amalgamation with the Queensland Steam Shipping Co., was formed the Australasian United Steam Navigation Company, which is known to-day as one of the foremost shipping corporations of the Southern Pacific.

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the Company's war services. As stated above, almost at the moment of its birth it was called upon to furnish transport in connection with the Indian Mutiny. In the Abyssinian War of 1857-63, the Russo-Turkish War of 1878, the Zulu War of the following year, in the Transvaal War of 1881, the Suakim Expedition of 1885, the Persian Expedition of 1888, the Uganda Rising of 1897, the Sudan War and the Expedition for the occupation of Crete in 1898, its vessels were employed in the conveyance of troops, horses, and stores. In the South African War, 1899-1901, thirty-seven of its steamers were engaged in the transport service ; at the outbreak of that war it was by British India steamers that there arrived in South Africa the Indian contingent, which was probably the means of saving that Colony for the Empire. In the China Expedition of 1900-1, thirty-nine steamers were engaged as transports. The year 1901 also saw its ships assisting in the expeditions to Gambia and Somaliland. In the first ten weeks of the World War, 1914-18, no fewer than sixty ships of the B.I. Company, flying the Blue Ensign of the Indian Government, left Indian ports with troops, equipment, and land transport for various war areas. At one time, in Eastern waters alone, no fewer than seventy of its steamers were simultaneously under charter to Government. In all, one hundred and twenty of its vessels were engaged by the Indian or Home Governments for various periods and purposes during

the War and the months following the Armistice. Twenty-one of the Company's steamers were destroyed by enemy action, and in these ships, from the same cause, seventy-five members of the several crews lost their lives. Ten of the Company's officers or administrative officials were killed in naval or military action, and among these was Mr. William Mackinnon, a member of the Board, and a namesake and descendant of the Company's founder.

The Company's present trade itinerary may be said to have been built up during the first three decades of its existence, save that the respective lines have since linked up new ports as occasion required, and that the demands of the lines for additional ships of larger tonnage have always been met or anticipated. Post-war developments have included the establishment of a direct monthly line to India from northern continental ports, and a line from Sabine in the Gulf of Mexico to New Zealand and Australia,

The British India Company's building programme has ensured a steady increase in the passenger capacity of the fleet. In 1924 the British India Company added to its fleet, on their completion, the motor vessels *Dalgoma* and *Dumana*, of 5953 and 8427 tons respectively; the *Khandalla*, a twin-screw steamer of 7018 tons gross; the *Naringa*, a turbine vessel of 6607 tons, and the *Talma*, a steamer of 10,000 tons gross measurement. More recently eight further vessels have been constructed—the

Tilawa, of 10,000 tons; the *Tairea*, *Takliwa*, and *Talamba*, each of 8000 tons; the *Kistna*, 1465 tons; and *Kola*, 1538 tons. Two vessels not yet named, each of 8500 tons, are at present under construction. These vessels represent 93,000 additional or replacement tons in the British India Company's fleet. Thirty years ago the Company owned seventy-four steamers of 141,457 tons gross register; its present fleet consists of 127 vessels (of which two are building) of a total gross register of 756,654 tons, and of these sixty-one are passenger vessels of the highest class and appointments. Its activities embrace to-day all the considerable ports of the tropics lying between the parallels of Suez and Singapore, besides the principal ports of Siam, Borneo, China, Japan, and Australia, and it may be claimed that no single shipping corporation in the world disposes of public services more varied or ramified than those of the British India Company.

EGYPT

By R. TALBOT KELLY

PROBABLY few countries contain in the same degree as Egypt so much of inherent picturesqueness with that historical glamour which combine to render the "Land of the Pharaohs" the most abiding of the world's touring-grounds.

From the earliest days Egypt has been more or less the pivot around which the history of civilisation has revolved, drawing to it the greatest of contemporary intellects, and in its turn exercising an influence upon the development of literature, science, and the arts all the world over.

At no time has it proved more attractive than to-day, and year by year travellers flock to Cairo and the Nile valley in steadily growing numbers; and though each year witnesses the erection of increasingly large and sumptuous hotels, the cry is still for greater accommodation in order to meet the requirements of the ever-increasing influx of visitors.

What is it, it may be asked, that attracts so large a number of people of varied nationality and widely

differing temperament? It is difficult to say; yet every one, of whatever nation or station in life, is charmed, and few there are, I imagine, who leave Egypt without regret, or would not willingly repeat their visit. The fact is that Egypt supplies something to excite the imagination and appeal to the particular taste of each individual, while all, of whatever predilection, succumb to the charm the very light and air impose upon those who have the privilege to enjoy them.

Means of access are easy, and the P. & O. and British India Companies, by their alternative routes of London and Marseilles to Port Said, offer every facility to intending visitors, and a very few days now suffice to exchange the murkiness of a London winter for the sun-bathed Orientalism of Cairo.

The history of Egypt may be broadly divided into two great periods: the period of antiquity, full of Biblical association, and glorious in its monumental records; and its romantic middle ages, which witnessed the origin and growth of Mohammedanism and the creation of a new literature of which the *Thousand and One Nights* is a poetic example.

To these great periods might not unreasonably be added a third, the present-day aspect of the country, notable for its rapid development in commercial prosperity and the execution of those masterpieces of engineering skill which have already added so materially to the wealth of the country.

This latter aspect must strike every one who lands at Port Said, itself a most curious product of the Suez Canal. Built in the sea, upon a mud-bank formed of canal debris, its very existence is its most interesting feature, for, with the exception of the handsome and striking offices of the Suez Canal Company, the town is devoid of architectural feature, while its population is hybrid, and, though not without a certain picturesqueness, is not typically Egyptian.

From the moment of leaving Port Said for Cairo, every mile of the journey discloses something of interest. At the outset the line runs along the Canal bank, and as steamer after steamer is passed, one realises the vast importance of this artificial waterway, and how immense is the scale of a work which in its day was probably the greatest engineering feat ever carried to a successful conclusion! At frequent intervals are the "Gares," or stations, pretty buildings the red roofs of which shine in the sunlight from among the dark foliage of the tamarisks and palms which surround them. Far away to the east and south, over the desert across the Canal, a perpetual mirage gleams, and on the right, through the belt of feathery reeds, pine, and eucalyptus, thousands of pelicans and wild duck may be seen fishing the placid waters of Lake Menzala. Passing through Ismailia, deeply bowered in green foliage against the intense blue of Lake Timsah, the line is surrounded by pure desert, to which a passing Bedawi on camel-back, or an

occasional flock of sheep or goats, lends the necessary touch of local colour ; their shepherds are Ishmaelites, wild-eyed and quaintly garbed, untouched since the days of Abraham, untamed and untamable ! Presently our arrival at Kassassin reminds Englishmen of the time, forty years ago, when the intervention of Great Britain in the affairs of Egypt may be said to have given birth to its modern period, and all now eagerly look for what remains of the earthworks and cemetery of Tel-el-Kebir. The latter is beautifully kept, while time and desert winds have so far failed to destroy Arabi's entrenchments.

Now our train is speeding through the land of Goshen, and one's thoughts travel backward to the early days of the world's history. Very fertile and pretty is the country ; farms and villages are dotted all over the plain, freely tree-grown, and everywhere alive. From the train almost every phase of farm and domestic life may be observed, and, as a contrast to the simple pastoral nature of the scene, at Zagazig and elsewhere huge cotton-ginning mills spring up to remind one that Egypt is progressive and up-to-date.

Finally, and simultaneously, after passing Callioub, far away towards the sunset, the Pyramids of Gizeh appear dimly above the palm trees, and, on the other side of the line, almost ahead, the Citadel of Cairo rises like a softened silhouette against the warm evening sky. Truly this is a remarkable journey, in which every historical period of Egypt is represented,

a fitting introduction to a country which the writer has elsewhere felt impelled to call "the world's wonderland" !

Cairo has changed greatly since 1882, and it is inevitable that, in a country so closely in touch with Western civilisation, much that was picturesque in custom, costume, and building should succumb to the exigencies of modern improvement ; and while the formerly primitive native shops have in many cases been supplanted by plate-glass fronts displaying vulgar crudities of European production, in the once "garden city," which constituted the west end of Cairo, huge hotels and commercial buildings have replaced the one-time delightful semi-arabesque residences of the Pashas, whose shady gardens have been transformed into city streets. Here, in the hotels, the social life of modern Cairo is in full swing, in its exuberant gaiety of itself sufficient to render Cairo attractive to many !

Leaving "Hotel-land" behind, however, what a rich field of investigation Cairo proper affords ! Practically from the moment the visitor traverses the Opera Square, and precipitates himself, on donkey-back, into the throng which surges in the Muski, an enormous area of native quarters lies before him, whose miles of streets are entirely Oriental, and whose passengers represent in all their purity those types and individuals we have learnt to know so well in the fascinating pages of the *Arabian Nights*. Here

one can roam at will finding pictures everywhere, buildings of the greatest interest to examine, the various street episodes to throw a side-light upon native character and custom, and in many delightful bazaars the supreme enjoyment of the lengthy process of bargaining for some curious trifle, to the accompaniment of tea or Turkish delight. After over thirty years of intimate acquaintance with Egypt, I still acknowledge myself to be just as fascinated with the streets and bazaars of Cairo as on that memorable occasion when their glory first unfolded itself before me.

With the exception of one or two remote corners of Fostat and New Babylon, the streets of Cairo are perfectly safe for Europeans, much more so indeed than in any European city of equal size ; and, as a matter of fact, my experience is that the native is always most civil and obliging. I could tell many tales of kindly offices rendered to myself and others in the streets, and in Cairo even religious fanaticism would appear to undergo a mollifying influence.

Bazaaring in Cairo is a very fascinating pursuit, especially when carried on in the cool precincts of the Khan Khalili or Persian Bazaar. Very attractive also are the jewellers' and spice bazaars, and, perhaps most Oriental and most pictorial of all, the tent-makers' bazaar near the Bab-Zuweyla. But after all the chief glory of Cairo lies in its streets, glowing as they are with rich colour and strongly contrasted

effects of light and shade, and often dignified by noble buildings of historic interest. Many of the streets are simply tortuous lanes, too narrow to permit of vehicular traffic ; others, such as the Sharia Gamamis, Sharia Bab-el-Wazir, El Gamalich, etc., are spacious thoroughfares. All are thronged by pedestrians whose bright costumes vie with the gaily coloured stuffs in the shops, which, with the street cries and the various incidents of trade or salutation, combine to present in an ever-changing panorama the life of the people ; while overhead, in the carved stonework of mosque or private dwelling, is recorded the history of Cairo in the Middle Ages.

Few streets are without one or more of those beautiful "Sebeels" or public fountains, the wrought-iron grill and highly ornate cornice of which render them so prominent a feature of street architecture. The upper story is a school, the buildings having been erected and endowed as an "act of grace" by devout Moslems centuries ago. More particularly, however, the visitor will be struck by the number and beauty of the mosques, and it is said that the devotee may pray in a different one each day throughout the year without completing the circuit of those provided for him. Many are of very handsome exterior, and every visitor as a matter of course "does" a few of the principal ones. But how many of those who visit and admire them have any real appreciation of their antiquity and architectural value ?

Yet the Mosques of Amr, Ibn Tulun, and El Azhar (the university mosque) antedate the Norman Conquest of England, and before Westminster Abbey was erected the sweet notes of the Muezzin's call to prayer floated softly downwards from the tall minaret of Ibrahim Agha, to mingle with the street cries below and lose itself in the incense-laden air.

There is an interesting parallel between the rise and development of Gothic art in Europe and that of the Saracens in Egypt, and although the earlier mosques are considerably older than our own cathedrals, the later and more decorated period was more or less contemporaneous with our own. Thus Beverley Minster corresponds in date with the Sultan Hassan Mosque in Cairo, while the ornate beauty of Kait Bey has its contemporary counterpart in the choir of York Cathedral. Each phase of Gothic in this country has a corresponding expression in Saracenic, and it may help many to a better appreciation of the latter if I give a brief outline of its origin and development.

Early in the seventh century, from a hitherto obscure hamlet in Arabia, there emerged a handful of half-wild and uneducated Arabs, pledged to war against mankind in the name of their prophet Mohammed, "the one and only prophet of God."

A very few years sufficed to make these new religionists masters of the whole of Arabia, Syria, and Persia, and the twenty-first year of the Hegira

witnessed the complete conquest of Egypt and the building of the first Mohammedan mosque in Cairo—Em Amr—in A.D. 642.

Once the subjugation of a district was complete, these hordes of Arabian warriors would move on to fresh conquests, leaving their new converts in continued possession of their country, though ruled by a governor appointed by Mohammed.

Like the Gothic style in Europe, Mohammedan architecture had for its models the Christian churches of Byzantine style in Syria and Asia Minor, and the Roman remains in Egypt. In each the circular-headed arch was a dominant characteristic, and the first indication of the creation of an original style revealed itself when, three hundred years before its introduction into England, the broken or pointed arch was throughout employed in the building of the Mosque of Ibn Tulun in A.D. 876. Simultaneously, the pointed dome came into existence, while a slight incurving of the base of the arch gave it that horse-shoe form so eminently characteristic of Moslem art.

From the initial introduction of the pointed arch, Egyptian architecture developed at an amazing pace, and by the early part of the eleventh century its style had become fully developed and individual, and some of its finest examples were completed no later than the beginning of the following century.

Though its development was rapid, its continuance

as a pure style was long ; the Mosque of Kait Bey, in the Tomb of the Khalifs, probably the most perfect example of all, being erected in the year A.D. 1463, while the beautiful El Ghury Mosque was built as late as A.D. 1501—a period which marked the final disappearance of pure Gothic from England.

In the earliest examples the exteriors of the mosques were severely simple in design, but by degrees the plain façade was broken by low recessed bays containing the windows, and the handsome entrance porch, always a striking feature, which in the case of the Sultan Hassan Mosque is 80 feet in height. Above the battlemented cornice sprang the lofty minaret, beautifully staged and highly ornate, and from its well-constructed base the richly carved dome rose to give to the world a form of beauty seldom, if ever, surpassed.

In the interior design of the mosques simple dignity and a sense of proportion are at once apparent, but, structural considerations once fulfilled, ornament was laid on with a lavish hand. Each projection is supported by corbels embellished by a characteristic and beautiful pendant style of carving ; a dado of tile work or marble, rich in colour and often exquisite in design, surrounds the interior walls ; from spring to apex carved inscriptions or geometric designs enrich the arches ; while the “ mihrab,” or niche, in the eastern wall is often an architectural and decorative gem. Pavements of coloured marbles, stained-glass

windows of elaborate design, and doors of hammered bronze complete the structure.

Most of the furniture of brass or inlay has long ago disappeared, though in some mosques pulpits richly decorated with geometric designs remain. Many fine specimens of the older brasses are to be seen in the Arabic museum in the Bab el Khalk, though more numerous and finer examples repose in the South Kensington Museum.

Before leaving this subject mention should be made of the free use of *lettering* in Arabic decorations, nowhere more effectively employed than in the broad inscription in Kufic which forms the exterior frieze of the Mosque El Muristan in the street of the copper-smiths.

Equal in interest to the mosques are many of the old private houses, which no visitor should fail to see. Panelled and inlaid doors give access to the central courtyard, overlooked by the ornate balcony of the guest-room and the latticed windows of the harem. Tessellated pavements and central fountain, windows of perforated plaster set with coloured glass, wall-cupboards of characteristic design (often serving to screen some secret passage), and the very beautiful appliqué-work ceilings, are some of the features of the Memlook palace, which with the mosques and other public buildings display an art unequalled for elegance and purity of style from the Alhambra to the Far East. Space will not admit of a fuller appreciation

of Mohammedan architecture, but perhaps enough has been said to demonstrate the interest of the subject, an interest which will certainly not be diminished when it is remembered that these buildings represent a thousand years of national art ; for, forbidden by his religion to portray animal life in any form, and pictorial representation being denied him, it is chiefly in the applied arts with which buildings, furniture, or illuminated books were embellished that the Moslem artist has been able to express himself.

One might enlarge indefinitely upon the many-sided interests of Cairo : the curious trades, the picturesque life, and variety of types and costumes ; the " Hammams," or public baths, whose entrances are distinguished by painting as crude as that with which the Mecca pilgrim bedaubs his house ; the " Mushrabiyehs," or projecting lattice-windows, from which the ladies of the harem enjoy the life of the streets unobserved ; the splendid carriage of their closely veiled sisters below, who, bearing water-pots or other burdens on their heads, move with queenly grace among the crowd ; the ubiquitous donkey-boy and laden camel ; and the heterogeneous multitude which throngs the street, through which the little boys and girls, gaily bedecked or half-naked as the case may be, dart nimbly in their search for mischief or amusement. Books might be written on the subject and yet fail to realise all that Cairo has to tell.

Mediæval in its origin, Cairo proper remains unspoiled, and in spite of modern improvements in many quarters the huge native town is mediæval still.

One last glimpse of Cairo before we leave the subject. Come with me at sunset to the Citadel, where from the terrace of Mohammed Ali's mosque (a modern building of Turkish design) the whole of the wonderful city is spread before you. Here within the fortifications is the narrow lane wherein Mohammed Ali's soldiery massacred the entrapped Memlooks, and here the parapet from which their sole survivor made his desperate horseback leap for freedom. Below, in the Rumeyla Square, is the splendid mosque of the Sultan Hassan ; while behind, and for miles to right and left, stretches the Arab city, by many competent judges considered to be the most beautiful Oriental city in the world. To the right, beyond the remaining portions of the city walls, lie the tombs of the Khalifs, among which the beautiful minarets and domes of Barkuk, Kait Bey, and El Ashraf are conspicuous. Close to the Bab-en-Nasr, or eastern gate, rise the massive, square-based minarets of the Hakim mosque, and in long procession each principal mosque in Cairo may be recognised, Beybars, Kelaun, El-Ghury, Bordeyny, the twin minarets of the Bab-Zuweyla, and so on past Ibn Tulun and Seyyida Zeynab to far-distant Rohda and the Roman aqueduct. Mellow from age and glowing in the warm light it is a marvellous panorama, while from its densely thronged

streets there rises the sound of many voices, softened by distance to one harmonious tone, and even from here the scent of incense which permeates every corner of the city is faintly discernible.

Egypt is a country of sharp contrasts, and a twenty minutes' ride by electric tram through avenues of lebbek trees transfers the passengers from mediæval Cairo to a modern hotel erected at the base of the most ancient monument the world knows of. From its comfortable terrace we have our first near view of the Pyramids. Wherein lies their fascination it is hard to say ; but whether it is simply their immensity or the sense of extreme antiquity which lays hold upon the imagination matters little, the important fact remains that every one who comes into personal touch with them is possessed by a feeling of veneration and wonder which increases with continued familiarity. Uncompromising in form and of rugged exterior, they have little in their mere appearance to excite admiration, but how magnificent a man must he have been who conceived so splendid a mausoleum !

Many ingenious theories have been woven into the measurements of the Pyramids, but I think the fact is now established that they were neither more nor less than tombs designed to stand while the world should last. Who Cheops was, or what he did, history but scantily records, but the ordinary man or woman of to-day may with reverence gaze upon

his mighty monument and acknowledge to himself that "there were giants in the land in those days."

There are many other pyramids in Egypt, some hundreds, in fact, but, with perhaps the exception of the Step pyramid at Sakkara and solitary Medun, none impresses with the same sense of dignity and immensity as the colossal tomb of Cheops. Close by is the Sphinx, of whose origin history is too young to have cognisance. Battered by Mohammed Ali's artillery though it is, and decimated by long centuries of desert storms, it still wears that expression of inscrutable omniscience which has baffled the imagination of mankind for ages. It is difficult in words to give any true impression of either Sphinx or Pyramid; they must be seen often, and under all effects of light, in fact *lived* with, before they can in any real sense be appreciated.

In ancient days Egypt was regarded as two countries, and such Pharaohs as ruled over both were wont to be crowned with two crowns, and bear the title of "Lord of the Two Lands." The reasonableness of this division of the country is very apparent. From Cairo, which forms its apex, a delta of rich alluvium spreads fan-like to the shores of the Mediterranean. In area this tract is over 6000 square miles, practically every inch of which is cultivated. To the south extends the narrow Nile valley, closely hemmed in on either side by desert sand or limestone cliffs

which often rise the height of a thousand feet or more above the river.

From the little mosque of Gaouchy on the Mokattam heights behind Cairo an excellent idea of both may be obtained. Away to the north, until it vanishes in the blue distance, stretches the immense arable plain through which the Nile winds its course. Fourteen miles below Cairo is the original barrage which marks the point where the river divides into the Damietta and Rosetta branches, now the only two remaining channels by which it seeks the sea.

Right and left from the river a network of canals spreads over the country, distributing an almost perennial supply of water to the remotest corner of the delta. The country is extremely fertile, all but newly reclaimed land producing three crops a year. Here the population is dense, and towns, villages, and farms are numerous throughout its area, and the tree-shaded canal banks, which form the highways of the land, are always alive with typical specimens of the people.

These peasants, or Fellahin, are the most representative class in Egypt, and have their descent from the old Egyptians of Pharaonic times. Industrious to a degree, and all expert husbandmen, their labour is richly rewarded, and the Fellahin of to-day may be regarded as a wealthy community. The principal annual crop in Lower Egypt is cotton, its annual value being estimated at £45,000,000 sterling; but

many other crops of value are produced, such as corn, maize, rice, sugar, onions, and bercime (or clover). Trees are plentiful, but without much economic value, excepting the date-palm and other fruit trees, and the tamarisk, whose tough and gnarled timber is used in the construction of water-wheels and the making of agricultural implements. Zagazig, Benha, Mansourah, and Damanhaur are important cotton centres, having large mills for ginning and pressing, while scattered through the various provinces are many other important market-towns.

Alexandria is still the great port of Egypt, but its interests are entirely commercial, and little now remains of ancient relics but Pompey's Pillar and the Catacombs. Old seaports, such as Rosetta and Damietta, are of extreme interest, the latter being fitly called the "Venice of Egypt." Mit-Gamr, Samanoud, and Menzala are other towns in the lower country which well repay a visit; but as no suitable accommodation is provided for travellers, such inspection can only be made under the ægis of some Government official or resident who knows the country *well*.

Throughout the delta are many ancient remains of extreme interest; but they are difficult of access, and the visitor may well excuse himself the fatiguing journey to Tanis or Tamai, especially when in Upper Egypt the greatest of the country's monuments may be visited with ease and comfort.

Different lines of tourist steamers leave Cairo every few days for the journey up the river to Assuan and the First Cataract, six hundred miles above Cairo. The week thus spent upon the water is in every way delightful. The steamers are most comfortable, and the changing scenery full of colour and animation. The river is wide, often a mile or more, and the boats of curious build with high lateen sails skim gracefully and quickly over its silently flowing surface—a surface which by reason of its extreme muddiness reflects the more perfectly the varied life it carries and the high cliffs and tree-crowned banks which enclose it. Every mile presents some feature of interest: the frequent villages, displaying the varied episodes of native life; the picturesque water-wheel, where, shaded by sunt trees or screens of doura stalks, blind-folded bullocks toil laboriously; here a group of fishermen casting their hand-nets from the terraced bank, there a herd of buffaloes bathing in the stream; or, as the river winds through the narrow strip of mud which constitutes Upper Egypt, the alternately abutting or receding hills disclose some rock-hewn tomb or fortified monastery to excite the interest of the traveller. There is no need of temples to make the Nile trip attractive; its own varied charm and beauty more than repay the journey.

To archæologists Denderah has small value (it is only some two thousand years old), but I doubt if any temple impresses visitors more strongly. Not only

is it the first to be visited on going up the Nile, but the temple itself is in a very perfect state of preservation. The exterior precincts are smothered in a mass of Roman debris, while propylons and obelisks are lacking. The interior, however, is in a very complete state. The portico supported by Hathor-headed columns of immense size, the famous "Zodiac" which decorates the ceiling, the mysterious gloom of its inner halls and chambers, and the deeply incised hieroglyphs which ornament its massive walls, all combine to produce an effect upon the mind of the traveller which no succeeding experience can efface.

It requires no archaeological knowledge to enjoy such temples as Edfu and Medinet Habou. The study of hieroglyphs is not for the many, and indeed the majority of visitors care little about them, but all may enjoy the majesty or beauty such temples display. Nothing, for instance, combines so much of dignity and grace of line as the central colonnade of Luxor Temple, nor can Greek architecture boast anything more beautiful than the varied and ornate capitals of Kom Ombos.

Immense scale and massive dignity are the main characteristics of the temples, and what a glorious place must hundred-gated Thebes have been in the zenith of its power! Modern Luxor now occupies a portion of its site, but though the ancient city itself has disappeared, there has been left to indicate its

former greatness that wonderful group of temples which culminates in the immensity of Karnac and the colossal statues of her king. Many weeks may well be spent in exploring these splendid relics of a glorious age. Medinet Habou, Kurneh, Luxor, all display that largeness of idea which characterises the age, and even in its present ruinous condition the magnificence of Karnak almost defies appreciation.

More impressive than any temple, however, and more indicative of that exalted and immortal pride which dominated the lives of the Pharaohs, are the tombs which they prepared for their bodies.

Crossing the river from Luxor, a ride over the first ridge of the Theban hills brings the visitor to a long winding valley, barren and sun-blistered. Here, deep into the heart of the limestone mountain, have these tombs been cut. Long galleries, descending as they go, and all richly decorated with coloured hieroglyphs, lead through a series of spacious chambers to a final one in which the body was destined to be placed. All these tombs have at some time or other been rifled and their contents removed; in one, however (and a more weirdly impressive sight I have never seen), there still remains, lying in its granite sarcophagus and gazing upward to the towering vault above him, the mummied body of a king.

Though Wady Halfa and Khartoum are annually becoming more frequented, to the majority of Nile visitors Assuan marks the limit of their journey, and

with it might well conclude this brief summary of Egypt.

Assuan's great charm lies in its environment ; a healthy climate, warm and dry, makes it an excellent sanatorium, and the beauty of the cataract basin with its rocky islets of many-tinted granite is really very great. Boat-sailing on the river, rides in the desert, and idling in the bazaars pass one's days very happily indeed. Then there are the quarries to explore, from whence came those huge blocks of red porphyry of which sarcophagi and obelisks were formed, and the now submerged temple of Philæ. Beautiful temple though it was, set like a jewel on its green island, I am not sure that in the enormous dam which is slowly causing its destruction we have not more than ample compensation. The cataract itself is gone, and with it the pretty villages which nestled among the palm groves on its banks ; but behind the dam, and extending for a hundred miles up the valley, is the huge lake which it has formed, a lake beautiful already, and to be more so when verdure appears along its fringe ; while the massive structure of the dam itself, controlling the mighty river and the thousand miles of fertile land below, is in itself not only vastly impressive but, with its foaming sluices and the rushing channels between the many pretty islets of the Cataract basin, forms a strongly contrasted picture of much beauty.

Events have moved quickly in Egypt of late years.



R. Talbot-Kelly, R.I., R.R.A.

THE GAMALIEH AND MOSQUE OF THE SULTAN BABAAS, CAIRO.

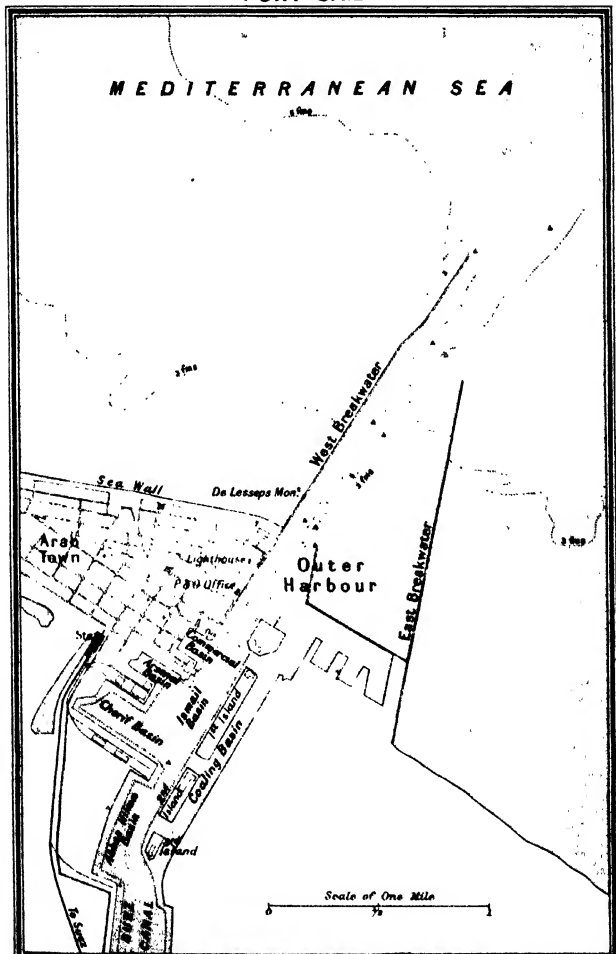
Quite apart from the unrivalled beauty of its contrasts, the recent discovery of the Tomb of Tut-ankh-amun will no doubt reveal to the archæologist a hitherto unknown and deeply interesting chapter in its history and go far to complete our knowledge of its chronology since its earliest known period ; and as its treasures are by degrees disclosed to the world at large, add still further to the many attractions which draw all men thither.

While Alexandria and Port Said remain the principal means of entry and departure, Egypt is developing rapidly in other means of communication. Where formerly the pilgrims' pontoon ferry at Kantara was its only crossing, the Suez Canal is now spanned by a railway which connects Cairo directly with Palestine and Syria, and motor transport extends still farther to Baghdad and Iraq. No doubt the Cape to Cairo railway will one day be accomplished, but in the meantime Port Sudan is growing as a shipping base and is the principal means of trade access to Khartoum and the Sudan ; while its central position in the world renders Egypt the natural half-way junction on the great airway between Europe, Karachi, and the Far East.

The social evolution of Egypt gives much food for thought. A system of education, which in the opinion of many goes beyond the needs of the people, has led inevitably to the demand for that measure of self-government to which it has recently attained ; and,

while the Englishman may well look back with pride upon his forty years of sympathetic and enlightened rule which has raised Egypt from chaos to its present height of prosperity, there will be many who will share the writer's doubt as to the wisdom of Egypt's emancipation at the present time, or its ability to walk alone.

But whatever the future may have in store for Egypt politically, all who know her must wish her well, while the many fascinations of the land remain unaltered and abiding !

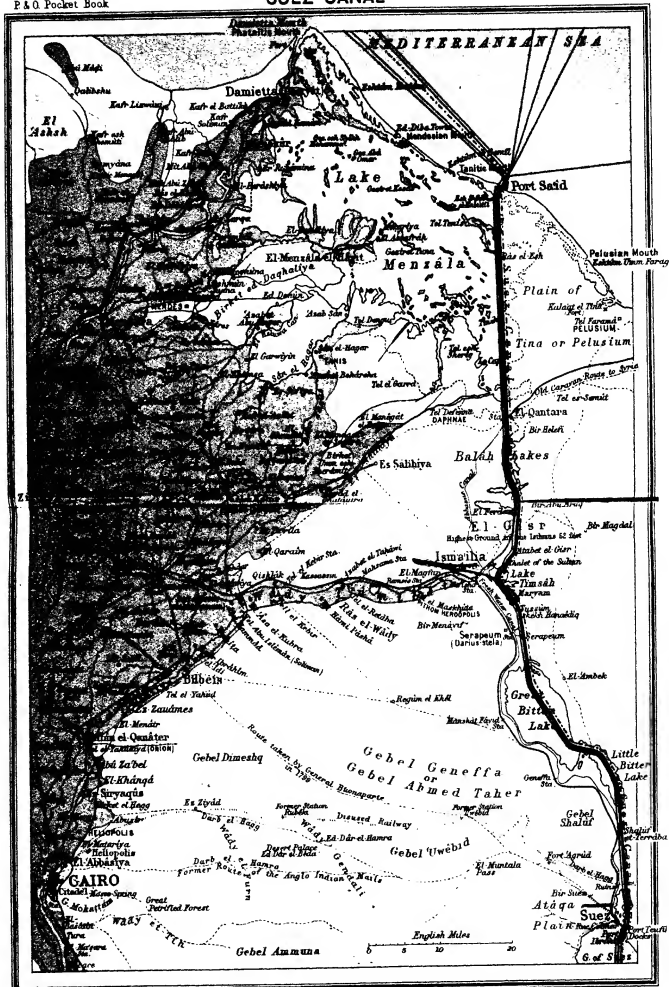


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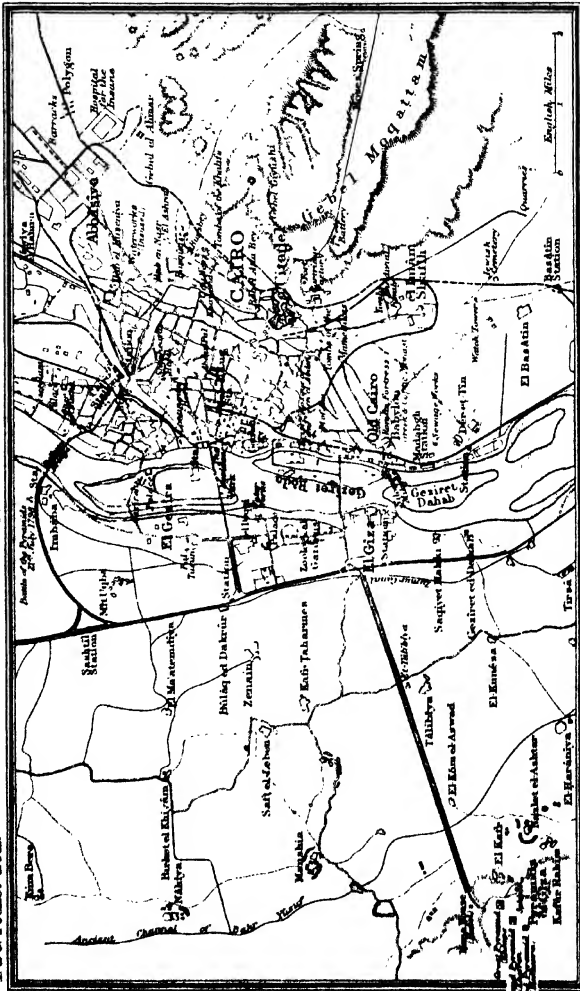
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THE SUEZ CANAL

By Sir IAN MALCOLM, K.C.M.G.,

British Government Representative on the Board
of the Suez Canal Company.

I take this opportunity of bringing to the notice of the Secretary of State for War the great services rendered by the Comte de Serionne and the officials of the Suez Canal Company ; they have one and all been most helpful, and have unreservedly placed their own personal service and the entire resources of the Company at my disposal. The success of our defence was greatly assisted by their cordial co-operation.—Extract from General Sir John Maxwell's Dispatch, February 16, 1915.

VISITORS to the Franco-British Exhibition at the White City in 1908 may remember that the Suez Canal section occupied the site which was at the junction between the French and British galleries of the exhibits. This position was designedly asked for, to be the emblem of the *Entente Cordiale*, which, as we now know, was the precursor of the Grand Alliance of later years. It was to emphasise the prophetic words of Gambetta to the French Parliament

in 1882 : “ Even at the price of great sacrifices, never break with the English. . . . If there is a rupture, all will be lost.” At the entrance of the section stood a replica of the statue of Ferdinand de Lesseps which dominates Port Said, with the Biblical motto “*Aperire terram gentibus*,” to remind the world on land and sea of the romantic figure whose genius planned and whose indomitable perseverance executed the Suez Canal.

The conception of such a canal, linking up in some sort the Mediterranean and the Red Sea, is of very early date. Traces of the existence of a lock are still visible near Suez ; and the bed of a canal dug by Seti I., King of Egypt (1340 B.C.), continued by Rameses the Great and completed with certain rectifications by Darius, King of Persia, from Suez to the Nile at Bubastis (the modern Zagazig), can be found in many places not half an hour’s walk from the west bank of the present Canal, between Port Tewfik and the Bitter Lakes. In later days the Emperor Trajan seems to have partially restored this waterway ; in A.D. 640 Omar cleaned it out, and it once more became serviceable until it was finally filled in by command of the Caliph Al Mansour towards the end of the ninth century of the Christian era. But, although that primitive canal disappeared as a navigable stream, its records remain in the writings of Herodotus and others ; an elementary picture of it is shown on the south outer wall of the

Temple of Ammon at Karnak ; and subsequent ages never quite relinquished the idea of restoring, for various reasons, a water communication between north and south. It was considered when Venice lost her supremacy over Eastern traffic, after the discovery of the Cape of Good Hope ; it was recommended to Louis XIV in 1641 by Leibnitz, who suggested that France should conquer Egypt and, by means of a canal, have access to the Red Sea and so to all the legendary riches of the East. Colbert worked at the idea, as did also the Ministers of Louis XV and Louis XVI ; and the great Napoleon, turning his eyes to the East almost before the echoes of the French Revolution had died away, visited in 1798 the remains of the ancient canal of the Pharaohs. In a note to the Directoire he had said : “ The days are not far distant when we shall realise that in order to crush England we must seize Egypt ” ; and, during his brief occupation of that country, he appointed a Commission under the presidency of Lepère to make a survey with the view of building a new canal. The report of that Commission, conveyed to Napoleon in a letter from Lepère dated 1800, was favourable to the plan ; but the French occupation ceased before the work could be started, and the corner-stone of the British influence in Egypt was laid.

It was nearly thirty years later that a young British officer named Waghorn, stationed at Calcutta,

took up the idea, though not the project, where Lepère had left it. That is to say, he realised the importance of a short cut to the East across Egypt, and worked out a land passage from Alexandria through Cairo to Suez. To back his opinion, he asked for, and received, permission from Lord Ellenborough to carry with him duplicates of dispatches from London to India and to race against the ship which carried the originals round the Cape. Of course he proved his case up to the hilt, though he died soon afterwards in destitution. But in 1840 the Peninsular and Oriental Steam Navigation Company popularised the Waghorn road—the new short cut, which, though rough and ready, did well enough (indeed, it proved of great benefit) for passengers and mails, though it was quite impracticable for heavy traffic. Thereupon the British Government of the day obtained a concession from the then Viceroy of Egypt to make a railway from Alexandria to Suez.

But during these eventful years of British enterprise, the French never abandoned the great idea of a communicating waterway between the high seas. A band of young enthusiasts, known as Saint-Simonians, went out to Egypt and studied the problems on the spot, stimulated by the writings of Leibnitz and by the findings of the Lepère Commission. Albeit their efforts were abortive, they made one discovery which was to prove precious in the near future—that the sea-levels of the Mediterranean

and the Red Sea were the same, thus controverting the fatal theory of Lepère that there was a difference of 33 feet between them. It was then that a young French Consul, by name Ferdinand de Lesseps, came on the scene—a dreamer of dreams, to whom the vision of the Pharaohs, of the French kings, and of Napoleon became the guiding-star and the goal of his life. He determined to make the canal or to perish in the attempt. Equipped with the fullest knowledge of the history of past efforts, and undeterred by all the mechanical and political difficulties which he clearly foresaw, he obtained in 1854 his first concession of territory from the Viceroy Mohammed Said Pasha, which was quickly followed, in 1856, by a second concession. Two years afterwards the Suez Canal Company was formed, and on April 25, 1859, the first ground was broken at Port Said.

It was in 1854, a few weeks only after the granting of the first concession, that M. de Lesseps made his earliest overtures to gain the moral and material assistance of England to promote his great endeavour. He had friends across the Channel who warned him of the probable hostility of our country to his stupendous enterprise, and of the jealousy which any French attempt (or apparent attempt) to resume a paramount position in Egypt would inevitably arouse. This accounts for the tone of his letter, dated December 3, 1854, to Mr. Cobden, in which he wrote

as follows : “ Is it possible that England, who alone wields more than half the commerce of the East, who possesses an immense Empire in Asia, will oppose a scheme reducing the distance by half¹ and the expenditure in inter-communication by one-third ? ”

It was in this same letter that he said : “ As a staunch friend of the Anglo-French Alliance, I bring you glad tidings that will help to fulfil the saying ‘*Aperire terram gentibus.*’ ”

But England was stubborn ; Mr. Cobden paid no heed, and Lord Palmerston opened a powerful campaign at home and in Turkey against M. de Lesseps and all his works. Though the Crimean War was in progress, the British Foreign Minister instructed our Ambassador at Constantinople to exercise his utmost endeavour to delay the ratification of the first concession ; and, on July 7, 1856, he declared that “ the British Government will use all the influence it possesses to frustrate the realisation of this project, which is but a bubble to ensnare unwary investors : for the Canal is physically impracticable and would be far too costly to earn any return.”

Thus, and by subsequent references to the Canal as a “ foul and stagnant ditch ” and as “ one of the greatest frauds of modern times from the commencement to the end,” Lord Palmerston turned British

¹ The distance between London and Bombay, Calcutta, and Melbourne was, in fact, shortened by 4563, 3667, and 645 miles respectively.

public opinion against the scheme, even though M. de Lesseps had already secured the support of many of our principal Chambers of Commerce and of the East India and the P. & O. Companies. Nevertheless, confident in his star, the undaunted Frenchman persevered, and with the active support of the Emperor Napoleon III. and of Said Pasha, he formed the Company and appealed for funds. It will scarcely be believed to-day, yet it is the fact, that when the public list was opened on November 5, 1858—offering 400,000 shares at 500 francs per share—there was not one single application from England or the United States! The chief subscriber was France (207,111 shares), but the issue was a failure; much to the satisfaction of Lord Palmerston, who derided the investors as “café-waiters, deceived by the newspapers lying on the tables, or grocers and dry-goods assistants entrapped by the paper in which they wrapped their wares.” Fortunately, however, Said Pasha himself came to the rescue and subscribed the balance of the shares.

Many were the vicissitudes that followed the foundation of the Company. British hostility, labour troubles, litigation and endless intrigue combined to obstruct to the maximum degree the progress of the work which, nevertheless, struggled bravely on. Imagine, then, the thrill that must have quickened the pulses of all present when, on November 18, 1862, M. de Lesseps was able to declare at Ismailia, “In

the name of His Highness the Viceroy and by the Grace of God, I command the waters of the Mediterranean to enter Lake Timsah ” ; and then, cutting the dyke, the waters of the sea flowed in ! And again, the final dramatic moment when, on November 17, 1869, after five months spent in filling in the Bitter Lakes (from which, for at least two thousand years, the Red Sea had receded and they had become part of the desert) with the water floods from both seas, a proud procession of sixty-eight ships, headed by the French Imperial yacht *L'Aigle*, with the Empress Eugénie on board, passed through the 85 nautical miles length of the Canal from end to end ! There was no British hostility or official jealousy then. Lord Clarendon, the Foreign Secretary, addressed a generous letter of congratulation on behalf of the British Government to the “ Grand Français ” ; the Government of India cabled their wishes for “ Success to a gigantic work of peace well executed by Frenchmen in the interests of the universe ” ; and when, in June 1870, the people of the Metropolis turned out to welcome M. de Lesseps on his passage through London to receive the freedom of the City, the *Times* (which had in the past been consistently hostile to the Canal) wrote :

M. de Lesseps has arrived in a country which has done nothing to bring about the Suez Canal, but which, since its opening, has sent through it more ships than all the rest of the world. This country will furnish the dividends

that the shareholders will receive. May they be the compensation for our error.

Such was the triumph that greeted the results of M. de Lesseps' determined spirit and successful diplomacy. All the world recognised these—except the British Post Office, which, for nearly twenty years longer, declined to admit the existence of the Canal and preferred to send its mails by the Overland Route across Egypt to India !

I pass by the agitations of the next five years, which were mainly financial. They concerned the questions of the regulations of measurements and tonnage to fix the dues upon traffic passing through the Canal (which were finally adjusted by the findings of an International Commission at Constantinople in 1873), and the difficulty of securing funds to meet the enormous expenditure upon its maintenance. By a succession of loans and by the imposition of a heavy sur-tax, bankruptcy was avoided and the Company at length regained its stability. One interesting factor which increased the traffic through the Canal when things were at their lowest should not be omitted from consideration. That was the incentive given to steam tonnage by the invention of satisfactory high and low pressure engines, which trebled and even quadrupled the motive power of a ton of coal. It may be asserted that from that date the financial anxieties of the Company were at an end. Steam traffic increased daily ; the receipts climbed steeply

upwards ; the 5 per cent coupons, in arrear since 1870, were paid, and the shares rose once more to about three-fourths of their original value. Then it was that Great Britain again stepped in ; not this time, as twenty years previously, to put spokes in the wheel of a "swindle," as Lord Palmerston had described the Canal, but to buy from the Khedive Ismail 176,602 shares in the enterprise at a cost of 100,000,000 francs, or £4,000,000. They are now worth about £25,000,000.

The story of this purchase might be defined as the greatest romance of Mr. Disraeli's romantic career as a British statesman. Let me summarise it very shortly for the benefit of those who have never read it. On the evening of November 14, 1875, Mr. Frederick Greenwood, editor of the *Pall Mall Gazette*, found himself at dinner in London with Mr. Henry Oppenheim, from whom he learned that the Khedive was negotiating with a French company for the sale of his shares in the Suez Canal Company. The next morning Mr. Greenwood conveyed this information to Lord Derby, then Foreign Minister, who immediately transmitted it to Mr. Disraeli, whose imagination was fired by the possibilities that he foresaw. Telegrams immediately passed between London and Cairo ; the Khedive was informed that Her Majesty's Government could not view with indifference the transfer to persons unknown of the said shares, and desired that the negotiations should be suspended and the purchase

price be disclosed to them. The sum of £4,000,000 was named; on November 23 the shares were offered to Mr. Disraeli; on November 24 the money was guaranteed by Messrs. Rothschild; on November 25 the contract was signed at Cairo; and on November 26 the shares were deposited in the British Consulate. This *coup* resounded through the world, and, almost unanimously, it was welcomed by the Powers. M. de Lesseps looked upon the "close community of interests about to be established between English and French Capital . . . as a most fortunate occurrence;" Prince Bismarck congratulated Lord Derby on having "done the right thing at the right moment in regard to the Suez Canal." The Crown Princess of Germany (afterwards Empress Frederick), wrote to Queen Victoria: "Everybody is pleased here, and wishes it may bring England good. . . . Willy [*i.e.* Wilhelm II.] writes from Cassel, 'Dear Mama, I must write you a line, because I know you will be delighted that England has bought the Suez Canal. How jolly!'" And so on; a chorus of congratulation and praise for the insight and foresight of England's Prime Minister. Such is a faint outline of this lightning purchase, a "nine days' wonder," which brought in its train not only a very considerable and ever-increasing revenue¹ to the British Treasury from interest and dividends, but

¹ For the year 1924 the British Treasury received £1,090,263.

also the appointment of three British directors to serve on the Board as representatives of Her Majesty's Government.

The following year, owing to the continued extravagances of Ismail Pasha, the financial position of Egypt became acutely difficult. During this period, which lasted for six years, and greatly to the advantage of the country, England and France worked hand-in-hand to relieve and re-establish her. Then came the month of June 1882, and with it Arabi Pasha's military rebellion. Much to the disappointment of M. Gambetta, France declined to join England either in the bombardment of Alexandria or in the subsequent operations from the banks of the Canal at Ismailia, which ended in the victory of Tel-el-Kebir, the British occupation at Cairo, and the downfall of Arabi and his followers. This use of the Canal as a base of military and naval activities (in spite of the firmans of 1856 and 1866, which proclaimed the Canal Zone to be neutral, but which had not the force of international sanction) provoked vigorous protests from M. de Lesseps, whose confidence in Arabi Pasha it was always difficult to comprehend. During hostilities, therefore, the Canal services were promptly taken over by the British Admiral in command; the inter-oceanic traffic was only interrupted for two days, and thereafter the President of the Company resumed his sway—which sway, however, pressed very hardly, with its heavy dues and other burdens, upon

the shipowners of Great Britain. They demanded more favourable terms from the Company; they pointed out that in 1882 Great Britain had supplied no less than four million out of the five million tons¹ of traffic which had passed through the Canal; that Great Britain had alone saved the Canal from Arabi and the Bedouins; that Great Britain held nearly half the shares of the Company but had only three directors on the Board; and that, unless some better arrangement could be come to, they would propose to Parliament that a rival canal should be constructed. A period of tension and of public excitement followed, which, after many conferences and consultations, resulted in the adoption of what is known as the "London Programme," whereby the requirements of British shipowners were, in the main, adopted, and seven places were allotted to them upon the Board of Directors. From that date (November 30, 1883) to the present there has been no cloud to darken the excellent relations which happily exist between the Company and its British clients.

Perhaps even more unfamiliar to the present generation of British readers than the history of the birth of the Canal is the character of its administration and the development of its business. It may be of general interest, therefore, to picture, in greater

¹ In 1925 Great Britain provided 3099 out of 5337 ships passing through the Canal, with a net tonnage of 16,016,439 tons, being 59.8 per cent of the total traffic for that year. /

detail than has been done for many years past, some features which distinguish the internal working of this main artery of the world's sea-borne commerce. In the first place, the Company is registered under Egyptian law as an Egyptian company; it has its headquarters in the Rue d'Astorg, Paris. Its President is always a Frenchman, as are also twenty of its directors and the whole of its secretariat and personnel, whether in France or Egypt. Upon the Board there are ten British directors and one representative of Holland; before the War there was also a German director, but his services have been dispensed with. This large body assembles upon the first Monday of every month, when a report is submitted to it by the Chairman of the Committee of Management (who is also the President of the Company), which meets once a week throughout the year and directs the whole policy of the Company, subject to the approval of the Board. Upon this Committee one of the British Government's representatives has a seat. Questions of finance are examined by a financial sub-committee; engineering problems are submitted to experts and, for ultimate advice, to an International Commission of Technical Engineers, which meets in Paris once a year. Besides these, there are banking, legal, and other departments, such as are usual in the conduct of all great undertakings.

The executive work is done in Egypt itself. There

is at the head of all a Superior Agent, whose headquarters are in Cairo. He is the Company's diplomatic officer and has charge of all its relations with the Egyptian Government; he co-ordinates the work of the two great departments that are under him—Traffic and Works; he supervises the Medical Staff, the architect's plans, and the legal business of the Company; the fresh-water supply is under him; he acts as landlord for the Company, and is, in a word, directly responsible to the Board in Paris for everything that is done on the Canal. The Traffic and the Works Departments, each with its own secretariat and financial section, are quartered at Ismailia, half-way between Port Said and Suez, on Lake Timsah. The Traffic Department, the principal officers of which are always recruited from the French Navy, has sole charge of the passage of ships through the Canal; it controls their speed, allots their berths, and allocates their pilots. On the other hand, all engineering work and dredging, all new construction and repairs, whether in the Canal or at the various ports, all workshops and ferries, tugs, etc., are under the Works Department, the chief and staff of which are, in the main, first-class graduates from the *École Polytechnique* and the *École Centrale* in Paris. Each of these Departments has its corresponding sub-section, both at Port Said and at Port Tewfik; there is constant correspondence, by private telegraph and telephone, along the whole length of the Canal, which has a

permanent station with a staff at every ten kilometres along its banks, except in the Bitter Lakes. Thus permanent contact is kept between the officers, at all hours of the day or night, from end to end of the Canal. No ship can move or stop or cross another without the fact being immediately recorded up and down the line; no accident, however trivial, can occur to the banks or on the waterway but it is known to the Canal authorities within a few seconds after the event.

To accomplish all these services, apart from certain large works which are put out to contract, the total number of persons in the Company's employ in Egypt is (in 1924) 3035—made up of 532 employés and 2503 *ouvriers*, and giving a roughly estimated total of some 12,000 persons (counting wives and children) dependent upon the Company in Egypt for their maintenance. It is interesting to note in this connection that whereas in 1914 the salaries of the 2000 workmen then employed amounted to about 4,000,000 francs, the annual cost of 2500 workmen in 1924 reaches the important sum of about 19,000,000 francs—which includes certain grants in aid, pay for holidays and sick leave, and share of profits. In the year 1875 the total expenditure of the Company was only 18,000,000 francs, when 1494 ships with two millions of net tonnage passed through it; in 1925, 5337 ships with 26½ millions of net tonnage used the Canal, and the total expenditure was 61½ millions of

francs, plus 25 millions of francs sunk in improvements. The "transit" receipts for the two years under comparison were 29,000,000 and 190,000,000 gold francs respectively; such receipts are mainly derived from Canal dues, which are now 7.25 francs per ton and 10 francs per passenger.

The work on the Canal is never-ending; it includes the prolongation of breakwaters, incessant dredging, the widening and straightening of the Canal banks,¹ and the building of new and better houses for all grades of the personnel wherever they may be living. At the present moment a new city is in course of construction on the east bank of the Canal, opposite to Port Said. Already the workshops have been transferred thither; roads and gardens, mosques and churches and hospitals, etc., are being planned; dwelling-houses are being built for natives and Europeans at a fairly rapid rate of construction. It is probable that, unless quite unforeseen circumstances intervene, this new city will be well advanced before long and inhabited by a large number of employés and workmen and their families, to say nothing of the shopkeepers and others who will follow. Building of a similar character, but on a smaller scale, is being

¹ The average measurements of the Canal were :

	Depth.	Width at Bottom.	Breadth between Banks.
In 1870 . .	7.8 metres	22 metres	54-100 metres
In 1924 . .	11-13 metres	45-100 metres	100-160 metres

carried out in Port Said, at Ismailia and at Port Tewfik ; for the *crise de logements* has been almost as perplexing on the banks of the Suez Canal as upon the banks of the Seine. And so we go on : no sooner is the present programme of work within sight of completion than a further programme is taken into consideration, in order that this great waterway, with its ports at the extremities, may be large enough, deep enough, and wide enough to keep pace with the ever-increasing size of the ships which it exists to serve, and that its housing accommodation may not lag behind, either in quantity or in quality, the new requirements of an exacting age. This long-sighted policy, if expensive, is profitable and economical in the long run. On the one hand, it gives the shipbuilder confidence ; and, on the other, it gives the servants of the Company comfort. Indeed, the relations that exist between the Board and its staff of workmen deserve a word of notice in these days, when industrial unrest is so widespread throughout the world. Seven years ago (1919), it will be remembered, there were serious political uprisings throughout Egypt, and considerable efforts were made to induce the Canal workmen to take their share in the general disturbance ; similar attempts were made in 1920 by imported agitators and by a few local firebrands, such as inevitably exist in all mixed communities. But the results on the Canal were most disappointing to the extremists ; and even

during the insignificant strikes which took place, our men came out with heavy hearts. This was really because the Canal authorities had anticipated the requirements of their staff, and, after an impartial examination into the change in labour conditions consequent upon the War, salaries were considerably raised, an eight-hour day was instituted, sick pay was increased, holiday pay was granted, and, to the surprised gratification of all, the men were admitted to a kind of co-partnership scheme, whereby they became entitled to their share of the profits of the Canal. The effect of all this was most satisfactory ; and no Chairman of any Board in any country could wish to meet a more representative, more loyal, contented, and grateful set of men than the deputations of workmen (French, Italians, Greeks, Albanians, Egyptians, etc.) who waited on M. Jonnart at Ismailia in subsequent years. I suppose that no body of workmen in Egypt, and few elsewhere, are in such comfortable circumstances ; for, apart from their financial and industrial situation, with which they profess that they are satisfied, the Company provides them with cheap houses, dispensaries, hospital accommodation, co-operative stores, schools, sports, and—most important of all—a plentiful supply of filtered fresh water at the price of 50 centimes a ton.

Fortunately, the affairs of the Canal have not involved the Company, however indirectly, in the tangled web of Egyptian politics for many years

past. Even at the present moment the problems which absorb the attention of Egyptian public men cause no undue anxiety ; for there is a well-grounded feeling that, whatever may be the outcome of the movement in the direction of self-determination, the interests and the property of the Company will be safeguarded by universal consent. But, looking far ahead, there is a question, intimately connected with the efficiency of the Canal, which cannot be altogether dissociated from the modifications in the political status of Egypt. It can now be defined in a word : the original concession to M. de Lesseps was for ninety-nine years from 1869 ; it has therefore now but forty-four years to run before its expiry and the consequent lapse of the Canal, after due compensation, to the Egyptian Government. The question, therefore, of considering a prolongation of this concession cannot be long delayed ; for the day is not far distant when every programme of new works for the improvement of the Canal, involving a vast expenditure of money, will have to be based upon a previous knowledge of how long the Company will be in a position to recover that expenditure.

It may be said that this is, after all, a matter for negotiation and settlement between an Egyptian Company and the Egyptian Government of the day. But, as has been already pointed out, there are wider interests at stake. The Suez Canal must always remain the strategic highway between Great Britain

and her Eastern Dominions ; in its efficient maintenance is involved the commercial life of many nations. For these reasons it is essential to us that ample guarantees shall be forthcoming that, whatever be the new political status of Egypt, the Canal shall never pass out of the control of friendly hands ; and other interested countries besides our own will require to be fully satisfied that, either by the prolongation of the concession or by other means no less effective, the Suez Canal shall always be maintained in a condition of efficiency that is abreast of the commercial requirements of the age. Past experience, far more than pessimistic anticipations, gives us the necessary warning in both of these directions. What results might not have followed, had Egypt been able to sell or to mortgage to an enemy country her ultimate rights over the Suez Canal before or during the late War ; or again, how desperate might become the condition of the Canal, and the consequent risks to the sea-borne traffic through it, if ever a king were on the throne of Egypt whose ideas of self-determination or whose financial embarrassments might lead him to divert the enormous sums, now annually applied from traffic receipts to the improvement of the Canal, to other purposes ?

But if Egyptian politics have happily been kept outside the orbit of the Suez Canal Company's business, it was impossible that the Canal itself should not become involved in the operations of the

Great War. As is well known, it became the very frontier of Egypt and the main object of a Turkish campaign under German guidance in February 1915. We are now aware that, so far back as August 1914, an attack upon Egypt via the Suez Canal was discussed between Germany and Turkey, and that it was decided upon in September. By a sure instinct, the Canal authorities had set their house in order. They suspected the possibility of an attack by mines, brought either overland across the Sinai Desert or by sea across the Gulf of Akaba. Our night-watchers were at their posts, and a minute examination was made of every vessel (but especially of fishing-boats) entering the Canal. The time soon came for the Company to put itself and its property at the entire disposal of the military authorities, on the friendly understanding that it should make no profits but suffer no loss. Under this arrangement the British Government had the unlimited use of all our engineering plant and material, wherever situated, of all our workshops and depots, for purposes of new construction and repairs. Our stations along the banks, with their perfected telegraph and telephone installations, were used as observation posts, etc.; the houses built for employées were at the service of the British Expeditionary Force. All our boats and tugs were immediately mobilised to supplement the railway for the conveyance of troops to the east bank, or up and down the Canal; Ismailia, that smiling garden of

peace, became advanced headquarters; the Company's engineering staff, the naval officers and pilots attached to the Traffic Department, put the whole of their unrivalled knowledge of the navigation and conditions of the Canal under the orders of General Maxwell and of his successors. Here, as elsewhere, the *Entente Cordiale* became a first-class fighting machine, prepared for anything. Together the Allies, civilian and military, flooded the desert for miles, north of Kantara east.¹ British and French cruisers protected Lake Timsah and the Bitter Lakes; British aeroplanes and French hydroplanes kept their vigil together above the sands of Sinai. At last, as had been foretold in early January by a Dominican friar who had been expelled from Syria and had seen the Turkish expedition gathering at Jerusalem and Damascus in preparation for its terrific adventure, the forces joined battle on the Canal for a few brief hours; the Turks were heavily repulsed and retreated, never to return. Egypt was safe; the Canal was safe; and navigation was not interrupted for a single day, except during the hours of fighting on February 3, 1915.

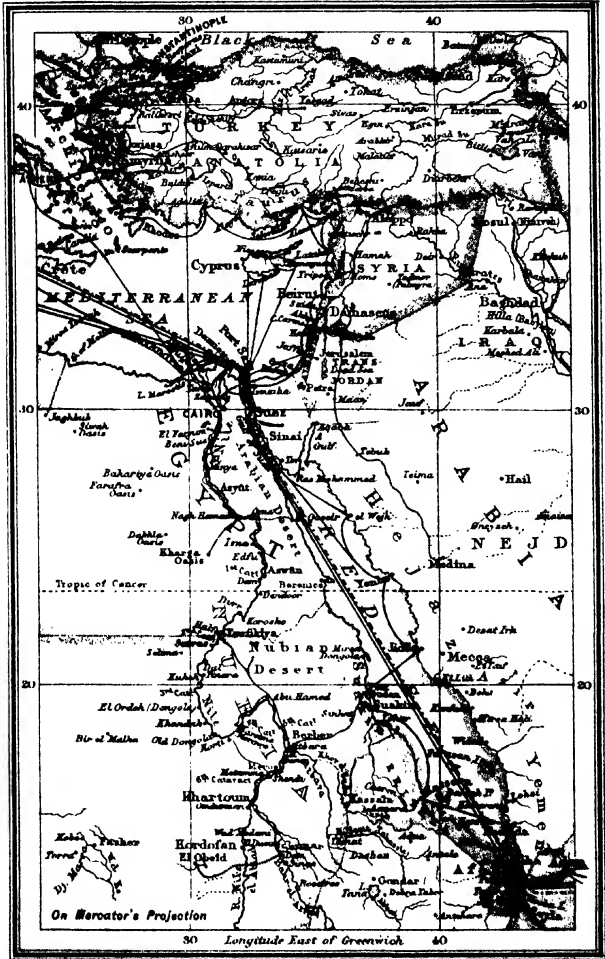
¹ It is probable that the Holy Family passed through Kantara when following the caravan route from Palestine into Egypt. In A.D. 344 Kantara, a city of 500,000 inhabitants, was destroyed by the Persians. Since then and until the British military occupation, it has been little more than a lonely caravanserai in the desert.

It is a real temptation to describe in greater detail the episodes of that eventful day, but I leave the task to others far better qualified by technical training and by first-hand knowledge of the operations on the Canal. One of these, Lieutenant Georges Douin, late of the French Navy and now in the service of the Company, has just written an interesting account of these and subsequent events in this zone during the Great War. At the end of his description of the Turkish rout he says: "Even if the Germans did not expect to occupy Egypt, they at least expected to establish themselves on both banks of the Suez Canal, and so to cut the main artery through which circulates the life blood of the world, and particularly of the British Empire. In this expectation they were hopelessly disappointed." To have borne our share in the frustration of this great design is a high privilege; to have won, by services rendered, the commendation and thanks of General Maxwell is a lasting honour: of these landmarks, even in a romantic and eventful history, all connected with the Company will ever be proud.

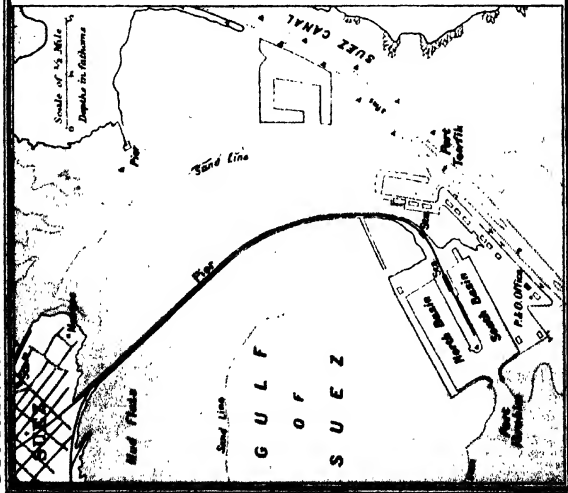
IAN MALCOLM.

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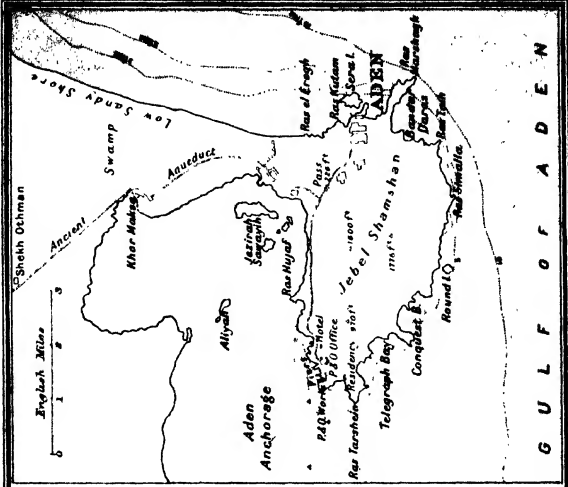
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INDIA

By F. A. STEEL

INDIA is no longer an unknown land. Year by year the big ocean steamers are more than half filled with winter tourists ; day by day it becomes more probable that your next-door neighbour at dinner will meet your timid attempts at amusement drawn from life-long experience with curt criticisms on the Taj, and a far wider knowledge than you can boast of India and all its works.

So the task of writing notes for a tour in India becomes more and more difficult through the growing wisdom of those for whom it must be written. And yet is England, as a whole, any nearer than she was to the Eastern standpoint ? It is to be doubted if she is.

She goes thither with ever-increasing Western personal comfort ; she looks out over its terrors and its beauties with ever-increasing Western knowledge of its present ; she estimates with sympathy or dislike its growing claim to share in that personal comfort, that knowledge of the West ; but of its past, that

ineffaceable past which gave birth to the present, she knows little, and what little she does know is without imagination. It is hard-and-fast history ; and being that shows as a Newgate Calendar of almost unimaginable crimes, almost unspeakable atrocities. Yet without some knowledge of her real past, India must always remain a puzzle.

So let the traveller to her shores read—if he can read nothing else—the memoirs of *Babur*, written by the great emperor himself, and translated by Erskine and Leyden, even though he may have to go to the London Library or the British Museum for a copy, and thus, fortified by an intimate knowledge of a lovable personality, use that knowledge to explain much that may seem inexplicable.

With this, and the constant remembrance that the last census shows that out of the three hundred and twenty million people in India, only twenty-five million are literate in the limited sense that they can scrawl or spell out words in their own language, the traveller may avoid many political and social pitfalls. If he wishes more serious information, he will find ample material set out in the bibliography at the end of this volume. For a tour to India should never be regarded as a mere holiday excursion ; it is, or may be—as Steele called the loving of a beautiful woman—a liberal education in itself.

The preparation for this liberal education is simple : a return ticket by one of the P. & O. or British India

steamers—most comfortable of travelling conveyances—and just such sartorial and personal preparations as would be necessary, say, for a winter to be spent travelling round Italy. For India during the tourist months, that is November, December, January, February, is anything but a hot country. In the North-West and the Punjab, indeed, there are nights on nights when ice close on an inch in depth will gather in an earthenware saucer set in the open under the stars. Besides, there is no greater mistake than to suppose that thinness of clothing is any advantage when one is exposed to the sun. The Arab, all know, combats its fierce desert rays with an extra fold of his burnous. So it is in India. A warm cloak thrown over the shoulders will often make one feel cooler if only by the perspiration it induces. And such a wrap is certainly needed for the sudden chill which all over India comes with the swift setting of the sun. One moment the air is soft, balmy, full, as it were, of kindness. The next you feel it as an enemy. And so it is: the most deadly enemy a tourist not forewarned has to encounter in India. Armed against this, and with due precautions as to food and water, a traveller may voyage from Cape Comorin to the Himalaya with as much safety as from Land's End to John o' Groat's.

But not, however, with quite the same comfort. Good though the hotels at the presidency towns and the larger cities of India may be nowadays, there is

still much left to be desired in those of the smaller places ; while the dear old dak-bungalows in the more remote spots remain untouched by time, a memorial of what India was in pre-Mutiny days. As such they must be endured, and amusement may at least be found in reading the antiquated dictatorial rules for travellers pasted on the walls by a paternal despotism !

One more hint, and we pass from what is to be felt to what is to be seen. The traveller would do well, still, to take his bedding with him as in old days. True, this is provided in many dak-bungalows, but of the quality or cleanliness of such bedding I, for one, would not go bail. There are, however, plenty of books which give ample information on this point and others likely to be useful to the traveller.

It depends greatly on the mental position of the tourist towards India whether he should choose Bombay or Calcutta as his port. Certainly if he wishes to gain the glamour of the East once and for all he should choose the latter, changing his steamer at Ceylon and if possible landing at Madras.

He would thus see India from the point of view which was that of its earliest English settlers ; since our first territorial possession in India was undoubtedly Fort George, the nucleus of Madras ; and it was from the surf-beaten coral strand, which stretches almost without a break from the French settlement of Karikal to Calcutta, that the English

Empire started on its north-western way. Besides, the sail along the Coromandel Coast and through the Bay of Bengal brings us into instant touch with all the adventure, the romance of those old days when the pirates of Arakan swept the seas, and the rich Indiamen sailed in companies of two or three, convoyed, mayhap, by a brigantine of war. In addition, neither Calcutta nor Madras is quite so antagonistic to the spirit of old Hindostan as is Bombay, the most Western, the most modern of Eastern cities.

A few days spent in Ceylon, therefore, are surely a more fitting prelude to romantic India. Here, amid beautiful gardens, fragrant with exotic flowers, watching, as the dusk comes on, the gauzy dance of the fireflies in the overarching palms, or giving sidelong glances at the trays full of sapphires, rubies, spinel, and diamonds which the pedlars are sure to dispose at your feet, while the spice-laden breezes from the cinnamon groves fill the air, one can at least approach India as she should be approached, that is, with a stimulated imagination. What if the gems be sham, the glamour of the East is true.

So, having seen Ceylon,¹ let us set sail again, as I have done, with every rope and stay hung with pineapples, and every passenger hoarding his only and true sapphire. Thus to Madras—through its surf if you can, in a *massulah* boat. In Madras, that city

¹ See article at p. 95, "Ceylon," by G. E. Mitton.

of magnificent distances, one can go back some two hundred years with ease. The Black Town can surely have changed little since young Clive rode past it on his first enterprise towards Arcot ; and the talipot palms cannot surely have grown one inch since then, for they seem far too tall for growth. It must have been untold ages since they left the tiny thatched houses and the swarming many-coloured human ants below them, to sway their bunches of big leaves high in mid-air. From Madras, endless are the ways for excursionists, but wherever we go, one thing is certain, we shall see Hinduism at its worst, because we are farthest from the birthplace of the Hindu religion. It is none the less full of glamour, of pictures to be seen against a background of vivid green ; but nowhere in India does one feel so alien as before the confused, almost unintelligible redundancy of ornament in the pagodas and shrines of Southern India. They are records in stone of faith overwhelmed by superstition.

And so, if we have time, away we go once more up the Bay of Bengal to the mouths of the Hugli, still following the footsteps of our fathers. Do we or do we not see the island which Father John, Franciscan monk, Prince of Pirates, chose as kingdom, wherein to hold high revel ? What matters it ; we pass the sandbanks where danger used to lurk and reach the City of Palaces. It is not nearly so obtrusively European as Bombay, but sufficiently so to make the

ardent student of India proper leave it behind him as soon as may be.

And now on either side of the tourist lie the fertile plains of Bengal leading to many wonders. Darjiling for the seekers of sunrise and snow, Murshidabad for the patriot, Assam for the fisher, Central India and Mysore—though the latter is better done from Madras—for those whose creed of progress is gold.

But ahead of us lies more than can even be mentioned in a brief note. As we travel northward through the most densely populated rural district in the world, a fertile land of compressed fields, blocked sugar-cane brakes, and sudden flecks of bewildering opium poppies ablaze in the blare of sunshine, we leave Patna behind us with a dim regret for almost the oldest town in India ; for it is the Pataliputra of Megasthenes, that is, the ancient capital of India. Then by a side-walking there is Bodh-Gaya if we choose to give time to see the City-of-Great-Intelligences, the Tree-of-Knowledge under which Buddha sat and gave forth a religion which still brings comfort to one-third of the human race.

Benares, however, blocks the way even for the most unimaginative. I have, indeed, heard a tourist say that the shocking extent of its idolatry was the most remarkable thing about it ; but surely even she must have held her breath hard in the dim, dark alleys which twine themselves like snakes between the Temple of Bisheshwar the Giver of Life, and the

slow-sliding River of Regeneration and Death. To know Benares well, to shrink from her sins, to glory in her goodness, is the lesson of a lifetime. Some Hindu widows once asked me to join their pilgrimage thither from the Punjab, guaranteeing me—outcast as I was—a safe return ; but my memory of those dark twining alleys with the gold-greedy hands of officiating priests at one end, and the sliding cemetery of the Ganges at the other, made me refuse. But Benares during a Magh-mela, when millions of people congregate to bathe in the sacred stream, is a sight once seen never to be forgotten. Benares is Hinduism incarnate.

So in a way it is fitting that the next conventional stop for the tourist should be Cawnpore, that city of the tragedy which arose largely from the abject fear of Hinduism when first faced by Christianity. But, despite this, there is nothing really worth stopping for at Cawnpore, either for the patriot or the lover of the picturesque. For it records a great mistake, the horrible revenge of a woman against women ; while the record itself is trivial and far from being impressive, since the Arcade of the Memorial round the fateful well seems to annihilate the Angel, and the Angel to annihilate the Arcade.

Lucknow should be our next objective, that city of stucco and sentiment, of shams in everything, even including treaties ! It has a foul history ; anyhow, from the time when the East India Company egged on

the profligate ruler of Oudh to declare himself king, independent of Delhi. Not a nice history to read by the light of to-day ; and yet—yet one glance at the street rabble of Lucknow is eloquent, even in these days, of the urgent need there must have been of wholesome reform.

Here again we touch on tragedy. It is inevitable with the Residency still flying the English flag ; and yet the tourist should be on his guard against allowing this same tragedy of conflict between the white race and the dark to usurp the whole stage of India. Greater dramas than the Mutiny have been enacted on its wide plains. But not at Lucknow. Its highest point of vitality was reached during those ten months in '57-'58 during which it upheld the standard of England for all India.

At Delhi, however, it is different. How many ancient towns lie hidden under those rolling purple waves of broken bricks which stretch between the modern town and the spear-point of the Kutb ? Who knows ! Hastinapur, Indraprastha, Firozabad, at any rate, before the Emperor Shah Jehan's city, "Shahjehanabad," resumed its old name of "Dilli."

And how many dynasties has not this "rose-red city half as old as time" outworn ! Yet here again the modern tourist lets the brief record of a few months' struggle, heroic as that struggle was, outweigh the history of centuries which clings around this City of Kings. For even in the last mêlée of

Mahratta against Moghul, of Rajput against Afghan, of England against everybody, which marked the seventeenth century in India, Delhi still clung tenaciously to her title of the Imperial Town—a title which dates back to the days of Prithvi-Raj, the model hero, the model lover of India even in these present days.

What tales could not those old bricks tell if they could but speak! What wisdom might we not glean from these old stones! What finer plea for consideration, for instance, could woman find to-day than that which came from the lips of the Fortunate Princess, the wife whom Prithvi-Raj carried off so romantically, on whose wisdom he relied for so long :

And yet without the Woman where is Man ?
We hold the power of Form : for us the Fire
Of God's creative force flames up and burns.
Lo ! we are Thieves of Life, and Sanctuaries
Of Souls.

Therefore let the first visit at Delhi be to the Kutb-Minar, and let us remember that it was built by Hindu architects out of the desecrated ruins of their own temples—not after long years had set a softening seal upon the sacrilege, but almost before the fractured fragments had become familiar. Let us think for a moment what this means. It means that Art, to those architects of the twelfth century, was more than Self. That as they patiently chiselled out the interlaced lettering of those names of God

which form the chief decoration of the Kutb, they must have been conscious that behind the Many lay One—the great Unthinkable.

It is a good lesson wherewith to begin on Delhi, that town overlaid with memories of the storm and stress of creeds. Hinduism, Mohammedanism, Buddhism, Christianity—all have had their swords unsheathed for Delhi. It is a place of sharp contrasts. One can go from the stern red-toothed arches of the Diwan-i-am in Shah Jehan's famous palace—Oriental in design, Italian in execution—of the Diwan-i-Khas with its vainglorious surrounding motto :

If earth hold a Paradise dear,
It is here ! It is here ! It is here !

and, wearied perhaps by the lace-like subtlety of carving in the marble screens, go out to Tughlakabad and refresh oneself with the fierce simplicity of its rough-hewn walls. Or from the overwhelming heroism of the Ridge, still, as it were, red with the blood spilt upon it, find our way to the Jain temples, to the sanctity of life, hidden away in the heart of the bloody city.

Then there is Nicholson's grave to come back to again and again, ever with the regret that he must lie within prison bars, his grave closed in by iron gratings to protect him—who, when alive, stood so far apart from others that none dare touch him—from foolish memento-seeking fingers.

There are so many things to be seen in Delhi that time is often wasted over trivialities. It is better to spend one day on the Ridge (trying if possible to leave the Gothic monument to its heroes out of view)! A guide-book, but no guide, a packet of sandwiches, a solar topee, and you can sit under the shade of a *babul* bush on the red rocks with the whole map of the great siege spread out in highest relief before you and imagine you are one of those who watched the rose-red city in '57. It will give you a better idea of the whole than a tour to this bastion or that.

So, also, a long day should be spent at the Kutb rebuilding the ruins that crowd about its feet.

A third may be given to the Fort and the Palace; a fourth to the City itself and the slowly growing modern edifices of India's new capital. But time runs short, and at Delhi the ways part. Shall we go northward towards Amritsar, sacred city of the Sikhs, with its golden temple? to Lahore with its many sights worth seeing, and but one worth remembering—the tombs at Shahdara, beyond the river, of those faithful lovers, the drunken Emperor Shah Jehan and the beautiful woman who, after long years of denial, became his wife? It is a strange story, well worth the telling did time permit. But before us, if we will, lies Jhelum with its memories of Alexander's great failure. A marvellous picture, that of the late October dawn when the Great Con-

queror in his foremost galley poured a libation to his gods into the sliding river Hydaspes, and flinging the golden cup into its stream gave the signal for starting seawards, and so, to quote Arrian the historian, "in stately, orderly procession, the noise of the rowing mingling with the cries of the captains, the shouts of the boatswains and the choric songs of farewell from the natives who ran along the banks rising into a veritable battle-cry," passed down to the great ocean never to return. Beyond that Peshawar, mayhap the Khaiber Pass. Those who will may see them. But whether the tourist go north or southwest, it would be well, ere leaving Delhi, to drive far out into the low-lying canal ground, where the sugar-cane brakes would puzzle cavalry, where the wheat hides tall men, and, in its proper season, the village women may be seen in their russet, mirror-set veils and blue petticoats picking cotton and singing songs in the fields. Fine upstanding Jats and Jatnis are these; and this is Sarasvati land—the land where the Aryans first settled, whence the Rigveda came.

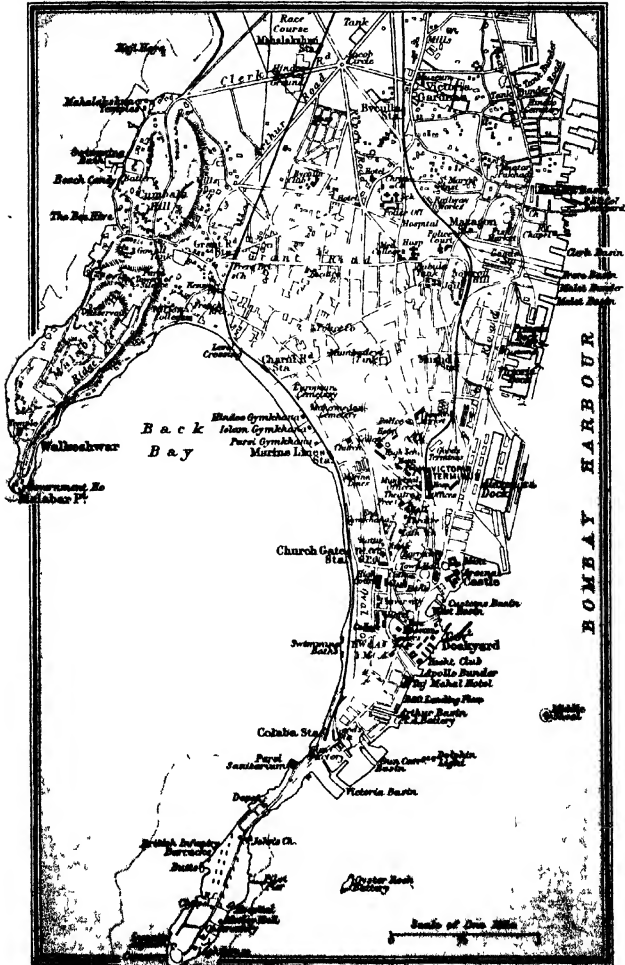
It is not far down the Rajputana-Malwa Railway before we branch off to Agra, and beyond that to Fathipur Sikri.

Now both these places are indissolubly bound together by a great personality, that of Mahomed Jalal-ud-din Akbar, the greatest of the Great Moguls. He was a contemporary of Queen Elizabeth's, and in

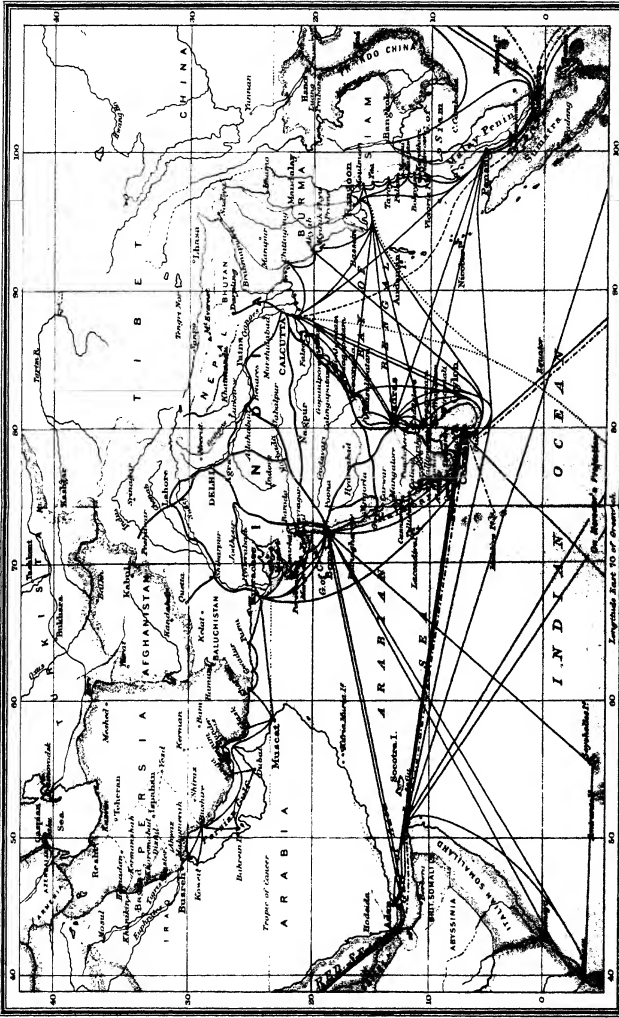
his reign English merchants were first given safe-conduct. He has thus left his mark on the "island set in steely seas." But of the mark which he left on India, who shall speak, or speak adequately? It is impossible; indeed, to overrate the influence which this one man had on the India of his time. Even now, the revenue system which we use is direct lineal descendant of the one he organised. Not quite so lovable, perhaps, as his grandfather Babur, there can be no question that he was a greater man. Dreamer and man of action combined, the record of his deeds reads like a fairy tale. He abolished *sati*, he swept away the barriers enforcing widowhood, he scouted the claims of supremacy in his own Church, and insisted on half-a-hundred reforms abhorrent to both Mohammedans and Hindus alike, without apparently the least difficulty. As one reads of what he did and what he said, the suggestion becomes insistent that we have here to do with a great hypnotist, able to bend all to his will.

Agra, then, is Akbar's, despite the Taj, which, erected by his grandson Shah Jehan, remains undoubtedly the finest piece of Saracenic architecture in the world. It was built in memory of his wife, Arjamand Mumtaz Mahal, who died when her thirteenth child was born—a monument thus to a conjugal constancy which we of the West hardly associate with the name of the Great Mogul. It is small use to speak of the Taj. It is easy to pile

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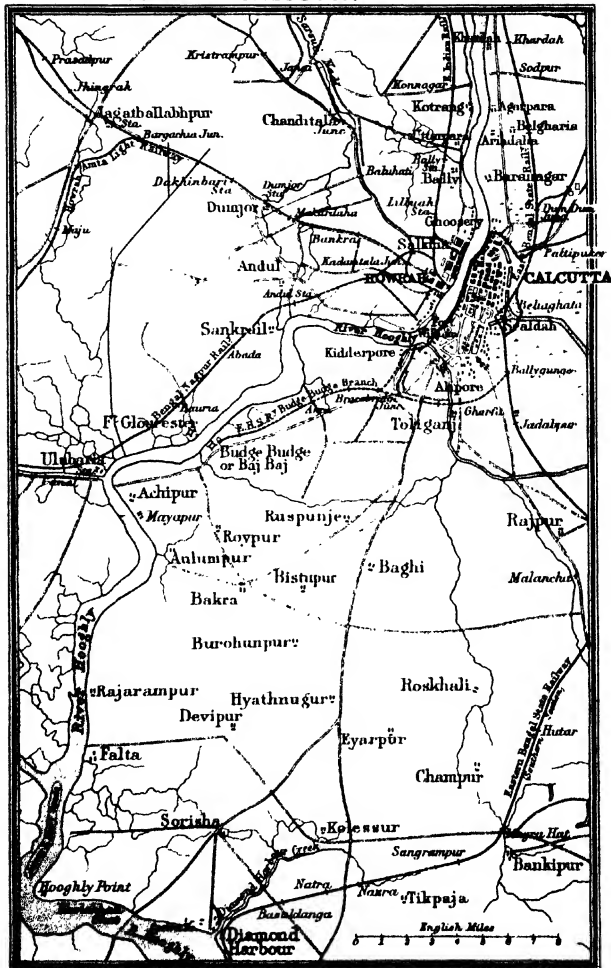
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adjective on adjective; impossible to define its charm. That, the eye alone can recognise.

The Fort, however—every stone knit to stone with iron clamps—is Akbar's. Why he built it, why he left the imperial city of Delhi, is not known; probably because he felt the necessity of breaking with the past when he began the task of turning to reality his dream of kingship of a united India, bound together by ties of mutual need, mutual satisfaction.

Why, then, did he leave Agra, almost ere he had finished building, and betake himself to the barren ridge of Fathipur Sikri, not twenty miles away? It is the fashion to call this latter marvellous place "the City of Caprice." But it was not so. Akbar had waited for long years the birth of a son, as an earnest that his dream would come true. One was born to him on that barren ridge, and to commemorate that gift of God he built "the Town of Victory." On it he lavished himself. It is his Dream cut in red sandstone. Then, as the years passed on, his sons—for others were born to him—proved unworthy, unable to grasp his Great Idea, and so he left the City of Victory behind him for ever. But his Great Arch of Victory remains, perhaps in reality the finest thing in India, with its quaint half-Christian, half-philosophic inscription. Something may be learnt of it surely—more at least than can be learnt even from the matchless beauties of the Taj by moonlight—if, standing on the wide floor of the Great Mosque, you

look through the springing archway that Akbar built, over the wide expanse of the vast Indian plain which stretches bluer and more blue to the blue horizon of sky.

So, time pressing once more, we return to the Rajputana Railway, unless we give a look at Gwalior with its dominating rock, its many memories. Jaipur, at any rate, must not be missed ; that city of Joyeuse Garde, wherein every one seems happy, cheerful, contented. The apotheosis of physical comfort, the world in its best dress, is this Coral City, stucco though it be, presided over by a real Father of his people, the Maharajah. There is nothing in all India so bright as Jaipur, though we have long ago left the Ceylon background of vivid green behind us. Yet, curiously enough, the biscuit-coloured one of mingled dust and sunshine which has taken its place seems to show up the colours that are seen against it in still sharper contrast, until a fair in Upper India becomes a veritable kaleidoscope of shifting, jewel-like tints. And in Jaipur the dye-pot is in evidence everywhere ; it shows lavishly on every piece of muslin, worn or unworn ; its refuse streams into the streets—dyes that are bright, modern, evanescent, unable to face the sun of India. And so, despite its attractiveness, Jaipur is not so interesting as the old Rajput eyrie, Amber, which can be reached in a short elephant ride. Ruined though this be, it gives a glimpse of the past romantic, chivalrous life beside

which the code of honour of mediæval Europe seems strained and artificial.

But if we wish to take back with us an indelible memory of the Rajput race, we must branch off at Ajmer, and give due pause at the great rock of Chitor, which rises, curiously aloof, out of the desert sands, as do so many fortresses in Rajputana. But this one has a history indeed, and to this day the oath, "By the sins of the sack of Chitor," is one which no Rajput will violate. For no less than three times has the great rite of *jauhan*, the supreme sacrifice of war, been celebrated within the walls which crown the barren, almost impregnable rock. In other words, when the fortress was doomed beyond hope, every Rajput who could carry sword or poniard donned the saffron robe of the ascetic, and, crowned with garlands, sallied forth in the dawn to desperate death; while the women, attired in their bridal robes, their babies at their breasts, their little toddlers clinging to their robes, the slim girls with wide eyes full of proud fear, trooped to the great caves which burrow in the rock, and there raising a funeral pyre, died on it without one cry, one sigh gaining the upper air—only a puff or two of smoke rising to hang like a cloud-pall over the rock of Chitor.

After the last sack, the memory of which is still preserved by the marking of all documents written by Rajputs with the figures 74½, the Rajah of Mewar removed his capital to Udaipur, showing his good

taste thereby. For nowhere in India are there more picturesque palaces than those which spring from the very bosom of the placid lake which, studded with many islets, stretches itself out idly amongst the wooded hills—palaces that are in themselves paradoxical, since, though built of marble and shorn granite, they are whitewashed all over! To some this may seem a vandalism; but those who have seen the vast purity of Udaipur reflected in the water, and have noted how sunrise and sunset die down to deadly pallor in the dusk, will doubt if this hiding away of all marks—even beautiful ones—of age is not a cunning enhancement of beauty.

And now we may retrace our steps if we will, and, desirous of seeing all sides of life in India, dip into the great desert which stretches away between Hissar in the Panjab and Haidarabad in Sindh. There is a railway now from Ajmer to Bikanir, the desert capital; but as there is nothing for the tourist to see in the latter place, we might as well spend a day in the nearest desert town on the line. There is something very attractive in the wide stretches of white ground, hard almost as cement, over which the sand drifts in wrinkles with the slightest breeze, to pile itself into shifting sandhills. Here the wild caper bushes bloom coral-rose, and the tinkle of the far-off goat-bells comes clear through the baking sunshine. If luck be yours, the goatherd himself may spring from a shadow to salaam to you; a quaint savage

figure indeed, with bow and arrows, a mere fillet of a *pugree* round his long-curved head, and his woollen shawl draped with old-world iron clasps. Or solemn and slow a caravan of camels may heave over the level horizon, all hung with tassels and bedizened with cowrie shells.

But Ahmadabad claims us with its ancient histories. It is a fine old town, but if the traveller be wise he will continue (as he must indeed all along this stretch of railway between it and Delhi) to provide himself with some eatables on which he can fall back should the refreshment rooms fail.

We have practically left the Oriental behind us, and are entering no-man's-land. It is a lovely country through which we pass, and Surat, with its dense greenery, looks so attractive that one feels inclined to pause at it, if only to tread the ground where England first got her commercial grip on India.

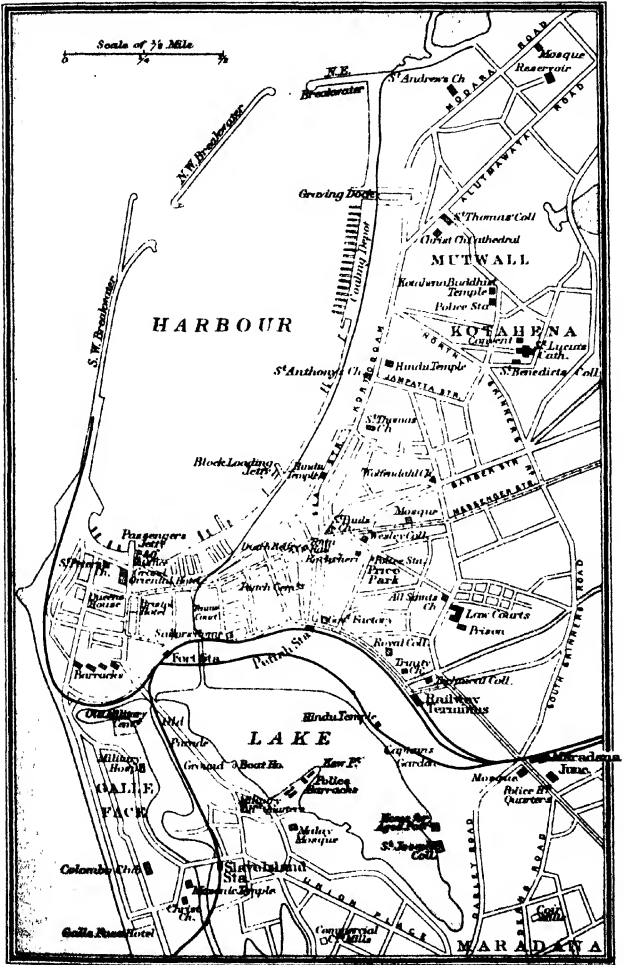
But the evidence of this lies before us in Bombay with its palatial buildings and offices, its absolute air of wealth and ease and prosperity. Here, without doubt, the Western gospel of comfort has been preached to some effect, and here, therefore, are good hotels where we can spend a day or two comfortably before the siren of the homeward mail steamer calls us to find more comfort afloat. But we have left India. Its glamour has gone, unless we take a run down the coast to see the sharp scarped hills, the massive forests, the deep roaring ravines streaked with swift

torrents after every rainfall, where Shivaji, prince of robber kings, was born and bred ; thereinafter to flash out beyond his own mountain land as pioneer to one of the four great powers which have practically held India for all time up to the present—Hindu, Mohammedan, Mahratta, English.

Thus our last glance would be as full of romance as our first in Ceylon.

Yet we should have left unseen half the sights of India. The great Brahmaputra sliding miles wide through its rice-fields, Kashmir with its far snows showing through tall poplar avenues ; the wild Bhil mountains ; the opalescent hills and peach-gardens of Quetta. Then all the wonders of Burma and the Malay coast.

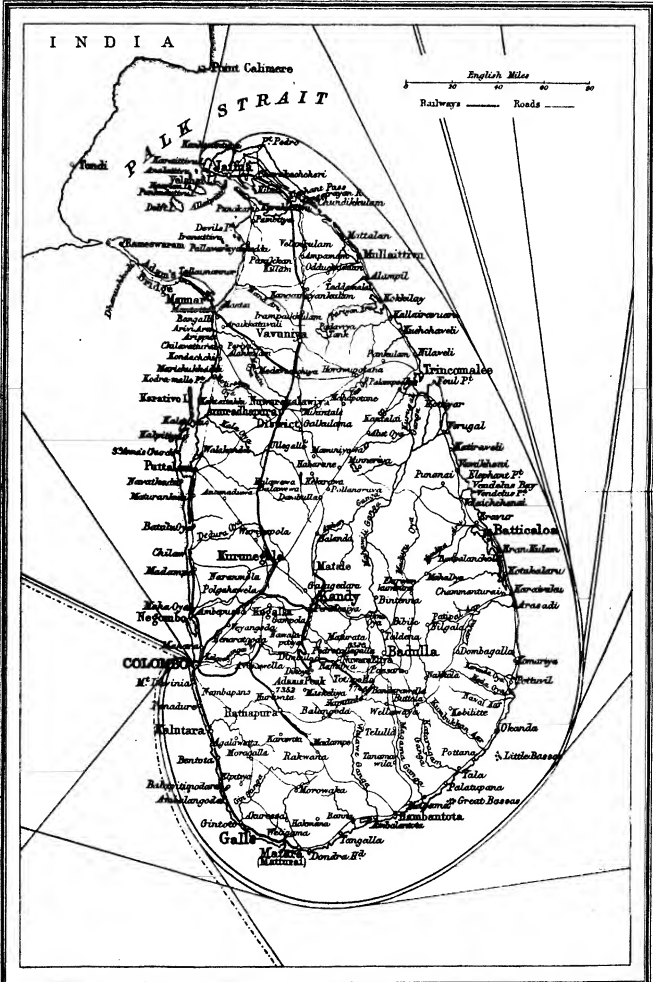
Let this assuage our regrets. We can take another return ticket, and see them next tourist season.



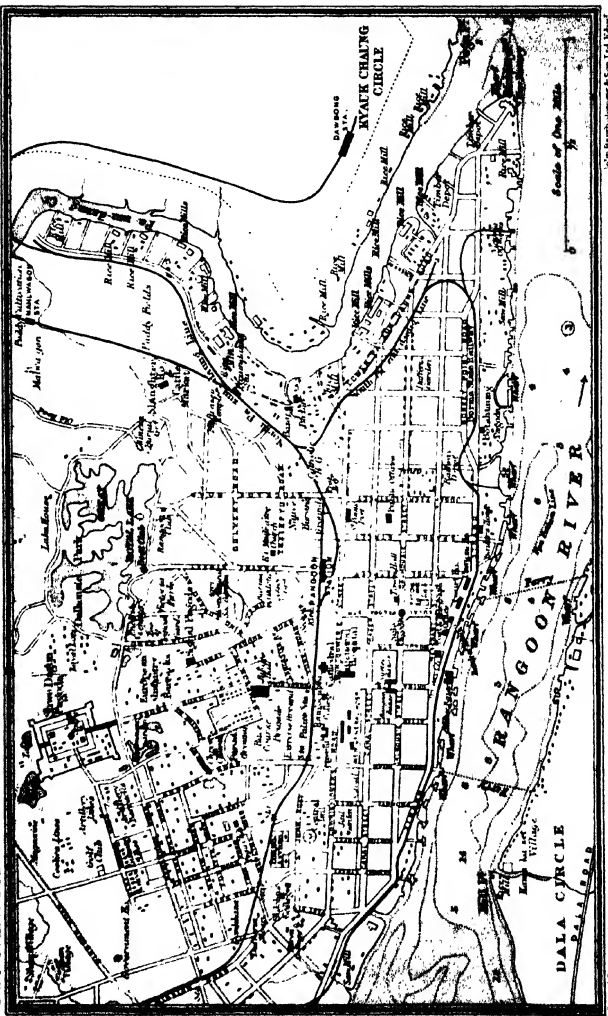
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RANGOON



CEYLON

By G. E. MITTON,

Author of *A Bachelor Girl in Burma* ; *In the Grip of the Head-Hunters*, etc.

COLOMBO, the chief port of Ceylon, forms a knot in the chain of communications by steamer to many places in the East. It is in direct touch with Australia, the Straits Settlements, and China, and thus with all the Eastern world. It is easy to break a journey here, and continue by another boat of the P. & O. or Allied Companies after a visit to the island. It is really astonishing, considering its extreme attractiveness and the facilities for getting there, that Ceylon is not in itself made the object of a journey, so that the traveller would have time for more than a mere cursory run-about. But whether for a few days only or for a lengthened visit, the island will well repay any one who takes the trouble to see it.

There are railways—with new ones opening out—roads that are acknowledged to be very good, rest-houses sufficiently comfortable in out-of-the-way

places, besides hotels of world-wide repute in Colombo itself, Kandy, Nuwara Eliya, and at Anuradhapura.

The grand natural scenery and the climate are attractive, and for those whose minds are attuned to "higher things" there are the famous Lost Cities, which open up new worlds to architect, antiquary, and historian.

The two hottest months are March and April, though the hill-station of Nuwara Eliya retains its pleasantness even then. Hardly a month in the year passes without some rain, besides the two regular monsoons, the south-west beginning in the latter half of May, and the north-east in the first half of November. Even with these regular returns the climate is not easy to describe, for it varies much in different places according to the variation in level and aspect. The great bunch of high ground in the middle and southern half of the island collects and holds up moisture, and the wet winds deposit much of their rainfall on the side they strike first. It may be fairly said, though, that from the end of November to the beginning of May the island climate can be enjoyed by any one who takes reasonable precautions.

Happy are they to whom Colombo is the first sight of the East, for it fulfils expectation in a much higher degree than Rangoon or Bombay. Far out at sea, before anything else is seen of the land, Adam's Peak may be discerned—with luck, for it is often veiled in clouds. Its sharp cone, once recognised, is impossible



Mr. George Meigs, R. I. R. I.

A POPULAR STALL, INDIA.

ever afterwards to mistake. It is not the highest summit in the island—that distinction is reserved for Mount Pedro, near Nuwara Eliya—but it reaches 7370 feet, and its shape is so even and impressive that it appears much more striking than many a loftier summit. A shallow depression in the rock near the top is claimed as the footprint of some sacred person : the Mohammedans say Adam, hence the name ; the Brahmins claim it as that of their god Siva ; but the Buddhists, who visit it in their thousands, declare with undisturbed serenity that it was made by the lord Gautama, the latest incarnation of the Buddha, when he alighted here on a visit to Ceylon.

On approaching the land the fine harbour of Colombo, entirely made by man, for it was at first nothing more than an open roadstead, is seen in its vast extent, with the glorious emerald flashes of the sparkling water dancing in the sunlight. On the landing-stage the Oriental colours of the native costumes show up brilliantly in the clear atmosphere, and the red roads and delicious greenery of this favoured island make the background of a never-to-be-forgotten picture.

There is very little formality at the Customs, fire-arms being the principal article for inquiry, and the new-comer is able to get away at once. The two first-class hotels are the Grand Oriental, familiarly known as the G.O.H., and the Galle Face. The first is close to the landing-stage. Around it is an arcade full of

fascinating Eastern wares, and inside runs a broad lounge where snake-charming, juggling, and other native entertainments are for ever going on. Small wonder that visitors under the spell of these enchantments part readily with their money.

The Galle Face is about ten minutes' run along the shore. Rickshaws are always waiting, drawn by sturdy, small mahogany-coloured men with chignons of frizzy hair tufting out from under their red caps. These are the Tamils, who in the old days of Sinhalese sovereignty used to come over from the mainland to plague the peaceful people of the island, as the Danes plagued the dwellers in Britain under the Heptarchy. Many of the Tamils intermarried with the islanders and many settled down. Nowadays the two races live side by side under British rule, though the Sinhalese outnumber the Tamils by about three to one. They are Buddhists, while the Tamils are Hindus ; the language of the former people is closely allied to Sanscrit or Pali, and that of the Tamils is a Dravidian tongue.

The rickshaw men race easily along the smooth road beside the mother-of-pearl of the breaking foam, to the Galle Face Hotel, which stands in a grove of feathery palms. Terraces enclosed by the wings of the building face the sea, and in the evening when a tropical moon bathes the scene in silver light, and the stars hang their glowing lamps in the deep blue sky ; when the endless chain of surf forms and re-forms,

creaming landward with a soothing murmur, then it is worth while having come to the East if only to sit in that warm-scented dusk and imagine oneself in Paradise.

One of the characteristics of Ceylon is its flowering shrubs and gorgeous-coloured creepers. Even in the town these can be seen. Magnificent crotons, poinsettia, plumbago, and datura edge the red laterite roads ; but up-country these are a hundred-fold finer, with all the graceful tribe of the cassia added and the *Gloriosa superba* most royal of all, illuminating the wayside. Add to this the flashing of the honey-birds in and out of the leaves, and the terra-cotta and green wing feathers of half-a-dozen other species, or, if there be any space of water, the iridescent blue of the Laughing Jackass or kingfisher tribe.

Mount Lavinia, once the Governor's residence, and now a famous honeymoon place, lies seven miles southward from Colombo along a shore characteristic of Ceylon in high degree, where coca-palms sway out over the salt water, their roots embedded in the firm white sand, and a hundred home-made out-riggered craft give life to the picture. On the way there Sinhalese villages are passed, where live dignified men, similar to those who wait on the guests in the hotels, with a mien that would do credit to a glass-window saint. In the hotels they wear spotless little white jackets and long flowing robes of white, also their very best combs, family heirlooms, in a variety of

carved tortoiseshell of a richness that must be seen to be believed ; these combs are made to stand up above their thin hair in a miraculous way. Even in the villages, though the combs are put away and the robes are by no means white, the dignity is still to be found.

An expedition often taken, even by those who have but a couple of nights to spare, is to Kandy. The distance is only 75 miles, and at one time this was the main object of interest in the island, though now far surpassed by much older monuments. Cars may be hired at reasonable rates both in Colombo or, if needed for up-country sight-seeing, in Kandy. This method makes for independence. The roads have a firm foundation, and are much more extensive than those in Burma. In some out-of-the-way places they are certainly narrow, but they are mostly unfenced, and though the gradients are occasionally severe, yet they have usually a good surface and are finely engineered.

Kandy may also, and more cheaply, be reached by rail. Very many persons go no farther. Even on this comparatively short journey they cannot fail to be struck by the marvellous engineering of the lines, sections of which run on terraces carved out of the mountain-side. From the windows the display of scenery is little short of panoramic.

Kandy can be quickly seen, for it is compact. In the mirror-like surface of its artificial lake the luxu-

riant trees surrounding it are clearly reflected. Kandy was the last capital of the ancient kings of the native race. Here they made their stand after having been driven from one place to another by the merciless Tamils. The old palace, with its massive walls, is guarded by a moat, over which a stone bridge leads under an arch to an inner courtyard. This palace is now called the Temple of the Tooth, for the precious relic, handed down as a royal treasure since A.D. 311, is housed in it. Scoffers say that not only is this not the original tooth of Buddha, but it is not the tooth of a man at all! It matters little, since to the Buddhists it is a symbol of supreme veneration. Enclosed in many golden caskets, guarded by hundreds of yellow-robed monks, it lies secure—the priceless treasure of a people. At Pera-hera (procession time) it is taken forth on the back of an elephant for the worship of thronging multitudes, and though the Mohammedans deride, and often make trouble, this does not detract in the least from the interest of the occasion, but rather gives it pungency.

The Sinhalese in the island total over three millions, the Tamils a good deal over one million; and the Mohammedan Moormen of Ceylon are about one-third as many as the Tamils, but though much fewer in number than either of the principal races, they count for a good deal, as they are thrifty traders, and much of the wealth of the community is in their hands.

Kandy, though high as regards Colombo, actually lies in a cup ; quite near are the Peradeniya Gardens, famous throughout the world for their wealth of floral and arboreal life. In this climate almost everything will grow, and the gardens exhibit a marvellous multitude of species. Through the gardens flows the largest of Ceylon's many rivers, the Maha-velli-ganga, which by its main branch reaches an outlet at Trincomalee, once our principal naval station in the East, a wonderful natural harbour, only disqualified because it faces to the wrong point of the compass. The pearl fisheries of Ceylon, at one time almost wholly carried on in this neighbourhood, are now fast developing in the Gulf of Manaar.

Nuwara Eliya, the hill-station, stands at 6200 feet, and has a climate like an Alpine resort. It is the Simla of Ceylon. In the season, when the Governor takes up his residence here, there is much gaiety. The last part of the journey is accomplished by a little toy railway, which climbs and winds and draws upward in a surprising way. There are many scenic attractions at Nuwara Eliya. The ascent of Mount Pedro (8296 feet), an excursion through the Rambodda Pass, a sight of the precipices of Hakgalla, or a visit to the Government experimental gardens, are all in the programme.

Since tea-growing ousted coffee in Ceylon, tea scrub has replaced jungle on many a steep hill-side, greatly to the loss of the scenery but to the gain of the

revenue. The bungalows of the owners of tea or rubber estates are usually at the very top of the hill, for reasons of health, and the climb up to them must often be made on horseback by winding ways. All requisites for household use are carried up on coolies' heads; yet these residences are often extremely charming, with boundless views seen beyond a foreground of rich, green, smoothly cut lawns and flaming flowers such as cannas, macaw-like in their colouring.

Cocoa comes next in value to working owners, and then there are many things, such as cardamoms, cinnamon, pepper, and spices, which are looked on as by-products.

Beyond Mount Lavinia, southward and inland, is the great tea-growing district, where the climate and rainfall are most suitable for such products, and northward, by Jaffna, are found the tobacco-growing districts. Rubber is found in the southern half of the island, fringing the tea cultivation. Coco-nuts, which form a large part of the wealth of Ceylon, line the coasts, and plumbago and gems are quarried. Rice is not grown by the natives in sufficient quantities even to supply their own needs, and much has to be imported.

But to the visitor the chief charm of Ceylon must lie in its ancient cities, so distinct from those found anywhere else in the world. The chief of these, Anuradhapura, is easily reached by rail as well as road, and the line goes on to Adam's Bridge north-

ward. Another line is being made which will pass the second city, Polonaruwa, and, in spite of many bridges to be built, this should be opened soon.

The Sinhalese founded the sacred city of Anuradhapura, in what is now the North Central province, in the sixth century B.C. Here reigned a line of kings as famous as any in history. Such kings as Tissa, Beloved of the Gods, under whom the people were converted to Buddhism, and Dutugemunu, who in single combat vanquished the Tamil invader Elala, who had held the throne of his fathers for forty-four years, these men are worthy to rank with the best of our own sovereigns.

The Tamils descended from the mainland of India again and again, and at length wrought such havoc that the Sacred Tooth, emblem of royalty, was carried away farther into the jungle to Polonaruwa in the ninth century, and Anuradhapura was left desolate, to be overgrown by jungle, and forgotten, until by an accident it was rediscovered in our own epoch, and the ruins rescued from the overpowering growth of ficus and creeper. Now in a wide and pleasant area visitors may wander at their will, undisturbed by touts and other buzzing nuisances, and study these relics in granite and brick, some of them beautiful in their carving and others vast in their dimensions. Among the wonders which cannot be particularly described here, are the great dagobas covered with scrub jungle, monstrous inverted pudding basins of

brick, some two hundred feet in height ; semicircular moonstones, peculiar to Ceylon, lying at the entrances to the shrines, carved with animals in a verisimilitude of life that carries action onward to to-day. There are 1600 columns of the Brazen Temple, whose shining roofs, one above the other, to the number of nine, once focussed the burning rays of the sun. There is the sacred Bo-tree, the oldest historical tree in the world, planted in 288 B.C., standing amid terraces of earth and brick banked up around it. Pilgrims come from far to cluster around the leaping red flames of their little wood fires at its base, and from their encampments the scent of the frangipani blossoms brought in offering arises like incense.

This marvellous city covered an area larger than present-day London ; in it were streets sixteen miles long ; there were public open-air baths, preaching halls, hospitals and almshouses, side by side with palaces and temples. A mile or so outside the city are the rock temples of Isurumuniya, and eight miles away the sharply rising hill of Mihintale, as full of wonders as Anuradhapura itself.

Some sixty miles away is the great knob of red granite called Sigiri, rising out of a sea of jungle to four hundred feet ; here a king made his palace on the summit and ruled Ceylon for eighteen years ! At this day engineers are astounded at the cunning with which the approach galleries were carried up the overhanging rock face.

About an equal distance from either Anuradhapura or Sigiri is Polonaruwa, capital of the kingdom from the ninth to the thirteenth century, where ruled Parakrama the Great, who was contemporary with King Henry II. of England, and was the greatest king Ceylon has ever known.

The railway, which is in the making, will cut across and spoil this jungle solitude, and drive still farther into the black deeps of unplumbed growth the shy wild creatures—buffalo, elephant, deer, and leopard—which, like the primitive Veddas themselves, shun the company of civilised man. But the railway will make Polonaruwa accessible to those who could never before reach it, and so this, the more recently excavated and much less-known city, will be visited by hundreds who could not get there by road. They will see the wonders of an entirely different epoch from those of Anuradhapura. The great buildings of brick are fashioned in strange designs, such as the circular Wata-dagé with its terraces rising one within the other; the seven-storied Sat-mahal-prasada; the delicate Floral Altar with its curious erect and carved columns; and many another marvel will they discover, including the prone figure of the Buddha, nearly fifty feet in length, with his sorrowing disciple, Ananda, mourning over him.

All these things lie open to the visitor in Ceylon, and involve a minimum of effort and practically no discomfort. The grand scenery, the luxuriant foliage,

the gaudy flower and bird life, and, not least, the architectural wonders made to live again by the history written in the chronicles, combine to make a list of attractions unrivalled elsewhere ; and the best of it is, " he who runs may read." The wonder is that for hundreds who now make this their holiday pilgrimage there are not thousands.

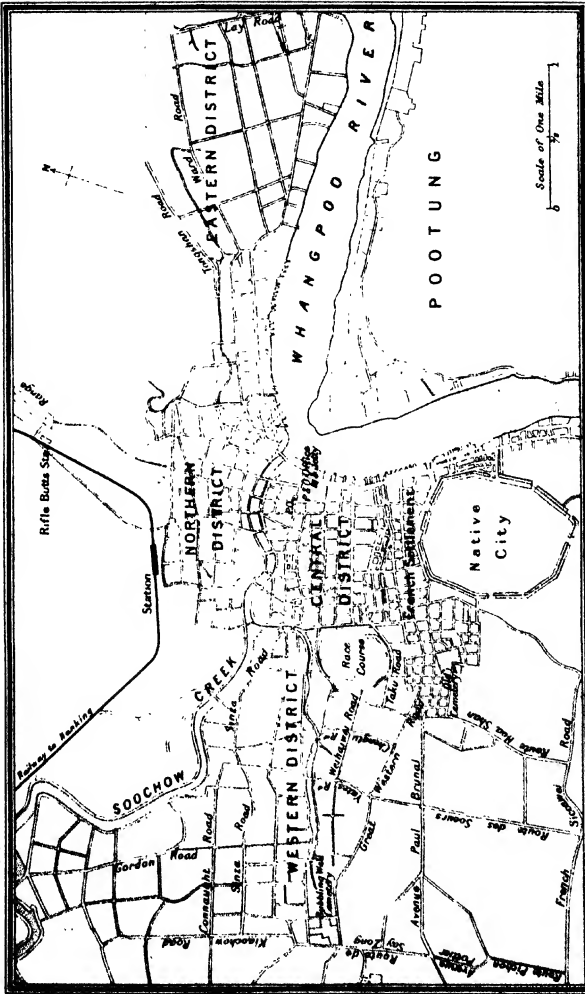
CHINA

By Sir J. G. Scott, K.C.I.E.

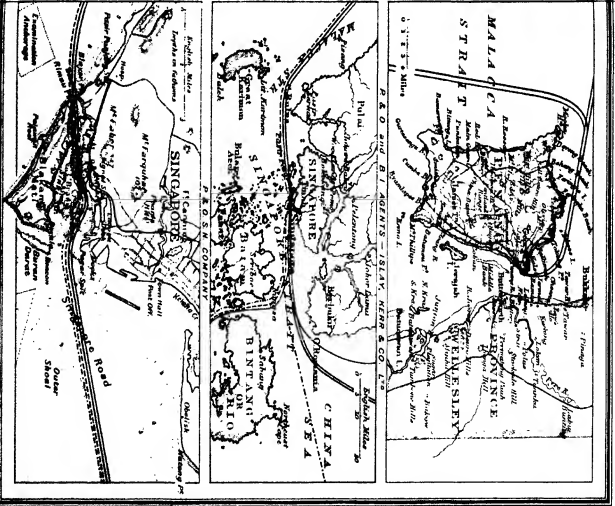
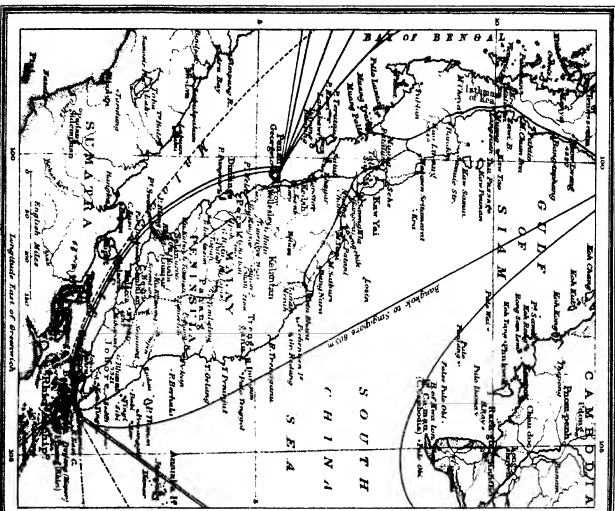
It may be as well to begin by saying, what the visitor is likely to be told by the first resident he comes across, that Hong-Kong is the name of the island, but that the city is called Victoria, and that in Mandarin, or standard Chinese, Hiang Kiang means fragrant streams. All Hong-Kong knows so much Chinese.

Before 1840 Hong-Kong was no more than a rocky island with six peaks, the highest 1825 feet, with a by no means estimable population, living in thirteen villages. They called themselves fishermen, but found smuggling and piracy much more interesting and profitable.

Where Victoria now rises, tier upon tier from the Praya, the name taken from the Portuguese for the quay, there was only a hamlet with two hundred of a population. Where Queen's Road stretches along the foot of the steep slope, there was nothing but a rough narrow track, known to the Chinese as Petticoat



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String Path, a name (Kuntailu) which they gave for years to the bustling city of Victoria.

The population in less than ninety years has reached the third quarter million, and the cramped line of flatland along the shore is covered with houses which are substantial though they may not be architecturally beautiful. The best view of Hong-Kong is from the harbour, and the dazzling white houses standing out from the tawny green of the mountain slope make a picture which many places famed for their picturesqueness might have cause to envy. At night the effect is especially striking, and "the beautiful lights of Hong-Kong" is a stock phrase.

We are told that as long ago as the time of the Ming dynasty, Hong-Kong was owned by a "respectable family called Tang," who cultivated the two or three hundred acres of arable land, and fished and quarried out the rock, and it may be supposed, were also tempted to try smuggling. The fine harbour and the prospect of the populous mainland before their eyes must have been too alluring.

Later, in the time of Kanghi, the great Emperor, who was a contemporary of the *Grand Monarque*, there were alarms and excursions along the whole coast. The Dutch settled themselves in the Pescadores. This greatly annoyed the Spaniards, who had just as little right there as the Dutch, and naturally still more irritated the Chinese, who believed themselves to be the dominating power over the

entire globe; but instead of fighting, which has never appealed to the Chinese mind, they persuaded the Dutch to go to Formosa, where a great many supporters of the Mings had fled before the triumphant Tartars.

There the Dutchmen founded Fort Zealandia and did well till Koxinga, as the Portuguese called the Chinese general, Cheng Chin-Kong, came, and in spite of various expeditions sent from Batavia, made an end of the settlement. Koxinga then turned merchant adventurer, or as the censorious say, pirate, and harried both Tartars and foreigners impartially.

All this fighting troubled Kanghi, and in order to check the pirates, among whom all foreigners figured at the head of the list, he ordered the evacuation of the whole of the coast line from Kwangtung up to the Formosa channel, and the respectable Tangs had to leave Hong-Kong.

Some years later the decree was revoked, and the Tang family seems to have resumed possession. At any rate the land tax was paid for two and a half centuries and the title-deeds are still extant. It is clear, however, that there were other settlers who were not so respectable, and when the East India Company began trade with China, the harbour, which is ten square miles in extent, was an obvious and commodious anchorage, and this and the numerous surrounding islands had an irresistible attraction for smugglers and "sea-foam," as the Chinese call pirates.

In 1834 the East India Company's monopoly came to an end, and Lord Napier was appointed "Chief Superintendent of British Trade." It was the Chinese treatment of him which brought on the first China war, which goes by the name of the Opium War. He came out with instructions from Lord Palmerston to foster British trade in China. The Chinese authorities affected to consider him a commercial headman. The port authorities reported that "three foreign devils" (the others were Sir G. B. Robinson and J. F. Davis) had landed. Commissioner Lu referred systematically to Napier as the "barbarian eye"; ordered him to remain at Macao till he got legal permission to come on to Canton, and complained afterwards that the British Superintendent "threw in letters out of the bounds of reason," which was his way of referring to Napier's presentation of letters of credence. Lord Napier's letter was rejected, and he, for his part, refused to confer with the *hong* merchants, the native traders. Governor Lu's attitude was set forth in the statement that "the authorities of China do not expect from wild and restless barbarians the decorum and conduct exemplified in their own great family." An attitude of this kind was not the sort of diplomacy that Palmerston was likely to endure, and friction steadily increased.

Three sons of the Emperor Tangwang had died of excessive opium-smoking and other palace vices. He

was therefore bent on putting an end to the "deluge of opium." *Literati* and the rulers of provinces denounced the drug in polished memorials drawn up between pipes. Minor officials made great fortunes by letting it come in. Good people at home, who did not know that opium is a necessity to dwellers in the malarious coastlands, as well as to the pedlars carrying five hundred pound weight packs of brick tea over seventeen thousand feet passes, denounced the trade as iniquitous. Communications were slow in those days. In 1854 a passage to Hong-Kong of a hundred and six days was noted as extraordinarily quick.

Trade negotiations dragged on, and the Chinese ended them by seizing and burning 20,283 chests of opium, to the value of nearly eleven millions of dollars. This was a thrustful right and left, for it asserted Chinese world power, hit the foreigners hard, and hugely increased the price of the drug for the benefit of the smugglers and their confederates, but it brought on war, and it is called the Opium War, with the implication that Great Britain forced opium on China. Opium was brought first to China from Java, not by us, and there were quite as many American and Parsi importers as Englishmen, while the Chinese smugglers could no more be numbered than mosquitoes. There was plenty of poppy grown in China, but it was very inferior stuff. Imperial proclamations threatened death for the cultivators,

but poppy heads waggled against the notifications on city walls in practically all the eighteen provinces.

It was Chinese dictatorial uppishness that brought on the war, but it got us Hong-Kong, formally ceded by the Treaty of Nanking in 1842, and created a Crown Colony on the 5th April 1843. The barren rock is now afforested, and a tramway on the wire-rope system leads up to the houses on Victoria Peak, houses which are like bomb-proof casemates, and have typhoon windows, after the fashion of the doors of a safe, to be closed when the cyclones come from the Philippines. This is not affectation. A typhoon is an experience the light-hearted wish for, and, when they have had their desire, they never want to see another, even on shore. In 1895 a quite considerable-sized steamer was lifted out of the harbour and dumped down upon the Praya, and in 1906 it was estimated that 10,000, mostly boat people, were drowned, and with them Dr. Hoare, the Bishop of Victoria. There is a nautical jingle: "July, stand by; August, you must; September, remember; October, all over." The Formosa Channel, however, disregards general rules and breaks bounds disconcertingly.

From the moment it became a British colony Hong-Kong has prospered exceedingly. It has natural beauties, but none that are specially architectural. Queen's Road is a very sorry parallel to the Rue Catinat in Saigon, with the replica of Notre Dame at

the end of it, in contrast with the "commodious church to seat 800 people," which is called Hong-Kong Cathedral. The Grand Lac and the Petit Lac in Hanoi offered special opportunities to French taste, but Hong-Kong's Happy Valley (Wong Nei-chung) is certainly attractive. There the arable land of the old inhabitants has been converted into a race-course and a cemetery. The conjunction provokes sneers and moralising, but the Chinese are great sportsmen, and the firm of Jardine Matheson found it worth while to bring out an Epsom winner, that the house colours might figure triumphantly in the Hong-Kong Derby. That sort of thing is not done now. Trade is hardly what it used to be; the Japanese are formidable rivals, and Derby winners cost a great deal.

Hong-Kong is probably the noisiest port in the world, and is certainly one of the biggest. War ships of all nations find it necessary to put in there, and they salute the flag, the Governor, and one another, and the compliment is returned. It has been estimated that the powder burnt annually costs £80,000. This is hardly capable of proof, but Hong-Kong people curse the noise and are proud of the figures.

The afforestation of the bare slopes has put a stop to landslides which were a danger when the four-mile-length of the city began, and this and the Botanical Garden, just above Government House, give an increasingly attractive appearance to the

rock, but there are still piratical indwellers, or, at any rate, jackals for the pirates, and in 1925 there was a landslide, which swept away the houses of some well-to-do Chinamen.

CANTON AND MACAO

It is no more than an eight hours' journey up the Pearl river, off the mouth of which Hong-Kong lies, to Canton, the first city of China, since it is no longer an Empire, as far as wealth and position and energy are concerned. It has been noted for about a thousand years as one of the great marts of commerce, yet the traveller is startled to see the saloons of the comfortable river steamers hung with rifles and revolvers labelled "loaded." This is because, even to quite recent times, pirates have shipped as passengers and have held up captain, crew, and fellow-travellers. This lends a pleasurable excitement to the trip, but it ought not, on that account, to prevent any one from making the trip to this most notable of Chinese cities.

Three great rivers unite to form an estuary for deep-sea vessels of heavy draught; the walls are six miles round; the streets are so narrow that it is often necessary to step into a shop to let a sedan chair pass, and, except for those that lead from the twelve main gates, they are crooked and labyrinthine to a fantastic degree, and gaily painted perpendicular shop-signs, sometimes twelve feet high, produce the

theatrical effect characteristic of pictures of the country.

Besides being probably the most populous city in China, Canton is also the cleanest, which, however, is a relative term. Visitors straight from Europe are shocked at the narrow, crowded, unsavoury thoroughfares, but those who have just seen the cities of Peking, Shanghai, Amoy, are greatly surprised. Canton is not nearly so old a city as those of the north, and, in Ser Marco Polo's time, was far behind the hives at the mouth of the Yangtze river, but European trade found its first port there. Capt. Weddell was the first Englishman, with a merchant fleet, to reach Canton, but 120 years before, the Portuguese, de Andrade, had sailed up the Pearl river. The East India Company established a factory in 1684 on the eastern side of the city, but of this only fragments of stone show where houses once stood. It was burnt by the Chinese when General Straubenzee's expedition took Canton in 1857, and it was held for nearly four years, with two English and one French Commissioner to govern it. They named the streets, and there may still be some who remember Betsy Lane rather than the Couchant Dragon Street, and Maria Street, which the Tommy of those days thought better than the Court of Unblemished Rectitude. But these have vanished, as the factory site has disappeared.

Instead, the foreign settlement is at Shamien,

which means the Sand Flats. This was a noisome swamp, with two forts and some disreputable hovels on it, and has been converted into an island by piles driven in the river bed, and a massive granite embankment with a canal to cut it off from the city. It was planted with trees and is now quite attractive, and is claimed to be the most picturesque settlement in China, in spite of the protests of Amoy and Fuchow. The British Consulate is on Shamien. The Consul-General is established in the centre of the city, in what was formerly part of the Tartar General's Yamen, and is now a walled-in park of five acres, shaded by fine banyan trees and with a herd of deer.

Besides being the most characteristic of Chinese cities, Canton has some remarkably fine temples. Unfortunately since the establishment of the Republic the age-long hostility to the north has been accentuated, and the ambitions of the quondam medical student Sun Yat-sen and his successors have made it a sparring ground.

The Hakkas, who form the very large boat population and are far-off cousins of the Shan race, have for long years been steady enemies of the Puntis, who are aboriginals. Canton has therefore seldom been quite peaceful, and has always been pugnacious. In the last year or two the violent hatred of the foreign devil has been revived, and there are few visitors to the shops in Curio Street come to buy the beautiful

metal and carved ivory and blackwood work, porcelain, or the embroideries and silken stuffs for which Canton has always been famous. They will no doubt come again, and with them the stolid, staring on-lookers of older days.

Macao for long years rivalled Canton as a place for foreign trade. It was first held by the Portuguese in 1557, who rented it from the Chinese Government for an annual payment of five hundred taels. This was regularly continued till 1848, when the Governor, Ferreira do Amiral, refused to pay it. He was murdered by Chinese soldiers outside the settlement and his head was sent to Canton, but was returned after the strong protests of the British minister and others. There had been a Chinese garrison till then, but it was driven out by a Portuguese force, and Macao has since been governed by none but Portuguese officials, though its existence as a Portuguese colony was not formally recognised.

Macao has a fine harbour, but its prosperity came to an end with the British occupation of Hong-Kong, and it is now as sleepy a place as Golden Goa itself. It stands on a rocky peninsula and has often been compared to Cadiz, owing to its terrace-like appearance. A bridge across the narrow neck of sand which connects it with the mainland was built in 1860.

The town is a great contrast to both Canton and Hong-Kong, and is much more like a bit of Portugal

itself than an Eastern city. It can be reached in a few hours from Hong - Kong or Canton, and is a favourite resort for week-ends for those who wish to try their luck at the Chinese gambling game of fantan. This is called taking the sea air.

It was in Macao that the poet Camoens wrote his *Lusiadas*, and the gardens and grotto where he endured his banishment from Portugal can still be seen, though plant growth hardly makes it an easy matter. The Rev. Robert Morrison, the celebrated Chinese scholar, is buried in the Protestant cemetery. The forts which defended the settlement are more imposing than the town, but they are antiquated rather than formidable.

THE COAST PORTS

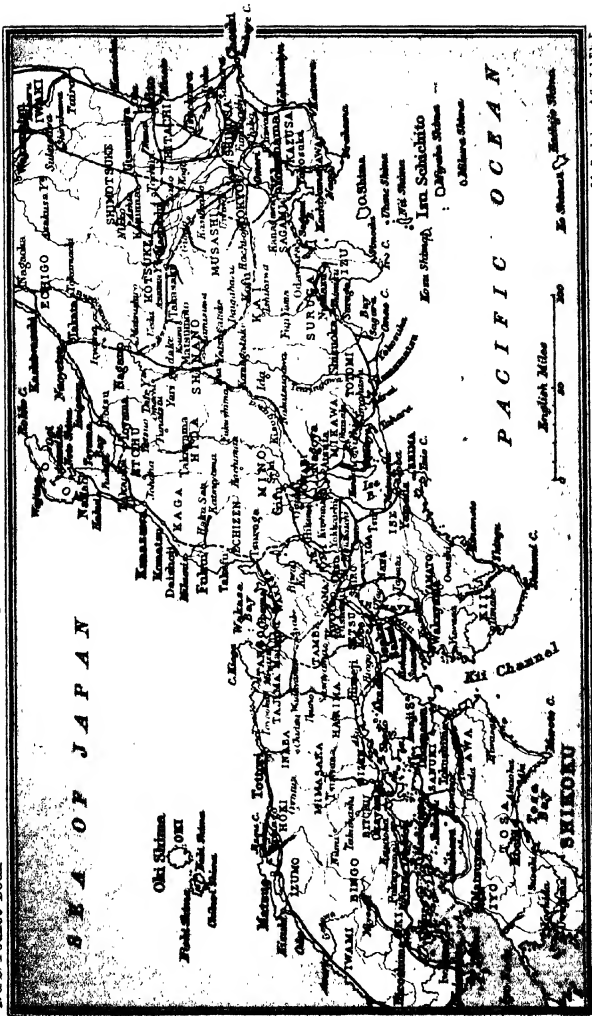
The treaty of 1842 threw open "the Five Ports" to foreign trade. There are now a very great many other "ports," some, like Sumao and T'êng-yüeh, very far away from any possibility of navigation, but a trip to the coast ports, if it is made in the latter part of the year, from October on, is worth taking. It is certainly advisable to avoid the typhoon season, for *Swatow*, the first port reached, situated at the lower end of the Formosa Channel, is sorely afflicted by these cyclonic storms and suffered terribly in 1923. The native town is on the left bank of the fine Han river and exports large quantities of sugar. The population is very turbulent and combative, and,

though it is in the same province, specially dislikes the Cantonese, and speaks a dialect which is not understood in the capital of the two Kwangs. They fight one another to prove it. The foreign settlement on the opposite bank is pleasant and well wooded, but the great part of the hills on that side is granitic and so washed by the heavy rainstorms that they have been styled "the skeleton of rotting hills," and by sailor men "hell burnt out."

Amoy, the next port, is the local pronunciation of Haimên, the island on which it is built, and it is more nearly on the open sea than any other. The island is the largest of many at the mouth of the Dragon river. It traded with the Indian Archipelago, with India, and even with Persia, more than a thousand years ago. Amoy was one of the earliest ports settled in by the Portuguese. The early adventurers were not what can be called engaging, or unexceptionable, and probably were largely Goanese mestizos, with the least admirable habits and manners of both races. At any rate they were expelled in 1544, with the loss of thirteen ships and four hundred and fifty lives; and no foreigners were supposed to trade there till 1841, but nevertheless they came and found Chinese merchants quite willing to trade with them. The city and suburbs measure ten miles round, and Amoy ranks as a "principal third class city," with a population of between a quarter and half a million.

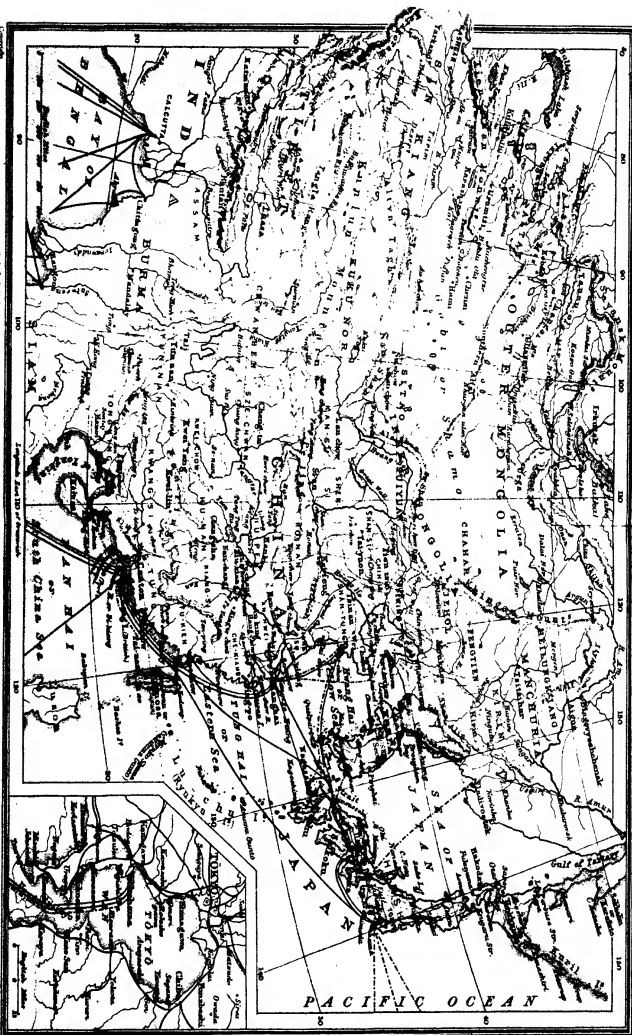
The European settlement is on the island of

CENTRAL JAPAN



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Scale: 1 inch = 100 miles

Külansu, which was formally leased in 1903, and is equally in violent contrast with the native town as Shamien is with Canton.

The patriot, or pirate, chief, Chêng Chin-Kong, who harried all and sundry, had his headquarters here for long, and he is supposed to have been buried at Aming-kang, a village to the south. There at any rate a group of huge monumental statues stands in remembrance of him. Otherwise Amoy is noted for its oysters, pummelions, and carved peach-stone bracelets. It is also a great tea port.

Fuchow was for many years the chief port for the shipping of Bohea tea, and large quantities of brick tea, cemented with bullocks' blood, for Russia, were also manufactured here, but the trade has declined in importance. Steamers go up twenty-five miles from the sea to Pagoda Anchorage, which is nine miles below the town.

The scenery on the Min river, on which it stands, is varied and beautiful, with towering cliffs, mountains sprinkled with Buddhas and temples and monasteries, especially on Ku-shan, the Drum mountain, where the pious believe a tooth of the Buddha to be enshrined. The amphitheatre of hills makes Fuchow one of the most picturesque of the open ports. The name means Happy City, and for long the people boasted that they had never been conquered by foreigners. In 1884, however, at the beginning of the Franco-Chinese War, the French fleet forced the

Min river and sank the cruisers at Pagoda Anchorage. The only Chinese success was the hulling of *La Galissonière* in the estuary, just short of where the river is narrowed in to the Kinpai Pass. The gunner who fired the shot was created a mandarin.

Fuchow is noted for its carved work in what is always called soap-stone, but which the precise tell us is really a soft quartz which should be called pagodite. Formerly also the city was remarkable for its issue of paper money, gay-coloured notes printed from wood-blocks, but these have now long disappeared. Cormorant fishing can almost always be seen in the river opposite the city, which is rather more noisome than most.

Ningpo is interesting because it was here that European trade with China on a large scale first began, but Shanghai has robbed it of its importance. The Portuguese were first here, as elsewhere in China, and 1522 is the first date recorded. The town lies at the mouth of the river Yung, with a wide, densely inhabited plain behind it, and fifty miles up is Hangchao, about which Ser Marco Polo, who called it Kinsai, writes that it is "above all other cities of the world in point of grandeur and beauty, as well as from its abundant delights, which might lead an inhabitant to imagine himself in Paradise." This is an elaboration of the national boast: "There is Heaven above and Hang and Su below." Suchao, in the same province, an equally great city, famous

for its red lacquer, was the headquarters of the T'ai-p'ing rebels, and both it and Hangchao were devastated by them. Hangchao is at the southern end of the Grand Canal to Peking, of which Colborne Baber spoke so disrespectfully.

The Portuguese might have had a much more important settlement here than in Macao, if it had not been for their lawlessness. In 1542 they had a Senate House, two churches, two hospitals, and hundreds of private houses, but the pride of the home race, grafted on the rapaciousness of the Dekkhani, irritated the Chinese beyond endurance, and of 1200 Portuguese 800 were massacred and twenty-five of their ships destroyed. During the 1839-42 war, British forces held Ningpo, and there is a melancholy record of it in the cemetery of "Cameronian Hill," where one tablet is dedicated "To the memory of 421 N.C.O.'s and men of the 55th regiment," most of whom died of disease.

SHANGHAI

The growth of Shanghai has been as remarkable as that of Hong-Kong, but it is less surprising, because it stands on the western verge of the 45,000-square-mile level plain of Kiangsu, the Garden of China, and commands the trade going westward up the mighty Yangtze river and seaward to all the world.

It was the most northerly of the five ports opened

to trade by the Nanking Treaty of 1842, and since that date it has risen from the rank of a third-class Chinese city to one of the greatest of ports. The narrow and squalid streets of the native city alongside show what it was and form a startling contrast to the solid and impressive buildings of the foreign concessions, with their well-laid-out roads.

There was wealth here before. An industrious peasantry has cultivated rice and cotton and manufactured silk since long before the Christian era, and the crowded cities which jostle each other all over the plain have been there since before history began.

The Hwangp'u river, on which the English, French, and American concessions stand, is little more than a tidal creek, twelve miles from the Yangtze, but there is water communication with the great system of inland lakes, and Shanghai has become the port for the produce of the teeming cities of Kiznosu. The quarrels between this province and Chê Kiang have latterly greatly injured trade.

Shanghai prosperity attracted the attention of the Triad rebels, who seized the native town in 1853 and held it till 1855. The foreign settlements were protected by a British squadron, and Chinese officials from all the province and wealthy native merchants took refuge there, and this led to the formation of the Imperial Customs Service. The mandarins were unable to levy the duties on trade of any kind, and the collection was placed in foreign hands. The result

was so satisfactory that after the Treaty of Tientsin of 1858, the collection of duties at all treaty ports was put under the same management, and the Customs Service has become a main support of the Chinese Government.

It was not only the substantial that flocked into Shanghai. Refugees came in from all the surrounding country in tens of thousands, the great majority to the British concession, which grew with the rapidity of San Francisco, or Melbourne, or Chicago. The T'ai-p'ings followed them up, all the more eagerly because they wanted a seaport. In 1861 an attack by them was beaten off, which gave the opportunity to the Shanghai Volunteers, of whom there were a hundred, twenty of them mounted, to maintain for long years the proud boast that they were the only Volunteers who had seen fighting.

Li Hung-chang made Shanghai his headquarters, and it was there that the Ever-Victorious army was formed. It began with a force of several thousand under an American named Ward. He was a fine fighting man, but not otherwise estimable, and his men, who were a very mixed lot, hardly carried their virtues beyond pluck. When Ward died, he was succeeded by Burgevine, who proved untrustworthy, and then the force became famous and disciplined under Gordon, who suppressed the "Christian" T'ai-p'ings inside a twelvemonth. The nature of their Christianity may be gauged from the Tien

Wang, who asked Sir George Bonham at Nanking, eight years before, whether the Virgin Mary had a pretty sister, whom he, the King of Heaven, could marry.

Shanghai is a very notable city and has great belief in itself. It has an enormous inward and outward trade. It has a population of probably quite a million, but there are no exact figures; these are quite as elusive as ants in their hills, or weeds, or the pig that ran about so fast that it could not be counted. The river front along the Bund is lined with imposing buildings, and these were peppered from the Chinese cadets' college on the other side of the river during the Boxer rising. Shanghai is ruled by a model municipality of which it is very proud. The Shanghai club at noon is a bewildering combination of commercial transactions and mixed drinks; the Country Club is exclusive and delightfully rural. During the cold weather a field out by the racecourse is flooded and frozen over during the night, and provides excellent skating until about nine o'clock in the morning, when the ice melts away again. Bubbling Well Road is a charming drive under shady trees and past seductive villas. Shanghai shooting parties welcome strangers, and Shanghai game pie is famous. The strikes of 1925 have done much harm, but it cannot be more than temporary.

The first railway in China ran from Hong Kew, the American concession, to Wusung, where the river

joins the Yangtze. It prospered exceedingly, and was as crowded as tube trains during an air-raid, until the contract lapsed and then the mandarins, determined in their *chinoiserie*, pulled the rails up. There are a great many railways in China now, and civilisation has advanced so far that the holding up of trains by robbers is not unknown. Unfortunately Chinese railway boards think that a permanent way means that it will last for ever without further attention.

The Shanghai-Nanking railway is the best of them, because it is under foreign control.

Nanking, "the Southern Capital," was the capital of the whole Empire during the three hundred years of the Ming dynasty, and the tombs of its rulers are worth a visit. The Porcelain Tower was as famous as the Great Wall, or the Grand Canal, but it was destroyed by the T'ai'p'ings along with much else that the city prided itself on. Nanking measures twenty-two miles round, but most of this is now a waste.

Excellent river steamers take the tourist up to Hankow, and give him an opportunity of seeing one of the finest rivers in the world, but the scenery is not impressive. Its banks are studded with great cities, which seem astonishingly populous until one is informed that they are barely recovering from the desolation spread by the T'ai'p'ings.

At one time, not so long ago, the Yangtze was said, by those who sat at home, to be the British sphere.

On the spot the Japanese seem to be more conspicuous. Even the Chinese, imagining themselves to be free and independent, because they call themselves Republicans, have asserted themselves so far of late years as to fire sporadically on river steamers, but the excitement of possible adventurous experiences is greater than the risk. Noise and general direction are the features of Chinese musketry. Hankow is six hundred miles from Shanghai and is a place of very great importance. As the name signifies, it stands at the point where the Han river joins the Yangtze, and it draws to itself all the trade of central China. Like Caliban, it is really three cities at once, Hankow and Han Yang on either bank of the Han river and Wuch'ang on the south bank of the Yangtze, here a mile wide. The best view is to be had from the rocky Hanyang hill.

No city on earth has a better system of water communication, and the able, and acrid, and intensely national little Viceroy, the late Chang Chih-tung, set up iron and steel works on the most up-to-date European models at Wuch'ang, as well as an Imperial mint and cotton mills. Russians established great brick tea factories, and there is a yearly colony of fortunate tea-tasters when the season's crop comes in.

Hankow is connected with Peking by the Pe-han railway, which has been working for twenty years in spite of the incompleteness of the troublesome bridge



Morton's Menpes, R.I., R.I.

A STUDENT.

over the Yellow River. The permanent way is rapidly deteriorating, because Chinese Republican Government is rather more corrupt and inefficient than its Imperial predecessor, which suited the people well for many centuries. The journey gives an idea of the immensity of the Great Plain and of the pullulating multitudes of Chinamen.

The railway extension from Hankow to Canton, which is aligned through much more interesting country, was begun about 1904 or 1905 and is still far from being finished. As a trunk line it is ideal and imperative, but as a union between Canton and Peking in the present state of politics it would be an embarrassment, for the two cities hate one another rather more than they have always done.

Smaller river steamers go up to Ich'ang at the foot of the Yangtze gorges, but the passage of these by steam launches, though proved by the stubborn pertinacity of Archibald Little, is still rather a feat than a commercial fact, and junk travelling cannot be recommended.

A pleasanter way to go to the north than by railway is to continue by sea from Shanghai, looking in at the great bay of Kiaochao, which the Germans took in 1897 as the price of the life of Bishop Anzer and another missionary, and lost to the Japanese during the Great War. The Germans ran up a number of spectacular buildings, greatly improved the wide bay-harbour, and constructed a railway line to

Tsinan-fu, the capital of Shantung province. The Japanese have correspondingly profited, though it took them some time to get accustomed to the ambitious German buildings. The Germans had a ninety-nine years' lease, and coveted all Shantung. It is not clear what Japanese aims are.

It was the Japanese seizure of Port Arthur which had more to do with the occupation of Kiaochao than the missionary bishop's assassination, and it also led to our lodgment in *Weihai* (the purists tell us that Weihaiwei is wrong and shows ignorance). The Chinese had fortifications there, but we do not make it a fortified post. There is a Governor, but he governs nothing, and Weihai is more of a seaside resort for southern port grass widows, and an excellent anchorage for the China squadron, than anything else. Moreover, it is not certain that we shall stay there.

Like Weihai, *Chifu* is more of a sea-bathing place than a trade port. We are told that it ought to be called Yen't'ai, from the town, but the name Chifu has not been dropped. It is therefore the converse of Kiaochao, which used to be called Tsingtao, but either because of methodical Germans and Japanese, or of punctilious Chinese consular officers, has definitely taken the name of the town. Before the days of railways, when the Yellow Sea was frozen over in October, the mails for Peking and Tientsin and Newchwang were landed at Chifu and taken

overland by carriers. There is now a creditable road opened to Weih sien, but *chinoiserie* grafted on Western—far Western—civilisation has granted the monopoly of its use to one firm; no other motors are allowed to ply on it. The Chinese population of Chifu is very proud of its association with the memory of the sages Confucius and Mencius.

A few hours' steaming separates Chifu from *Taku*, at the mouth of the Peihaw, the Peking river, up which an hour's run brings one to Tientsin. *Taku* is historically well known because of the forts which used to be there, and were believed by the Chinese to be impregnable, but which, from 1858 on, when Lord Elgin forced his way, periodically proved to be much less formidable than its mud flats. *Taku* is now connected with Peking by railway, and the capital can be reached in four hours.

The *Tientsin* people have always been turbulent. In 1870 they massacred a number of sisters and others connected with Chinese orphanages. They sided with the Boxers in 1900, and foreign residents of Tientsin maintain stoutly that the attack on the settlement was much more serious than that on the Peking Legations, and pointed to the bullet-starred walls as proof of it. To prevent further annoyances of the kind the city wall was razed to the ground and has been converted into a pleasant promenade. Before the Grand Canal became a mere grandiose memory, all the junks with rice from the south used

the inland route from Chinkiang to Tientsin. It is too leisurely now.

There are still vestiges to be seen of the circular rampart called Sankolinsin's Folly, thrown up by the Imperial General Sêng Kolinsin during the last war before the Boxer outbreak. It was so futile a menace that it was never even tested.

The old way of going to Peking from Tientsin was by boat up the Peihaw to T'ungchou and then on by cart. The road was an Imperial one and was laid with massive blocks of granite, "good for two years and bad for ten thousand," and it was preferable to ride. The most plump person, provided with all available mattresses, remembered the cart jolting for days afterwards.

The railway is always used nowadays, but to suggest scenery is a figure of speech. Unfortunately the striking first view of the imposing city walls, which was the redeeming feature of the T'ungchou road, is lost. The train draws up under the high battlements, close to the "Water Gate," through which the British relieving force entered the city after the Boxer siege, and now laid with a branch service line to carry goods. The Wagon-lits Company's Peking Palace Hotel is just inside.

As a patent fact there are two cities. The "inside city," as the Tartar city is commonly called, has walls of an average height of fifty feet and a width of forty, and it measures fourteen and a half miles

round. The "outer," or Chinese city, is an oblong, attached to the square. It measures only half a mile or so less, but the walls have twenty feet less of height. The total circumference of the two cities is a trifle over twenty miles. The breaking through the concrete wall of the western Tartar city in 1900, to get fodder conveniently for the transport animals, was like quarrying through rock. There are sixteen gates to the two cities, those of the Tartar city monumental, and surmounted by huge three-storied wooden spires, which used to have wooden guns in them to overawe the presumptuous.

A city has stood here in the sandy plain since 222 B.C., but Kublai Khan, in A.D. 1264, was the planner of the present metropolis, and it was called Khanpalik, the Khan's City, whence Coleridge got his "Cambalu."

The sights of Peking are very many, but a few may be specially mentioned for flying visitors. The Temple of Heaven is in the Chinese City and stands, with its blue porcelain dome, in a wide park which formed the British cavalry quarters during the Boxer disturbances. Here, on the bare wide altar, open to the skies, the Emperor offered sacrifice for the nation at the winter solstice. Opposite it, in another park, is the Temple of Earth, which accommodated the United States forces.

Far away on the north of the Tartar City is the Temple of Confucius. Outwardly it is by no means

striking, or clean, but it is a sort of Chinese Pantheon and contains blocks of stone, called drums, with the earliest known form of written character, dating from the Chou dynasty (1122-225 B.C.), and around it are grouped pine trees, planted more than five hundred years ago.

Close to it is the Lama Temple, with huge prayer cylinders. The intoning of their evensong by the monks is worth hearing. At one time it was not a safe place to visit, but the Allied occupation of 1900-1902 has quieted the riotousness of the holy men. Their deep bass chant is inevitably compared with Gregorians, and, when it is over, the celebrants stroll out to smoke opium in the dens near by.

The innermost of the enclosures, all three walled, into which the Tartar City is divided, is the Forbidden City with walls twenty-five feet high and capped with glazed tiles of the Imperial yellow. The secrets of the *Nei Kung*, the Forbidden City, were made known to all the world at the time of the "Occupation by the Eight Nations," as the Chinese called it.

The Summer Palace eight miles away, under the Western Hills, is a pleasure spot too, dowered by Nature to have been quite spoilt by a double "Dago" occupation.

The view from Coal Hill, close to the Imperial Palace, which cannot now be had, may be compensated for by walking round the city wall. All Chinese houses, except the pawn-shops, are no more

than one storey high, and consequently the prospect would be as drab as a string of miners' cottages, if it were not for the profusion of trees, which almost entirely hide the heavy tiled roofs.

Apart from the approach to the Forbidden City from the main south gate, the Chien Mên, which is stately and imposing in the simplicity of its proportions, the streets are appallingly bad, except those that have been made fit for motor-cars since the occupation. The rest are mud in the wet weather and heaps of dust in the dry, and the dry predominates.

Yet there is progress in the *singerie* fashion. Two well-equipped aerodromes were set up, and still exist, in a "looksee pidgin" fashion, and Mukden, Canton, and Hanyang devote a good deal of attention to aviation, with the aim of dropping bombs on one another pending a general settlement.

Fitful energy is characteristic. Within four years of the Forbidden City being absolutely impossible for foreigners, there was a travelling circus performing by the lake, close to where the Old Buddha's palace was, with clowns and trained dogs and damsels skipping through hoops, all complete.

There is wireless communication with Kashgar, and there has even been an attempt at broadcasting, not, it is hardly necessary to say, in Peking, but in Shanghai. Having accepted the aerial, however, the authorities boggle at the receiving sets.

The observatory instruments, stolen by the

Germans and since brought back from the Thiergarten in Berlin, have been replaced on the Southern Wall. These, which were set up by Kanghi, are admirable in their workmanship, and totally useless to the Board which is in charge of them.

The Great Wall of China can be seen by booking in the train north from Peking through the Nank'ou Pass to Kalgan. It may also be seen from the Peking connection with the Trans-Siberian railway, for the line tunnels through it at Shan-hai-Kwan, and goes on, across Manchuria to Harbin, inhabited by the sweepings of Hell and Newgate. When the Bolsheviki are disposed of, it will be possible for people in a hurry once more to reach London from Peking in a fortnight. The wise, the haters of discomfort, and the lovers of men and cities will go by P. & O.

JAPAN

By AGNES HERBERT

Author of *Two Dianas in Somaliland* ; *Two Dianas in Alaska* ; *Korea*, etc.

WERE we to take a census of the most "written up" countries we should find Japan running a dead-heat with Spain. Of the "Kingdome of Japonia," as old chroniclers styled it, biographers have but one point of view, and of its inhabitants, two. No other land is so beautiful. The people are as curious as they are delightful, or imitative as they are acquisitive, with unfathomable depths of cunning. It all depends on the biographer's outlook. The best description of Japan, more recognisable even to-day than the dazzling *tableaux*, often out of perspective, of Sir Edwin Arnold, was penned by the first Englishman to see it, Will Adams of Gillingham, the Elizabethan pilot-adventurer whose memory is kept green in Yedo by the street name, An-jin-chō, that is, Pilot Street ; whose bones lie in the Lotus-land of his enforced adoption ; who became a Shintō divinity worshipped under the style of Angin-Haka, and who is revered

by the Japanese as the founder of their navy. We can imagine the old seaman, driven ashore in his antique ship the *Charity*, giving his scurvy-stricken men liberty to go ashore in romantic "Nangasake" if they dared, and make friends with the plundering natives if they could, sitting down to record his first impressions after the dutiful fashion of modern journalists, but with less merciless dissection. Said he: "This island of Iapon is a great land, and lyeth to the northwards, in the latitude of eight and fortie degrees, and it lyeth east by north, and west by south or west south west, two hundred and twentie English leagues. The people of this island of Iapon are good of nature, curteous about measure, and valiant in warre; their justice is severely executed without any partialitie upon transgressors of the law. They are governed in great civilitie. I meane, not a land better governed in the world by civil policie. The people be verie superstitious in their religion, and are of diuers opinions."

Considering each assertion on its merits, I tick them off "Correct." Courtesy is no longer taught in the schools of Japan, but wherever the tourist goes, no less than in the days of our Ancient Mariner, he finds the people "curteous about measure."

Not greatly changed is old Will's harbour of "Nangasake," probably (and I say it with my eyes on Sydney) the most beautiful harbour of account in the world, dominated as it is by precipitous cliffs with a

frontage so magnificent that the sea-birds are dwarfed to sparrows, and our P. & O. liner gliding in, and her sister-ship gliding out, "seem scarce so gross as beetles."

Tradition has it that from these gaunt heights the native Christians were thrown three hundred years ago. Three hundred years is a long time. To-day we would not have the jagged rocks less cruel—the etchings are so perfect, the pinnacles so graceful, the rainbow effects on the fibrous stone so bewilderingly *bizarre*.

Nagasaki was opened to British trade in 1858; until that year the Dutch were the only foreigners permitted in Japan, and, needless to say, they improved every minute of the shining hours between 1623 and the date of the partial eclipse of their trading sun. "Coal to Nagasaki" is as well known a saying as our own well-used proverb. Indeed, but for the undoubted fact that we "said it first" there would not be wanting critics to accuse us of plagiarism. The steam coal from Takashima is second only to Cardiff's superlative quality, a fact to interest Welshmen.

The big island of Kyūshū, southernmost of the four islands which constitute the kingdom of Japan, on a corner of which is Nagasaki, has every variety of scenery—if globe-trotters had arranged its surface to suit their artistic requirements they could not have achieved more gratifying results. The climate is

mild, and numerous local steamers give every opportunity to see all types of fishing villages, particularly at Mogi, where, at a quaint inn, you can get a fish luncheon that will outclass any fish luncheon you have ever eaten. It will be "tai" (pollack), most likely, but not pollack as we know it, fried, or steamed, and thoroughly woolly.

As one would expect in a port regularly called at by numerous ocean-going ships, there are many enticing shops in Nagasaki, full of fine embroidery, lacquer, bronze, tortoise-shell curios—the place is famous for its beautiful carvings in tortoise-shell—porcelain and pottery. It would need an expert to compare the specimens in value and rarity, but any amateur collector of early and late ware can appreciate their qualities, so quaintly akin to their chiming names. From Nagasaki one may cross by bridge to the tiny islet of Doshima, whence the Dutch engineered the foreign trade interests of Japan during the hermit days. The renowned temple of the Bronze Horse is worth visiting, likewise the huge camphor tree, and the shipbuilding yard and docks of the Mitsu Bishi Company, of which the Japanese are justly proud. A drive round the lovely bay to the capital of the ancient province of Satsuma (famous down the centuries for its crackled faience) is second only in interest to a short railroad trip along the shores of Amura Bay to Haiki, the junction for the naval arsenal Sasebo, much like our own naval arsenals, and quite

as difficult to get into. Back again to Arita, which produces porcelain lovely as its name.

Well centred in the island of Kyūshū is the five-peaked crater of Aso-san, the largest volcano in the world. Eruptions of Aso-san go back to the earliest days of Japanese history. The main crater is extinct, but the vent on the western side is active enough and provides at all times a roaring cauldron-inferno on a titanic scale.

Steaming along a rather desolate coast-line your ship will run for 150 miles to the Straits of Shimino-seki, but if you are lucky enough to get out of your course, and pass to westward of Oki, you may catch a glimpse of the island of Tsūshima (ancient stronghold of those romantic sea-wolves, the Japanese corsairs), afire with red-leaved maples and powdered with the snow of plum blossoms. Tsūshima lies on the water like a tropical flower, and to its temple-crowned heights stone stairs wind through blue-green firs to Shintō shrines shaded by the golden feathers of bamboos.

Even hardened travellers are arrested by the first silvery glimpse of the Inland Sea. Here is fairy-land, haloed by the romance of centuries. The ship slips like a sea-bird through the straits which form the western entrance, into a sapphire lake dotted over with countless islands, shaded from darkest olive to palest emerald, and splashed with the vivid crimson of peppers drying on the thatched roofs of tiny

houses with front doors open to, and almost letting in, the sea. Fishing-boats and *sampans*, and the weird-looking built-up junks coasting between easy-distance sea-ports, ply hither and thither. If there is a greater contrast than the modern ship and the ancient junk I should like to see it. As economic factors the days of junks are numbered—or so it seems to the critical contemplator of the aggregation of planks and baulks of timber thrown together anyhow. The starboard eye seems to wink knowingly as the singular craft runs before the lightest of winds, as though the junk knows it cuts an odd figure alongside the majestic liner. Junks are all fitted with painted eyes. “No got eye, how can see?” said a Japanese sailor, pitying the ignorance lying behind the stupid interrogation. The two top-masts are fixed in position by means of wedges placed amid the loose timbers in the waist of the ship, and every time you see a frenzied rush of the crew you’ll know the wedges have worked out, and it is “All hands to the masts” which are about to join the wreckage below. I hope junks will sail the eastern sea for ever and ever. The days of real romance are almost dead, and only when you see such decorative relics can you believe still that you live in them.

As we steam along, every now and then, deep and mysterious, we hear the sound of a monastery bell. Places of historical interest lie close-packed on the shores of Hondo, the Main Island, which contains most

of "the things to see." The big island of Shikoki is famous for its bathing, its castle of Matsuyama, and the celebrated temple of Kotohira, all of which are accessible by steamer from Kōbe. But it is the left-hand coast that holds and keeps our eyes with a series of pictures each more alluring than the last. Here a ruinous temple upholds remnants of lacquered columns beneath blue-green pines; there the drying nets of fishermen are stretched over the shell-strewn beach. That little fortified village is Iwakuni, once the seat of the great Daimyō, Kikkawa, and where his impregnable castle stood four square to the winds is a graceful temple, around which flowers the original park planned out by the warrior. The seaport has another "lion," Kintaikyō, "the Bridge of the Damask Girdle," one of the famous spans of the world, which flings its ancient arches across the Nishiki-gawa river.

The island-jewel which descends from its two to three thousand feet or so of elevation into deep-cut ravines, green and flower-strewn, is the famous Itsukushima that bestrides Japanese literature, and is dignified as one of the "Three Beautiful Places" of the Empire. To this most glorious shrine-site all lovers of the exquisite must pilgrimage, an easy matter, as the Sanyō Railway runs along the shores of the Inland Sea from Kōbe to Shimonoseki. The enshrined god is the Deity of the Sea, therefore the splendidly coloured shrines, galleries and stages, distinctively late

Fujiwara of the thirteenth century, stand facing the glittering water, and the famous *torii*, picturesque beyond description, uprises a hundred yards away in the almost tideless sea. Up the snake-like spiral leading to the summit of the fairy isle little Japanese deer pick their way daintily.

At this shrine of Itsukushima superb treasures dating back to the twelfth century are preserved, including some Sutra Rolls beside which our illuminated missals appear the work of amateurs. These Sutras are possibly the most precious possessions of Japan. Adequately to describe them is beyond my limited knowledge, and here it might be helpful to mention a handbook of the old shrines and temples and their treasures which can be bought at the Bureau of Religions in Tōkyō. It is an excellent guide, and foreign visitors may like to know of it.

And so, as Mr. Pepys would say, to Kōbe. Modern Kōbe, grafted on the ancient town of Hyōga, is richer in commercial aspects than in sights, but Hyōga has a *nouveau-riche* Buddha of important appearance, and a smaller and superior one brooding over the pink-tipped lotuses at Shinkōji.

Within easy distance of Kōbe are wonderful places, such as Kyōtō, Osaka, Nara, Ise, and many others, and to enumerate them all would be an impossibility within the scope of this article. But no tourist should miss a thorough exploration, easy enough of accomplishment. Kōbe is the terminus of the Tōkaidō



Martin Menjes, R.T., R.I.

OUTSIDE KYOTO.

railway of the Imperial Government of Osaka, Kyōto, Yokohama, and Tōkyō.

Kyōtō is a city of temples, Buddhist and Shintō, easily distinguishable one from the other by the conventional gateways, like vast bird-perches, by which Shintō temples are approached. West of Kyōtō the Katsura river brings down the logs from Tamba through deep gorges, the walls of which at times exclude the light and only a jagged line of blue between the cliffs tells us that the sky is there. Shooting the rapids of Katsura—and let me tell you they are rapids and not trickles—in blunt-ended boats or on rafts of bamboo is an exciting pastime much favoured by European visitors.

Hōryūji, the oldest Buddhist temple in Japan, and the comparatively unimportant Kōbukuji, are worth going out of your way to visit, the latter for its botanical marvel fashioned in the shape of a large *sampan*, or boat, from the single stem of a pine, a plant not intended by Nature to perform contortions. Monks of ages have taken on the work of training the tree as a pious duty, and the result is remarkable and rarely beautiful.

Picturesque Chion-in monastery has two chief treasures among its many, a set of seventeenth-century painted screens and a huge bell, cast in 1633. It is the largest in Japan, weighs 74 tons, and requires 25 men to ring it properly. Very seldom is its voice heard, for visitors at the Chion-in monastery are not

allowed to pay a small sum for the pleasure of hearing the deep boom. The longest temple in the world, San-ju-san-gen-dō, must not be missed. It needs to be the longest, for it houses the most remarkable collection of goddesses, 33,333 of them ! The images, many of great age, the work of immortal artists, are superbly lacquered and worked in gold, and the central figure, uprising from the serried rows, gorgeous beyond belief, is said to have the skull of a famous monk embedded in her head.

I could enthuse through unlimited pages over the temples and palaces of Kyōtō, of scenes around Lake Biwa, of castles and cherry-trees, of golden pavilions and rich shrines, where you may hear the litany sung in a deep bass resembling the open throttle of a motor-car, and ending in a deep humming drone. Words seem inadequate in connection with Japan. You read of the wondrous treasures and age-old sights, and one day you see them for yourself, to find, like the Queen of Sheba, "the half of the greatness was not told."

By the Idzumi Straits and Kii Channel we clear the Inland Sea, and over the smilingly calm Pacific continue our voyage to Yokohama, 346 miles away. We are steaming past many places to which the good tourist must journey by train from the capital ; historic scenes which cannot be compressed into the limitations of a short hour or two ashore. In the misty distance a blue thread defines the Bay of Ise,

and to Yamada, in Ise, you must certainly turn your steps. In this most sacred Shintō shrine brood the Spirits of the Emperor's Ancestors, and to them are reported the Alphas and Omegas of national happenings, such as the end of the Great War, a victory largely due to the beneficent protection of the Imperial Spirits. In Japan ancestors are venerated above all religious feeling, and the adoration and reverence of the Japanese for their country is the stronger because in the sacred soil is the ever-to-be-honoured dust of the immortals who have gone before. It must be an uplifting thought to the ardent worshippers to reflect that the whirligig of Time will one day raise them to the ancestor status.

Yokohama—to-day, alas! still under the shadow of the great earthquake—is a city on a plain, planted between two ranges of hills, running inland. It is a fine centre for tourists, and adjacent to the capital, Tōkyō. I was led to expect little of Yokohama as a beauty spot, so was the more charmed by the diversities of “Mississippi Bay,” the inlet upon which Yokohama stands. Every sort and kind of ship lay at anchor, bows all turned one way in mathematical precision, men-of-war, from battle cruisers to a submarine; merchant ships of great tonnage, and a clipper wraith of the *Cutty Sark*; junks, coasting steamers, native fishing craft, with picturesque sails, red, blue, or yellow, according to the fancy of the skipper; and myriads of *sampans*, flitting hither and

thither like Venetian gondolas. And everywhere the fluttering red and white flag of Japan.

We hear much of a europeanized Japan, and I suppose the inevitable has, to a certain extent, happened. Not otherwise would Young Japan wear the hideous black bowler or tall hat of self-styled civilisation. In the cities you don't see many of the artistic figures familiarised for us on lacquered tea-trays, fans and screens, but in Old Japan, not far away from railroads either, you still may meet ancient features and implements, people and styles of dress that date back to an antique period. Not all Japanese wear the foot-gear of the West. Yokohama on wet days puts on the old-fashioned *geta*, the wooden clogs which in the sound of their click-a-clack remind one of long-gone times on the paved streets in a Lancashire mill centre. It was in cosmopolitan europeanized Yokohama that the dainty little Japanese lady, whom I had left, as I imagined, on the fire-screen at home, came wobbling towards me. I rubbed my eyes, but there she was right enough in her *kimono* of pale-coloured silk with the white storks flying over it; the *obi* of blue and gold satin tied round her waist and into a huge puffed bow behind; white socks and satin *waraji*. Her almond eyes were clear as agate; her skin amber-tinted, and in her ebony black hair, puffed, perfumed, and oiled, a tassel of wistaria was held in place by fantastic pins which were dotted in and out of the smooth rolls.

Many are the excursions which may be taken from Yokohama, the most notable and popular being to the gigantic and world-famous bronze Buddha at Kamakura, a place of shrines, of maple, plum, and cherry-trees, with a lovely seashore on which the picturesque fisher-girls from the "island" of Enoshima spread their fish to dry.

High above the trees rises in majesty the image which, by general acclaim, stands without rival, 50 feet from knee to top-knot, with half-veiled eyes of gold, 4 feet in length, and folded hands of which the thumbs have a circumference of 3 feet apiece. A broad road leads to the Presence, within whose folded knees stands the inevitable box for offerings. Set in an environment grander than anything its sculptor could have imagined—originally it had about it a roofed temple—the colossal effigy looks down upon the pygmies below with the inscrutable expression which has been explained for us so many times. It teaches, we are told, the impermanency of the visible, the eternity of the invisible. I don't know. I see in its mysterious serenity the philosophy of the *Monna Lisa*. Whatever the mighty *Daibutsu* knows, the *Monna Lisa* knows also. The secret of her smile is shared with the Kamakura Buddha, sitting on his lotus flower. The god was old when *Monna Lisa* was young—he dates from A.D. 1252. Twice, in 1369 and 1494, seismic disturbances have swept his enshrouding temple away, but left the Inscrutable One unmoved.

Sacred Enoshima, a tiny peninsula formed at high tide into an island, is a popular resort for European residents in Japan. The ordinary sponge grows hereabouts in immense quantities, and the curious rocks are said to be sponges too—fossilised. Corals, shells, and marine curiosities are the staple industries, and are offered almost as soon as a tourist passes the fine bronze *torii* at the landing stage. Follow the steep and rocky path to the shrines perched bird-like on the hill above, and don't leave without visiting the quaint old inns, full of treasures, which are the "curiosity shops" of Enoshima, and the vast cave on the far side of the island, in the blue waters of which persistent divers plunge for small coins. Between ourselves, you will search in vain among the fossil-sponges for the mammoth crab of guide-book fables, the sea-serpent of Enoshima, ten feet from claw to claw!

In the blue ether soars the quiescent volcano Mount Fuji, famed among the world's mountains for the unequalled perfection of its sweeping lines, and held holy by every sect in the land. All through the summer days pilgrims ascend its stony ways that they may look down into the tremendous crater. A Japanese proverb runs: "There are two kinds of fools, those who have never ascended Fuji, and those who have ascended twice." Tradition says there is a mystic law that no unconsecrated soil may lie upon the sacred mountain; the grains of sand and earth carried up in the sandals of the pilgrims are cast

down again by the Spirit of the Peak in the silent watches of the night.

From Yokohama to Tōkyō is nothing of a journey—eighteen miles on a fine line of rails. Notice that the station names are painted up in English as well as Japanese. Leaving Yokohama you pass below a Shintō shrine, and fringe a busy fishing town. Tsurumi next, “The place to see storks” (Barrie might have named it), surrounded by rice-fields and tobacco growing green and plentiful. Kawasaki, where, on cargo-boats thatched with mats, women, with doll-like babies tied upon their backs, stop work a moment to watch the train go by. Here and there are fine temples and ornamental shrines, and flowers, red and white lotuses, tree peonies, lilies and jasmine and roses, until, after a belt of suburbs, we are in the city of magnificent distances.

I am not going to write of Tōkyō stricken by the catastrophe of 1923, but of Tōkyō risen again, a Phœnix uplifted from the ashes. If you are in the city in May you will pilgrimage to the Kameido temple, not a magnificent one, nor well kept, for the sight of the wistaria in flower. It grows on wooden trellises, an artist's dream in shadings. There is a giant wistaria at Kasukabe which is over five hundred years old and may be nearly a thousand. In full bloom it presents a floral spectacle which must be seen to be believed.

Every tourist visits Askusa, where in a striking

temple sits the golden goddess of mercy, Kwannon Sama. She was hauled up in a net from the Sumida river, and her shrine is therefore popular with fishermen from the maritime quarter at the head of the Gulf, into which runs the Sumida river.

Tōkyō has parks and museums in plenty, and the finest landscape garden in Japan. It is over two hundred years old, and is a gem of purest ray serene. The Kudan Hill, with its Museum of Arms; the Shrine of Warriors; Shiba Park, the Royal Mausoleum of Tōkyō, and Ueno Park with their sea of cherry-blossoms, tombs and shrines of the Shōguns; temples, ancient monastery, and bazaar modernities, take days to explore—a specialist would devote a day to the cenotaph of the second Shōgun in the Hakkakudō at Shiba. It is the finest specimen of gold lacquer to be seen in the world, and dates from the seventeenth century. Near by are shrines, sanctuaries, tombs, and gates innumerable, magnificently carved and richly decorated. An old Buddhist altar picture, and some mural paintings of hawks, remain in the memory along with a thousand-year-old Amida in the Temple of Zōjōji.

No tale of old-time Japan is better known than the romance of the Forty-seven *Rōnin*, and all visitors to Tōkyō find their way to the hill-side cemetery where lie buried the remains of the *rōnin* (wave-men, *i.e.* attached to no master) who committed *hara-kiri* in the approved Japanese way, two centuries ago on the

grave of their slain lord. Evergreens in vases of bamboo, incense sticks burning, and countless visiting cards, testify to the daily homage. In Japan and China alike the visiting-card token of respect is never omitted at a grave.

The artistic glories of Nikkō, ninety miles north of Tōkyō, outclass any treasures yet seen. The Japanese themselves say: "He who has not seen Nikkō, knows not the meaning of the word Kikkō" (beautiful). The famous temples erected in the seventeenth century to the first and third Shōguns, together with their carvings, fantastic arabesques, sculptured eaves, sweeping black roofs, votive stone and bronze lanterns, belfries and sacred wells, are practically indescribable without pictures. At the top of Nikkō's one street you approach the Tombs by an avenue of giant cryptomeria trees, and pass beneath a great granite *torii*, twenty-seven feet high, into an ancient courtyard, full of marvels, and presently the well-known carving of "the three monkeys" arrests attention. It is over the door of the fine stable of the sacred white horses kept for the use of the spirits of the mighty dead, and represents three monkeys, one of which covers its ears, the second its mouth, and the third its eyes. They are illustrating the Japanese principle of "not hearing, not speaking, and not seeing evil." A curious feature in the Yomeimōn, a gateway of exquisite beauty, is that one of the supporting pillars has its traceries upside down.

It is the "evil-averting pillar," and was designed to avert the jealousy of Heaven, which might have been aroused had the building been flawless.

Nikkō observes festival each June and September. There is nothing quite like it to be seen anywhere, and visitors are entranced by the quaintness of old customs, by the processions and dances, in which all the performers are dressed in ancient costumes lent for the occasion from the treasure-chests of the temples. The palanquins of the Shōguns who were deified after their death are carried by seventy-five men each, followed by the sacred white chargers ridden, if you are spiritual enough to visualise them, by the great Shōguns of centuries ago. Many European travellers who pilgrimage to Nikkō never get beyond it, although there are many places of great interest farther north.

If the Temple-tombs are to be devoutly studied, then it is impossible to acquaint oneself with this place of majestic simplicity in a week or two. They are situated in a scene of such rare beauty that it is impossible to describe it in a few words; and surfeited by the lavish and marvellous workmanship everywhere to be seen, most visitors wander down the colossal flights of stone stairs to the Daiya river thundering through a narrow ravine, where, below the sombre Japanese cedars, numberless stone Buddhas sit beside the stream. Very old, moss-grown, this avenue of Buddhas shows nearly every

figure with prayers and wishes written on scraps of paper and pasted on the breast, and I do not give a great deal for the imagination of anybody who can regard this wayside line of images without emotion. A Japanese legend says that the figures are uncountable. It may be so. Most people get up to a hundred and thirty, and there are many more.

Dazzled by the barbaric splendour of the Nikkō temples, it is restful to follow up the course of a cool ravine which, if you trace it to its end, comes out at the foot of a mountain capped with snow. You will see something of the flora of lovely Japan, and a few birds, old friends, such as wagtails, tits, crows, jays, with many finches gayer in colour than our own; and the azure-blue and emerald green fly-catcher with long tail feathers streaming in the breeze. High overhead wild geese fly strung out in wedge formation, there are egrets beside a brook, and in a hollow a pink ibis with the glory of the morning on his wings swallows brightly spotted frogs with the regularity of a mechanical toy.

The river Daiya issues from the Lake of Chūenji, and a charming road from Nikkō will take you there. It is seven miles long and three miles wide, and upon its banks some of the ambassadors accredited to the Mikado's court have summer homes. The "sight" is not the lake, but the waterfall of Kegon-no-taki, one of the finest cascades in Japan. The drop of the water is 250 feet, and the gorgeous surroundings take

your breath away. Those who have seen Kegon-no-taki in winter say that its appearance under a million icicles is ten times more lovely than when the racing mass of tossed water falls on to the rocks below between the maples and magnolias.

Another of the regular sights of Japan is the active volcano of Asama-yama, 70 miles north-west of Yokohama, and within easy access of that city and Tōkyō. The mountain owes much of its impressiveness to the fact that about 6000 of its 8500 feet rise directly from the surrounding country.

The third of the celebrated "views," so often mentioned in Japanese literature, is Matsushima; the others being the wooded island of Itsukushima; and "the Ladder of Heaven" on the Sea of Japan. Matsushima, "the Pine Islands," might be the study from which all representatively Japanese scenes have been drawn. Numbers of tiny islands dot the landlocked bay, and each one offers examples of the stunted firs and pines without which no lacquered tray is genuinely of Japan.

We have seen a little of three of the four islands of the Japanese archipelago, Hondo, the Main Island, Shikoku, and the southernmost island Kyūshū. Hokkaidō, the most northerly, is out of the track of the average tourist, probably because he knows there is nothing of surpassing interest to take him so far out of his course.

As to when is the best time to visit Japan: there is

no one season better than another—each month in the year has some distinctive beauty of its own. That is the most wonderful thing about Japan—it is so myriad-minded. Nature's gifts have been so lavish. On every side is scattered an inexhaustible supply of surprises, vagaries, glories, fertilities, miracles, splendours. And such things never change. Spring and autumn are said to be the most popular seasons in Japan, April with its cherry-blossoms, early May with its wistarias, June with its irises, late autumn for the imperial symbol, the chrysanthemum. It really doesn't matter when you choose to go, so that you go some time. The Japan of to-day is not the Japan of Sir Edwin Arnold, and a very few more years now will perhaps see its interest and its fantastic imagery lessen to the point of disappearance. Education and imagination cannot run in double harness. Poetry and imagination in the educated Japanese grows less and less each year. Both traits are fading, and with them the atmosphere of necromantic fancy, of idealism, which we see in their place-names, read in their stories, and know of from the traditions of all time. The resources of civilisation take a lot of exhausting, but in the initial mixing of the elements all nations are reduced to a dead level of monotony.

Japan is wise. She asks and takes counsel of both times : of the ancient time what is best ; and of the latter so-called civilised time what is fittest.

Sayonára !

EAST AFRICA

(SOMALILAND, KENYA, UGANDA, TANGANYIKA, AND
ZANZIBAR)

By Sir H. H. JOHNSTON, C.B.

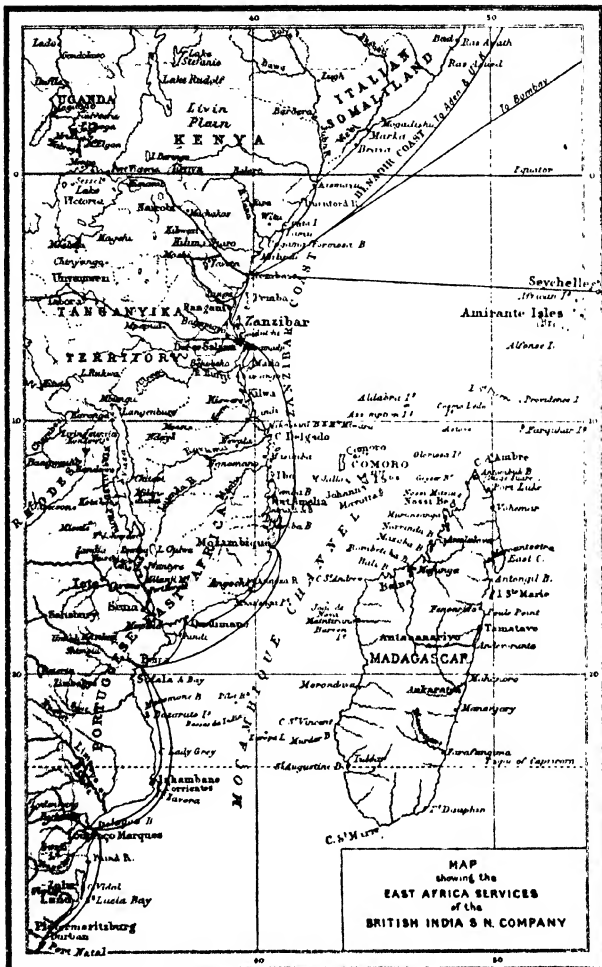
As soon as the ocean passenger reaches Aden from the north, his gaze is inevitably drawn across the narrow sea to the confines of Somaliland, where East Africa may be said to begin. He turns his back on Arabia for the moment—why, it is difficult to say. But since the uprising of Islam thirteen hundred years ago, Arabia—never very encouraging to the European—has been almost closed against our researches. Otherwise investigators have been made dimly aware that the sea coast of Arabia, east of Aden, is by no means a wholly unattractive country.

Somaliland, opposite Aden, is from a zoological standpoint a southern accession of Abyssinia. It is now largely blighted by the absence or the paucity of rain, a phase which is arousing an ever-increasing anxiety in the minds of scientific men and women,

from Somaliland across Africa to the Canary Islands and Algeria.

East Africa, beginning with Somaliland, stretches southwards to the Portuguese province of Mozambique, to the delta even of the Zambezi river, after which, geographically speaking, South Africa begins. But true East Africa, for reasons of fauna and in a lesser degree of vegetation, does not extend beyond the Ruvuma river. Indeed, people who wish to be precise would put its southern frontier at the line of the Rufiji river.

Why this should be, we cannot say. There is apparently nothing in the surface or the climate of the large Mozambique province or the region between the Rufiji and the Ruvuma which explains why we should here encounter a barrier in the distribution of noteworthy life forms—why the ostrich and many other birds, the rhinoceros, the giraffe, the gazelle, oryxes, forest-hogs, and the Cape jumping hare, should be *absent* from Mozambique, Nyasaland, and northern Zambezia, and (with the exception of the forest-hog) recur to the *south* of the Zambezi, whence, before the days of “sportsmen,” a hundred years ago, they extended to the very Cape of Good Hope. But if we avow the comparative poverty of the mammalian fauna between the Rufiji and the Ruvuma, we may say, even after thirty years of big game shooting, that East Africa at the present day is still the richest region of the whole continent in its



possession of marvellous and beautiful types of wild beasts.

THE RAINFALL AND WATERSHEDS

The scenery of its surface is diversified, especially in the north and west, by many sheets of water. Two of these are of vast area—the Victoria Nyanza, discovered by the explorer Speke in 1858, being the second largest fresh-water lake in the world, with a superficies (26,000 square miles) nearly equal in extent to that of Scotland. The long lake Tanganyika is narrower, but has a superficies of 12,700 square miles. The Albert Nyanza, twin source of the Nile, is 1640 square miles in extent. In the far north-east of this area is the brackish Lake Rudolf (3500 square miles, the northern end of which lies within the Abyssinian territory). To the east and north-east are drying-up lakelets it is hardly worth while naming, as they are inaccessible, and quite possibly have turned, since the time I first heard of them—twenty, thirty years ago—into dried mud. South of Lake Rudolf, along the celebrated Rift valley, which is a great cleft in the earth's surface, are other lakes and lakelets; but these, and even the larger Lake Rukwa (east of the southern part of Tanganyika), are pigmies in comparison to the size of Tanganyika and the Victoria Nyanza.

The desert influence of the Somali climate extends along the eastern shore of Rudolf southwards as far

as Lake Baringo, and affects much of the coast-lands of the Indian Ocean from Somaliland as far south as the Juba river. The western side of the Victoria Nyanza, Lakes Edward, Kivu, and Tanganyika, lie within the rainy, heavily forested area of Equatorial Africa, of the Congo-basin climate. The eastern shores of Tanganyika have a lesser rainfall—from 50 to 60 inches per annum—and so have the coast-lands of the Victoria Nyanza. Away from this lake region and the basin of the Malagarazi river, much of southern East Africa strikes the traveller as a harsh-looking country with a deficient rainfall. The impression is not persistent in regions like the "Happy Valley," where high mountains, small lakes, and tumultuously flowing rivers maintain a beautiful vegetation. All the southern slopes of the mighty volcano Kilimanjaro, from the extreme west to the extreme east, support a surprisingly rich vegetation, a fauna and flora which have some relationship with the heart of Equatorial Africa, the northern Congo basin. Something the same may be said about the southern slopes of Mount Kenya and Mount Elgon, also extinct volcanoes, and of the plateaux rising to eight and twelve thousand feet both east and west of the Rift valley. There is also, from one to four hundred miles inland, in the southern part of East Africa a region of high land (Rubelio-Ruchungeve Mts.), reaching here and there to altitudes of over 7000 feet. Here again the rainfall is abundant and the vegetation almost

luxuriant. A coast belt of from twenty to thirty miles in width from the south of the Juba river to the mouth of the Ruvuma also seems, to a traveller's eye, well-watered and fertile, with fine, shady trees and rich plantations. But much of the land in between these regions of great altitude or abundant rainfall is an unprepossessing steppe where it is not cultivated. The river valleys (some of the lesser streams may even dry up for two or three months in the year) exhibit more attractive vegetation; but, to the eye of the exploring traveller, twenty, thirty, forty years ago, the greater part of the region between the Ruvuma river on the south and the confines of the great mountains and lakes on the north was exceedingly dreary in aspect, away from the coast. Along the coast there was the interesting variety of the sea shore, with not so much mangrove growth as affects West Africa. There were fine, large, shady trees, some of them early introductions from India, groups of wild-date palm, the *Hyptiaene* and *Borassus* fan palms and the coconut. The last-mentioned palm is a human introduction, rarely seen any distance inland, though occasionally planted there by the Arabs. But away from the narrow coast belt, and outside the mountain ranges, the scenery is, or was, distressingly monotonous. There is very little actual aridity over the bulk of East Africa. The arid conditions, desert sands, are only met with in the extreme north in portions of Somaliland and the southern

territory of Abyssinia. Much of the scenery of the Rift valley is imposingly beautiful. The northern regions of the Victoria Nyanza, especially Kavirondo and the neighbourhood of Mount Elgon, Busoga with its West African type of forest, Buganda and the regions round about the Albert Nyanza, the western parklands of Buganda, and the high plateaux between the Victoria and Tanganyika lakes are really very beautiful. The northern parts of the Uganda Protectorate are beset with sheets of open water and gigantic marshes. The northern limits of that Protectorate, on the verge of the Sudan, have a few lofty mountain ranges, but also a good deal of country that is almost heart-breaking sandy desert. The region within the eastern watershed of Lake Tanganyika has an amply sufficient rainfall, and during the last hundred years has been persistently cultivated by Bantu negroes under Arab instigation. It is mostly a prepossessing land.

The islands of Zanzibar and Pemba, though of small extent, with a total superficies of about 1020 square miles, are worthy of special mention. Pemba has an especially heavy rainfall (that of Zanzibar is a little less, but about 67 inches per annum). Every inch of Pemba is covered with luxuriant vegetation, and nearly the same remark might apply to Zanzibar, where indeed the moist atmosphere has brought about almost West African conditions of life. These as regards their fauna and flora are interesting, as

suggesting that many types, like the oil palm or certain mammals and birds which are found in Zanzibar, are really survivals of former times when the heavy rainfall of West Africa existed similarly in East Africa. The oil palm of Zanzibar is not so isolated a type as it was thought to be at the time of its discovery by Sir John Kirk. It reappears in the very rainy region of north Nyasaland, and possibly in one or two other districts between Zanzibar and Tanganyika.

Nevertheless, the flora of East Africa is somewhat poorer in development than that of the heavily forested regions in the Congo basin or in Liberia, the Ivory Coast and Sierra Leone, where the West African forests reach their most extravagant development. There are magnificent forests from the east round to the south and west on the slopes of Kilimanjaro, and the same character applies to the east and south flanks of the other snow-crowned volcano, Kenya. Similarly superb forest country may be met with on the southern aspect of Mount Elgon, on the hilly tableland of Usambara, nearly opposite Zanzibar, in portions of what is known as "the Happy Valley," a very remarkable region south of Lake Manyara, about two hundred miles inland; and, as already mentioned, tropical forests of almost sublime grandeur characterise a good deal of western and southern Buganda and the regions round about Lake Kivu. There is also much woodland of a tropical nature growing on an irregular concourse of mountain ranges in the middle

of the more southerly part of the Tanganyika territory and in the basin of the Rufiji-Ruaka river. The greatest height here is probably under 8000 feet, except in the vicinity of the north end of Lake Nyasa, where it rises to nearly 10,000. At the north end of the little lake Manyara, west of the high mountain, Meru, is one of the hugest extinct volcanoes in the world, generally known as Ñgorogoro.

The great river Juba on the north now lies wholly in Italian territory. It rises with its principal tributaries in the high mountains of Abyssinia, and reaches the sea coast at or near Kismayu. The Webi-Shebeli river of eastern Abyssinia and Italian Somaliland flows in its lower course close to and parallel with the shore of the Indian Ocean, but its waters dry up, seemingly, before they can actually reach the Juba river. The Ewaso Nyiro river, which rises in the very heart of British East Africa, forms a large lake or swamp in the middle of its course, and then continues eastward; but, similarly to the Webi, just fails to coalesce with the Juba near its mouth. The next river of importance to the south is the Tana, which rises from the mountainous eastern side of the Rift valley and from Mount Kenya. This river over half its lower course has been for long the boundary between the Gala tribes and peoples speaking Bantu languages. There is a noteworthy stream, the Turkwel, rising to the north-east of Mount Elgon and flowing northward into Lake Rudolf. An average two

hundred miles to the west of the Turkwel brings us to the Victorian Nile, which really has its ultimate origin in the Kagera river, which rises in a series of small lakes scarcely more than twenty miles from the north end of Lake Tanganyika. The Kagera river seems almost to have created Lake Victoria, through the north-western part of the waters of which it flows with a perceptible current, to emerge at the great Ripon Falls in the extreme north of that lake. From this point, Jinja, it enters a very lacustrine, marshy district, and then flows into Lake Albert, re-emerging near Wadelai swollen with the great contribution of the Albertine Nile, which in its upper waters is known as the Semliki.

The next great river to the south of the Victoria Nyanza and the Nile system is the Malagarazi, which flows into Tanganyika near Ujiji through a good deal of swampy land. After that, proceeding eastward and southward, there is the Athi-Sabaki stream, which rises near Nairobi and enters the Indian Ocean at Malindi. The snows of Kilimanjaro feed the Ruvu river, which enters the sea to the south of Tanga, between the islands of Pemba and Zanzibar. Two or three hundred miles inland, the Bubu river rises to the south of Lake Manyara, and flows tumultuously southwards to the great watershed of the Rufiji, but fails to reach it, and dies in the sandy soil. The Rufiji itself enters the sea in a small delta opposite the island of Mafia, but it is fed by many streams,

the northern group of which unite to form the Ruaha river, while the southern group of Rufiji or Ruhuje rises not far from the north end of Lake Nyasa. This rises from near the mountainous shores of Lake Nyasa, and is the northern boundary of the Portuguese province of Mozambique, which introduces such a well-marked gap in the distribution of the East and South African fauna.

ITS ANIMAL LIFE

We are here up against one of the noteworthy facts concerning the distribution of African life forms. In ancient and modern times, but within a period of human existence, there has been a region with a similar fauna—beasts, birds, and reptiles—stretching from Egypt, from the eastern Mediterranean, one might almost say, southwards through Abyssinia and Somaliland as far south as the Ruvuma or at any rate the Rufiji river. The western boundary of this region has been rendered vague by the extension of the Sahara Desert, but it included the watershed of the Nile down to the limits of the Congo basin, the east coast of Tanganyika, and south of that, the northern edge of the Nyasa-Tanganyika plateau, the basin of Lake Nyasa, and the line of the Ruvuma river. There, then, interposed the Mozambique-Nyasa-North Zambezi region, stretching as far west as the limits of the Zambezi basin and the southern half of Angola. The southern boundary of this region was

the great Zambezi river. South of that, from the south bank of the Zambezi to the Cape of Good Hope and southern Angola, there was another region over which the vertebrate fauna—beasts, birds, and reptiles—bore—bears still—a remarkable resemblance to the fauna of East Africa and the ancient fauna of the lower Nile valley. Both regions possess in common many types of mammals, birds, and reptiles which are absent from the Mozambique-North-Zambezi belt. Among these, as already noted, are the giraffe, rhinoceros, oryx, springbok, chita, and ostrich. Yet the loss of such types can only be of short date, since, otherwise, how could South Africa have received them? The continued presence of these forms in East Africa makes that region far more interesting to the zoologist than Nyasaland or Mozambique. Mozambique is even barer in mammals in some respects than Nyasaland, and as it has been till recently very little penetrated by the Portuguese, who are not devastating hunters, the extirpation of the giraffe, ostrich, springbok, and many other things is difficult to understand.

BIG AND LESSER GAME

The fauna of all East Africa north of the Rufiji is extremely interesting. I can remember in 1884 (on my expedition to Kilimanjaro) and in 1900, when travelling south from Mount Elgon, seeing those amazing hordes of big game such as Gordon Cumming

described in the middle of the nineteenth century as characterising inner South Africa. I have ridden at the head of my caravan with five other Europeans through thousands of zebras, ostriches, hartebeests, impala, gnus, buffalo, oryx, and other antelopes, hundreds of giraffes, and tens of lions and leopards. These carnivores seemed to be satiated with food, and without the disposition in broad daylight to attack the herds of herbivores amongst whom they wandered. There were ones and twos of rhinoceroses visible on the outskirts of these vast herds of snorting, whistling, hissing, stamping, cavorting beasts. The day before or the day after we might have encountered troops of elephant in the scattered forest. Where the forest grew thick, the branches of the high trees were full of beautiful black and snowy-white Colobus monkeys, with long, heavily plumed tails; the thinner scrubbier woodlands swarmed with baboons. The shores of small lakes were completely hidden by masses of flamingoes.

In this respect—the extravagant abundance of noteworthy birds and beasts, of huge crocodiles wherever there was water, of python snakes twenty to thirty feet long in the woodlands—the Tanganyika Territory (as German East Africa has been renamed) is not so strikingly prolific as British East Africa (misnamed Kenya) and Uganda to the north. Much of the fauna of the Buganda kingdom and portions of territory to the west of the Victoria Nyanza and the north of

Tanganyika belongs to a zoological region different from East Africa in general. It forms part of the great Equatorial belt in the northern basin of the Congo as far west as the Cameroons. Almost within the political limits of Uganda, and most decidedly in the north-east Congo basin, exists the largest type of gorilla, which is generally reckoned a distinct species from the gorilla of northern Congoland, the Gaboon, and Cameroons. This amazing creature was first shot and revealed to us by a German engineer named Beringer. A chimpanzi—the Sudanese sub-species—formerly existed in Busoga, and is still found in parts of Buganda and Bunyoro to the east of Lake Albert. Great baboons of the Chakma type frequent much of this region and the eastern Congo forest. They reappear in other parts of East and South Africa. The most superb development of the *Colobus* genus occurs in East Africa as well as in Abyssinia. Somaliland and southern Abyssinia possess a curious type of baboon, the Gelada.

The lion is still found all over East Africa, as well as in the Mozambique-North Zambezi country. It strictly avoids the Congo Forest, which, however, in the north-east possesses a splendid type of leopard. The chita avoids Nyasaland, but is found through East Africa. There are two or three varieties of the handsome Serval cat, as well as much smaller wild cats related to the Egyptian species which is so closely allied to the domestic cat. There are huge

civets, the size of a large dog. The spotted hyena extends its range between Abyssinia and the south of Kilimanjaro.

The African elephant probably develops the finest examples as regards height of body (12 feet from the ground in some male examples) and length and weight of tusk. The common hippopotamus is found abundantly in all the bigger rivers and in nearly every lake. There are two main types of zebra ; the larger of the two is Grévy's, the range of which extends from the south of Abyssinia down to Lake Baringo in the Rift valley.

Nearly all the antelopes are represented, and there is a wonderful and eccentric development of long-necked, long-legged gazelles, limited in its range to British East Africa. The pointed-lipped rhinoceros is still fairly abundant ; the square-lipped rhinoceros (miscalled the white) existed in Uganda as late as the sixties of the last century. In the present period, however, this huge animal is seen no more in Uganda : it has retreated to the north-easterly limits of the Congo State, and of the Bahr-el-Ghazal west of the main Nile stream. The giraffe is in two species : that of Somaliland and the northern part of Kenya (*G. reticulata*), and the two sub-species of the ordinary type (*G. camelopardalis tippelskirchii*) of the regions south of Kilimanjaro and *G. c. rothschildii* of Uganda and British East Africa.

ITS PEOPLES AND LANGUAGES

The human inhabitants of this vast region belong in the main to two types: the Hamitic branch of the Mediterranean people, a more primitive southern section of the white sub-species, and the negro. In addition there are about 30,000 or 40,000 Arabs, spreading originally from Zanzibar and the Mombasa coast, and coming to this region in historic times from south-west and south-east Arabia; about 50,000 Hindus or natives of India at Zanzibar and at trading stations inland as far as Uganda and Tanganyika; and finally, about 8000 Europeans, mainly of Nordic stock. Of the Europeans about 7000 are British subjects; the remainder are Germans, Belgians, French, Italians, and Portuguese. The negroes, who may total a population of about 12 millions, belong chiefly to that large and varied section which speaks Bantu languages. A million or a million and a half are negroes belonging to the Nilotic group, which uses divers forms of Nilotic languages. Amongst these are some 500,000 Masai, who have played a very noteworthy part during the past sixty years in the opening up of East Africa. As regards their language, the Masai have nearer connections with the Bari people and other tribes in the actual Nile basin, but at some unknown period in recent history they forced their way east and south, and the present land of their habitation is a long strip of territory from

about the Equator to the 6th degree of south latitude up and down the Rift valley and to the south of Kilimanjaro. Some of these Nilots in speech are helot or hunting tribes known by a variety of names, such as Andorobo, Nandi, Suk, Turkana, and Tatoga. Of these people, some, such as the Turkana, attain to gigantic stature, many of the men being seven feet in height. Others of the same speech or of some language nearly allied are almost pygmy in stature. There must be, both in legend and in actual fact at the present day, an underlying pygmy element stretching far and wide through these East African populations, especially in the regions south of Abyssinia and on the verge of the great Congo Forest. Within this forest we have the exceedingly interesting Bambute Pygmies. These pass under a variety of other names conferred on them by the surrounding people of taller stature. In Bunyoro, Buganda, Ankole, Ruanda, and Burundi, and elsewhere on islands and peninsulas of the Victoria Nyanza, we have a handsome aristocracy of tall, well-proportioned figures and fine features, but with hair that is little else than the negro wool. The skin colour is often a warm brown, lighter than the negro average. This Hima aristocracy (as it is occasionally called) never speaks anything but a Bantu language of an extremely pure and ancient type; otherwise they remind the European traveller, as well as Egyptians and Sudanese, of the Egyptian type as manifested in the monuments

of long ago. Broadly speaking, they seem closely akin to the Gala and the Somali, but the Gala-Somali and distant allies of theirs east of the Victoria Nyanza speak Hamitic languages, while the Bahima aristocracy between Tanganyika and Uganda always use a Bantu language.

EUROPEAN SETTLEMENT

Through this region of East Africa, many thousand years ago, there must have passed not only the most primitive types of man that entered Africa (represented by the remarkable skull discovered two or three years ago in Northern Rhodesia, ape-like creatures allied to the Neanderthal men and perhaps also to the Australoids and Tasmanians of early days), but in later succession the Bushmen, the Hottentots, and the negroes. On they passed, driving somehow and somewhere across the Zambezi, till they reached southernmost Africa. To the west of Tanganyika and the Victoria Nyanza, the Great Forest must have stood up against them, as one sees it to-day in some of these districts—an abrupt wall of vegetation so dense as almost to defy penetration by anything larger than a monkey. It is rumoured, from remains found in South Africa, that there also came in this direction a few examples of the superior type of humanity whom we know as the Cromagnon Man, Palæolithic savages, but of a fine body and big brain. When men of really modern civilisation came along,

we cannot as yet determine ; but there must have been a slight penetration from Egypt up the course of the mysterious Nile. The Phœnicians six or seven hundred years before Christ may have found their way along the Zanzibar coast in their sailing vessels. Men of southern Arabia (two thousand years ago, at a guess) began in a tentative way exploring these coasts till they found indications of gold near the lower Zambezi and on the Sofala littoral, whence they started to found the Zimbabwe mines. The Arabs of Mokha and southern Arabia became acquainted with the Zanzibar coast nearly two thousand years ago, and imparted their knowledge to Greek travellers and geographers. The uprise of Islam directed their energies in other ways ; but about A.D. 900 they started again, and in the eleventh and twelfth centuries founded states and built stone mosques on the Zanzibar coast as far south as the Ruvuma river. At the very close of the fifteenth century a wonderful event occurred. A Portuguese fleet under the leadership of Vasco da Gama rounded the Cape of Good Hope, landed at Quelimane, at Zanzibar, Malindi, and elsewhere on its way to India. A few years afterwards the Portuguese built forts and founded settlements near the modern Beira, at Quelimane, near the mouth of the Zambezi, on the island of Mozambique, at Zanzibar, Mombasa, and elsewhere. The Portuguese visited Aden, and almost obtained complete control over the access to Abyssinia and to the Persian Gulf.

Then, during the next hundred years, their power began to wane, partly through the blow dealt at their country by Philip II. of Spain. They were defeated by the British in the Persian Gulf, by the Maskat Arabs at this, that, and the other point on the East African coast. In the eighteenth century they practically limited their hold to the Mozambique coast, north and south of the Zambezi river.

Interest in this region began to revive during the Napoleonic Wars. The French invasion of Egypt was thought to be a menace to the British hold over India. It led eventually to the annexation of Mombasa and to a new interest being felt in the fortunes of Zanzibar. The Mombasa annexation in 1823-4 was disavowed, but interest in their part of East Africa led by slow degrees to a Protectorate.

The journeys of Livingstone, the exploration of Kilimanjaro by the great Hanoverian, von der Decken, the explorations of Burton, Speke, and Grant, which with Livingstone's contemporary work revealed to us Lakes Tanganyika, Nyasa, and Victoria, the resolve of the British Government to put down the slave trade which for seventy years ransacked East Africa; all these events and causes brought the British Government to consider direct intervention in the political fate of the region unavoidable. Livingstone's old companion on the Zambezi exploring journeys—Dr. Kirk—was established as Agent and Consul and Consul-General at Zanzibar, and

eventually knighted. Sir John Kirk, as he became, sent Joseph Thomson and the writer of this article to explore Kilimanjaro and the direct access to the Victoria Nyanza. The present writer, by his instructions, concluded certain treaties, which when Germany hoisted her flag—for in 1884-5 she commenced the formation of a large dominion over the Tanganyika territory—gained for the British a foothold on and around Kilimanjaro, and was the small foundation from which the huge territory now called Kenya was established in 1888 and gradually brought under British occupation.

Stanley's explorations led inevitably to a Protectorate being founded over Uganda ; and the results of the Great War between 1914 and 1919 were to bring the Tanganyika territory under British control. Livingstone's work had eventuated in the hoisting of the British flag over Northern Rhodesia and Nyasaland.

The Arab Sultanate of Zanzibar and Pemba flourishes more than ever, under British protection. Slavery has been abolished by the British and the Germans and other Europeans ruling the lands of the Indian Ocean. Commerce has enormously increased, not only by the development of native wealth in ivory, but by the cultivation of many vegetable foods, dyes, tissues, and oils. The population has greatly increased, not only in numbers and in prosperity but in education. We have here a region so unimportant twenty-five years ago that it seemed hardly worthy

of a mention in a P. & O. Handbook. The British India Company, whose founder William Mackinnon took an active part in the commercial settlement of East Africa, has, as a result of its fusion with the P. & O. Company, besides serving the stable population of East Africa, inevitably brought East Africa, its resources and attractions, within the purview of many sportsmen and settlers who, in former days, directed their journeyings to countries farther East.

UNDER THE SOUTHERN CROSS ¹

By BEATRICE GRIMSHAW

Author of *From Fiji to the Cannibal Islands, In Strange South Seas, etc.*

TRAVEL is the dearest wish of almost every stay-at-home. Travel is the realised dream of every enriched man or woman. Whatever people may agree or disagree about in ordinary likings and dislikings, mankind are at one in loving to wander, when the means and the time and the chance permit.

Moreover, every one—even the adventurous wanderer who is on his way to unknown corners of the world where he will meet with danger, with hunger, and hardship of every kind—likes to journey in luxury when luxury is possible. And all men like the company of the “people who matter”—the folk who are ruling new-broken lands with an iron sceptre, travelling on diplomatic or scientific missions, making

¹ This article should be read in conjunction with those on Australia and New Zealand at pp. 200 and 242 respectively.

history, in fine, here and there in the strange new places, and the mysterious old ones, of the earth.

So it comes that there is nothing in the life of the average man half so full of interest or so much enjoyed as the six weeks of the longest P. & O. voyage—the run to Australia. Such a journey is the cream of human experience. He would be an imaginative man, and ingenious, who could suggest any possible enhancement of its interest.

From Gibraltar, tremendous monument of British industry and British courage, with all the fascinations of the most romantic country in Europe lying behind the Rock, within gunshot of the liner's moorings, on to vivid Marseilles, where all the essence of the gay South of France is concentrated and represented in one sparkling bouquet of brilliant life—southward to Port Said, where the gateways of the East are opened, and the great liner steams into a new and marvellous world—down the Red Sea to sultry Aden, just a glimpse of Arabia flashing on the traveller's sight, before the first stretch across the Indian Ocean is begun. And then to three-times marvellous Colombo, always left by the "through" traveller as reluctantly as a child leaves an untasted feast—southward now, across the line, and to Fremantle, the port of new, raw West Australia—to bright Adelaide, and beautiful Melbourne, and last of all, historic Sydney, the queen harbour of the world—four quarters of the globe, seven countries,

four kingdoms and an Empire, half the ancient world and all the newest—the last word in luxury, ease, and safety of travel—the best and most interesting of company to travel with—what is there to add to such a programme ?

Yet the pleasure is only well begun, when the last port is reached. Attraction unfolds within and beyond attraction, under the sky of the Southern Cross—country after country, marvel after marvel, still remains to be seen, long after the wanderer from home had thought that all the best was past. There is a great deal too much in this section of the world for any but the most leisurely of travellers to see right through, and it must be allowed that this is a constant grievance with tourists from home.

In England the popular notion of the Antipodeal world is comprehended in a vague tangle of kangaroos and blacks, Sydney Harbour, birds with no song and flowers with no scent, Maoris, cannibals, bushrangers, and jackeroos—which latter are commonly supposed to be a species of bush hyena ! It does not sound attractive, on the whole, and the traveller is agreeably surprised when he comes to look up the points of interest on his intended journey, and finds them in reality only too numerous.

The truth must be acknowledged—it is a very large order indeed, this journey through the uttermost South ; and the traveller will need to make his choice carefully, according to the time available, or he will

miss much that he might and should see, while possibly including a good deal that might, if necessary, be passed over.

Port Said is reached on the twelfth day out. After Port Said comes the Canal. It is an experience that no one readily forgets. Sunset on the Suez Canal is a marvel of beauty, and the first sight of the mountains of Bible-lands, in the near distance, is to most travellers very moving. Through the wonderful desert the ship glides slowly onward, a monster of the sea, apparently lost in the land. The Arabs, wrapped in their hooded mantles, sit chin on knees upon the sandy banks in the long empty stretches near the caravan routes, and look at the passing bulk of the liner with dark, unwinking, unfathomable eyes. The water is green as jade, and the shadows on the desert are coloured like drifts of hyacinths. In places the bitter lakes have dried away, and left wide-spreading sheets of salt that glance in the sun like snow. The sun goes down in marvellous hues of geranium and marigold, and the ice-like column of the ship's great searchlight cuts the black water ahead for hundreds of yards, making strange flashlight pictures with the scrub and the stations and the solitary snow-white desert sands. A study in Indian ink—a Rembrandt painting of modern days—but where is the modern Rembrandt to fix it on canvas? . . .

And in the morning we are at Suez.

The traveller who wishes to see Egypt (and most

travellers who have time and money enough do wish to) will not see Suez yet awhile, for he will have left the ship, for yet another stop-over, at Port Said, and will by this time be settled down in Cairo. But those who are on the longer journey are on the look-out for the sight of the Sinai Peninsula and the Red Sea—not the least interesting parts of this wonderful voyage.

There are many travellers on every steamer who have “seen it all,” and not only take no further interest themselves in what is no longer new, but even laugh at the fresh pleasure found by others in the sight of “all the kingdoms of the earth and the glory of them.” To the seasoned Anglo-Indian, going out again to Calcutta or Bombay after his periodical holiday at home, it seems incredible, even ridiculous, that any one should be interested in the Red Sea and its surroundings. It is all so stale to him, so unpleasing after the fresh green country of home, so old and tiresome and ugly, that he is inclined to resent the “first voyager’s” interest as something very like affectation.

And yet—who is in the wrong after all? The Sinai Peninsula, with its distant view of a peak more famous in sacred history than any in the world, and its weird, desolate, gorgeously coloured scenery, is in truth a place that thousands would count themselves supremely happy to see—thousands who have never seen it, and never will. The sea made famous for all

time by the passage of Israel can scarcely be looked on with the same emotions as the beach at Margate. The desert too—has not the very word a magic in it that has drawn generation after generation of wanderers from their far-off homes to see it, travel in it, perhaps even die there! And is not this the true desert—Arabian, Nubian, Somali—that lies on the African side of the ship, shimmering snow-white and lilac and tawny-gold in the fiery sun, day after day, as we glide on towards Aden and Colombo, running steadily south? . . . No interest in the Red Sea! Well, travellers who can honestly say so much had better have stayed at home, and travelled with an encyclopædia and an atlas, sitting in an arm-chair.

Aden is reached on the fourth day from Suez—a port where there is “nothing to see except some tanks,” according to the old traveller. But the old traveller is not always a good guide. Aden is a place worth looking at and thinking over a little. It is only a gigantic ash-heap to look at, with some wonderfully coloured mountain ranges in the background, but it is very nicely placed, indeed, at the entrance to the narrow road connecting East and West; and Perim, the baked, dusty island we passed a few hours earlier, is still more favourably placed, right in the traffic-way. Also, British Somaliland is nearly opposite. A very comfortable little combination and one that Greater Britain is very glad to have. . . . Why? . . . For the reason that induced

the pretty housemaid to put on her best hat before she went out for a solitary walk—because “one never knows. . . .”

From Aden, the run to Colombo is six days. In the early morning, loud cries, “Die, die, die!” uttered in savage tones all round the ship, awake the voyager to the knowledge that Ceylon is at hand, and that the youthful population of Colombo, clothed almost as Adam before the fall, and eager as a hawk for prey, is desirous of giving diving exhibitions for coin of the realm, at the expense, and for the benefit, of the P. & O. travellers.

Colombo harbour is beautiful and tropical, richly green in surroundings, hemmed in by wide blue hills, made gay with clusters of red roofs and shining white walls on shore. The cinnamon gardens can be distinctly smelt long before the ship is in port; and the half-clad brown natives who surround and invade the ship, offering fruit, curios, jewellery, are “local colour” of the strongest. It is the East at last, the tropical East, in full splendour, and therefore the day is one to be marked with a red cross in the calendar of memory—since the diary of fact has gone out of fashion.

Yet there are many harbours under the Southern Cross still to see, more marvellous even than Colombo. It is only the beginning of the beauty of the Southern world.

A sun that hits the traveller with perceptible

weight, and makes him thankful for his pith helmet ; a city that is one half red roof and cool stone-pillared cloister, the other half gorgeous trees blazing in the sun with rose-and-white, vermilion, and golden blossoms—great green forest trees too, though they bloom like garden shrubs ; a crowd that shifts and sparkles like a kaleidoscope, and is scarcely less brilliant—this is Colombo. Yellow-robed Brahmins, with the caste mark on the forehead, walk shoulder to shoulder with British “ Tommies ” ; smart private carriages whirling by with European ladies in summer frocks are blocked at turnings by small humped bullocks drawing big loads of country produce ; Parsees in emerald green make a flash of vivid colour as they stalk by, right in the centre of the traffic ; scores of Cingalese men in long white petticoats and jackets, with coiled hair adorned by tall combs, come and go on many errands. And there are rickshaws everywhere—big-hooded perambulators pulled from the front by a nearly naked native, who will run with you from one end of the city to the other for a few pence. And there are Buddhist temples, where one may see the mystic rites of the most interesting religion in Asia ; and there is the market (the wise traveller will always make for the market first of all, in every foreign place—where else is native life so native, and so picturesque ?) ; and there is a magnificent museum, a little way out, containing collections of Indian and Cingalese dresses, jewels, weapons, and even live animals that

are worth spending some time on, even where time is limited. Then there is the hotel, in or out of town, where the night is generally spent—and what is more interesting or amazing to one who has never seen the East before than the first night in an Anglo-Indian hotel ?

There is usually time on the outward trip for a short visit to Kandy.

So, leaving Europe, Africa, and Asia behind us, we set our face to the South and the New World—our own New World—a newer, and, it may be, a greater world some day than the country to which the title earliest belonged.

The Southern Cross is first sighted in the Red Sea, low down on the horizon, but does not take up its well-known conspicuous position, high in the heavens, until the Line is crossed. The voyagers, old and new, eagerly welcome the appearance of the lovely constellation ; for to the first it means the near approach of home, and to the second, entrance into the new and interesting half of the globe that lies farthest away from the old and known and outworn countries of the ancient world, and in which untried sensations and experiences must surely be in waiting.

The Southern Cross has been much maligned by disappointed travellers who had expected to see a geometrical figure of many gorgeous stars dominating the greater part of the sky, but it is beautiful and distinctive enough to satisfy any reasonable person.

The five stars of which it is composed are irregularly placed ; and the cross does not usually stand up, but hangs slanting in the sky. Still, with its pointers, it is far lovelier than the Plough, and much easier to distinguish than such misnamed constellations as Orion or Cassiopeia. Such as it is, the voyager to Australasia will remember it on many a night to come under the colder heavens of his own northern land ; and in the very words " Southern Cross," the music of the " long, long road," the call of bush and plain and far-off coral island and lonely, wide-rolling seas, will echo across the years and across the world for ever.

Thirty-three days out from Tilbury, the coast of West Australia comes in sight—long, low, bright and warm-looking, and overarched by a sky that is distinctively Australian. The skies of Australasia are not as the low soft heavens of England. The vault of clear stainless blue springs up to an immeasurable height ; clouds, if clouds there are, are somewhat hard in outline, and brilliant in colour. The air is full of a warm sparkle that cheers the blood like wine ; it seems steeped through and through with sun—the good Australian sun that never fails. Dark days are so few in these kindly lands of the South that, to the English traveller, it seems as if they never come at all—a recollection of sun, and clear blue air, and glittering seas, and earth scented with pleasant smells of warmth and dust and ripening fruits, is the

memory of Australian climate carried away by most. Yes, it can be hot in Australia too—cruelly hot at times—but it is a heat that does not seem to melt the will and energy out of white humanity, and poison its enjoyment of life, as do the summer heats of Singapore or India. The white after two generations in India is hopelessly listless and indolent, and the third generation practically does not exist. In Australia, the second and third generation are as energetic as one might wish, save for the loafers of the great towns, and the fourth seems to be growing up worthy of its parents. This speaks for itself. The climate cannot, at its worst, be bad for the Briton, and at its best it is the most cheerful climate in the world.

Fremantle, the first port reached, does not give the best possible impression of the country. It is only a small town, and looks listless and unenergetic; nor can it be said to possess any beauty of scenery. It is, however, merely the port of Perth, principal town of West Australia, six miles away. There is time to go to Perth and spend a few hours there during the steamer's stop, and most travellers do; for the city is most beautifully situated, and there is much to see in the course of a drive. The handsome, well-designed look of the place, and its fine public buildings, are as far as possible removed from the traveller's possible expectations of wild shanties up in the bush, black fellows brandishing waddies, and

booted, shirted miners slouching about rough bars. Yet there is plenty of mining life, for those who want to see it, within comparatively easy reach of the West Australian capital. Here the traveller who wants to miss nothing will probably stay over to go up-country and see certain wonderful caves known as the Yallingup and Wanneroo Caves, take boat on the Swan River and enjoy the sensation of seeing wild black swans, visit the gold-mining country, and see camels at work transporting merchandise in out-of-the-way places. It may be more convenient, however, to go on with the ship to Adelaide, which is reached four days later.

Adelaide, situated seven miles from the bright little port that bears its name, is a fine city of some two hundred and ninety thousand inhabitants. There is time to visit it during the steamer's call, and most people enjoy driving about the handsome streets and suburbs, and visiting the Botanic and Zoological Gardens. These are interesting even to the much-experienced traveller, because of the number of native animals, flowers, and trees that are to be seen.

The dominant characteristics of Australian cities will now be familiar in some degree. The high, blue, brilliant skies ; the white, ornate architecture ; the profusion of shrubbery and ornamental gardening ; the good-looking, gaily dressed women and tall, thin, wiry men, sharp-eyed and keen of look, yet curiously

leisurely of demeanour ; the odd, haunting suggestion of something that is American, and yet not quite American ; the unmistakable flavour of something that is decidedly French ; the strong British infusion colouring the whole—all these varying ingredients, blended together in the warm gold Southern sun, make up a type that is distinctly itself and nothing else—the type of young, new Australia. It is a nation in the making. American freedom and American breadth of territory, Southern European climate, English blood—these are the two and two that make four, and the two that makes six, and the six is Australia.

Melbourne, two days later, concentrates the whole impression. Melbourne is handsomer than Adelaide, more Continental-looking, brighter, busier, gayer. It has 885,000 people ; and whether it or Sydney is the more important city is a question so burning, so hotly and angrily and continually argued out between the two places, that when the question of choosing a federal capital came up it was found to be impossible to select either one or other of the premier cities of Australia.

Two days on from Melbourne the journey comes to an end, and Port Jackson, the famous harbour of Sydney, is entered, usually early in the morning.

This is the queen harbour of the whole world, acknowledged to be without compare. All other harbours are measured and matched with Sydney,



Perry, F. S. Sydney.

THE ROOF OF AUSTRALIA KOSCIUSKO FROM THE ROBUNDARA ROAD

and take rank accordingly. But the first-class award is held by one alone.

The size of the harbour, great though that is, is not the feature that strikes the stranger most prominently. It is over 100 miles round the coast, if all the bays and inlets are reckoned ; but these are so numerous that not a very huge proportion is left for the central water space, and it is therefore easy to see all the chief beauties of the harbour in one extended glance.

Sydney differs from other harbours in the extreme beauty of the surrounding shores, which are high and very richly, almost tropically, wooded. They wind in and out in bays of fairy-like loveliness, rising into heights crowned with bright picturesque houses (no slack-baked brick and slated roof for your colour-loving Australian), and running back into quiet flowery nooks that are veritably Keats'

Spots of nestling green for poets made.

The main channels of the harbour run up into the land like the fingers of an outspread hand, so that there is room for the greatest ships to steam right up into the town and anchor alongside the busy streets. All the way up from the inner " Heads " (an entrance three-quarters of a mile wide) the scenery continues to grow in beauty. The water is vividly blue, the foliage sparkling green ; the little islands that dot the bay are bright as the gorgeous

pirate islands painted with a liberal brush on back canvases of melodrama plays. What is it like? Italy? The Riviera? Rio de Janeiro? Well, no. The fact is that Sydney Harbour is like nothing at all but just Sydney Harbour. It is the bluest, and goldenest, and greenest, and gayest of all the picturesque spots in the world.

The best advice for those whose time is limited is to let some of the regulation tourist trips go, and travel up-country to see the real Australian life, as lived on a big sheep or cattle station. One or two letters of introduction from home are sure to produce a crop of invitations from the hospitable Australian acquaintances to whom they may be directed, and, after all, there is nothing more interesting in any country than its own representative modes of living. The great "squatters" keep up an almost princely state in their remote but lovely homes, and the refinements of life are to be found even in many a smaller station, where constant hard work and utter loneliness might well excuse a want of care.

In South Australia the land is mostly agricultural; but any one who wishes to understand something of the resources of the country will find a visit to the wheat-growing districts interesting and informative. South Australia is called, and with justice, "the granary of the Southern Hemisphere." The wine-growing is also of great interest. Over eight and a half million gallons of wines were manufactured

during a recent season. In the months when the grapes are ripe, many miles of the state are covered thick with splendid clusters of fruit, and an amazing number of varieties are to be seen.

Of West Australia something has already been said. But it must be added that a country which possesses six hundred and twenty-four million acres of land and only three hundred and fifty thousand people—most of the untouched lands being fertile and valuable in many ways—is interesting to any thoughtful traveller on account of its evidently important future, if for nothing else. The mining and the forest districts are likely to be attractive to almost any class of tourist. The climate is not in any way extreme.

Queensland is perhaps one of the most interesting of the states to foreigners. It is tropical in many parts, it is marvellously fertile, it has wonderful scenery, it covers half-a-dozen climates, and produces most known fruits and vegetables. It has several fine cities, and much of the "station life" that is so interesting to the English tourist. Mount Morgan, within its borders, is the richest gold mine in the world; Mackay is the "Sugaropolis," the centre of the sugar-producing district; and about Thursday Island the pearling and *bêche-de-mer* trades can be seen under favourable conditions. The opal fields are another "sight" that most people would wish to see. The pastoral and agricultural

resources of the state are exceptional, and should interest every man who has heard of the "back to the land" problem.

From these data, the traveller through Australasia can select such a route, and such a length of stay, as best fits his opportunities. Six months would not be more than a reasonable time to give to the great Australian continent, but two will show the traveller most of the representative sights and places of interest, and six weeks will give him an idea of the country. If possible, Tasmania—a most beautiful and temperate country, with excellent sporting—should not be omitted.

But with Australia disposed of, we are yet only half through our tour under the Southern Cross. New Zealand comes next. To visit Australia and leave New Zealand out would argue both want of knowledge and want of sense.

What is there to see in the land of the Maori? A great deal more than most travellers will ever succeed in seeing. New Zealand is packed with wonders, from Auckland to Dunedin, and everything is worth visiting. The scenery, in the first place, surpasses the best of Switzerland. Mountaineering in the New Zealand Alps, too, is a pastime that is yearly growing more popular, and the trout-fishing and deer-stalking are famous.

But it is the thermal districts that are the most celebrated possessions of New Zealand; and whatever

a traveller misses, he is certain to see these if he visits the country at all.

Not the least charm of the country is the native life. The "New Zealander," contrary to the popular idea at home, is not the Maori, he is the white occupant of the country—the man who builds beautiful cities like Christchurch, and bright handsome ones like Auckland and Wellington; who gold-mines, farms, and raises the New Zealand meat we all know at home; who is thrifty and enterprising and well worth knowing, but not by any means so interesting as his brown brother the Maori.

As a brother indeed the New Zealander treats the descendants of the original owners of the soil. The Maori is a splendid fellow, with not a single "nigger" characteristic about him, and many very noble qualities. Some are educated and in the professions, or even in Parliament; most, however, live up-country in their carved "whares," and continue the old semi-savage life of past generations. They always welcome the traveller from home, and receive him with the utmost hospitality.

Six weeks will allow the traveller to see all that is best in the country, but he will not have much rest. A fortnight will do the Rotorua district. The excellent oil-burning steamers of the Union Line run twice a week between Auckland and Sydney, the journey occupying four days. These vessels also keep up a very fine service all round the New Zealand coasts.

But what of the South Sea Islands ?

During the last few years, a journey through the "lotos lands" of the Pacific has become increasingly popular. The Island steamers and services have been so much improved of late, that a tour through the South Seas has become as easy and comfortable as a journey about the Mediterranean. All the principal groups have hotels, some very fair, some excellent. The natives of the whole Eastern and Southern Pacific are Christianised, and not only safe to travel among, but the pleasantest of companions. The climate, though hot in the hot season, is not oppressive, and there are no fevers, venomous snakes, or dangerous animals in any of the groups frequented by tourists. About the scenery it is not necessary to say much, for "lovely as a South Sea Island" is a simile familiar to most people. The islands are not merely lovely, however; they are fascinating and charming beyond all description. So attractive, indeed, are they that many a casual tourist has found himself unable to leave the coral shores when it is time to return home, and has

Sat him down upon the yellow sand,
Between the sun and moon upon the shore;
And sweet it was to dream of Fatherland,
Of child, and wife, and home; but evermore
Most weary seemed the sea, weary the oar,
Weary the wandering fields of barren foam.
Then some one said, "We will return no more."

The Islands have numbers of such travellers who

travel no longer, witness all to the nameless fascination that so many authors, from Robert Louis Stevenson and Pierre Loti down to the smallest and humblest writers, have tried to express in words—and trying, have failed. That is the secret and the mystery of the Island world.

AUSTRALIA

By Sir FRANK FOX

Author of *Australia, Oceania, etc.*

AUSTRALIA, which is the great Southern outpost of our British Empire, is a land apart from the rest of the created world. Its "curiousness" struck the early observers. There is a scientific explanation for this. Australia, the baby of civilised nations, is yet the old, old child of the earth. Geologically it is the most aged, as developmentally it is the most juvenile, of great countries. A poet's imagination might conceive this great island as having been designed as a secret storehouse by Nature—a reserve jealously hidden aside by her to meet some future need.

In truth, it needs no great stretch of fancy to see a mysterious design in the world-history of Australia. Here is a great area of land stuffed with precious and useful minerals, hidden away from the advancing civilisation of man as effectually as if it had been in the planet Mars. In other parts of the globe great civilisations rose and fell—the Assyrian, the Egyptian,

SYDNEY

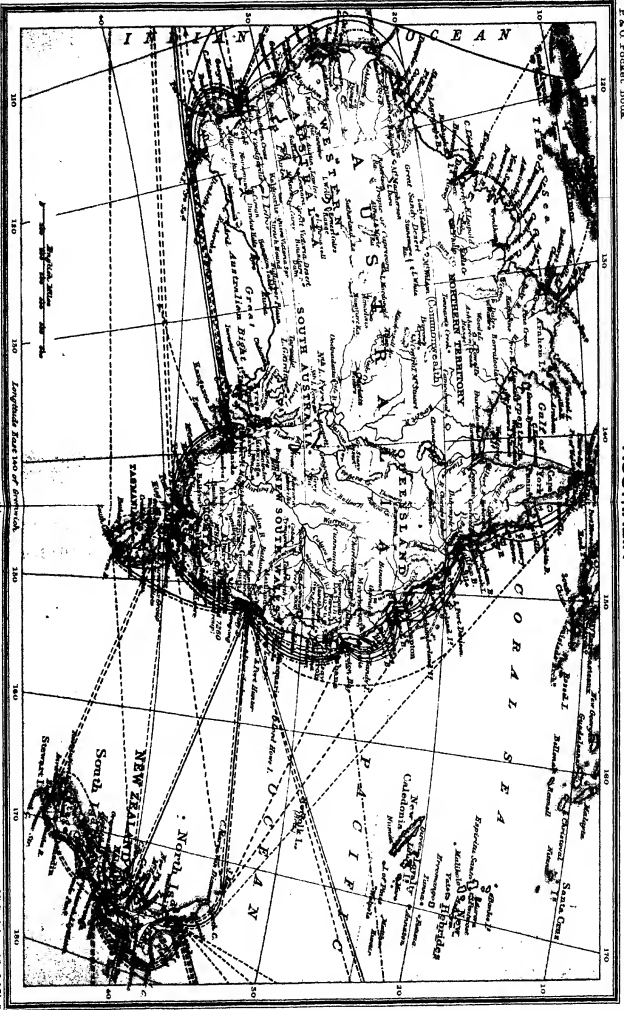


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the Chinese, the Greek, the Roman—all drawing from the bowels of Earth her hidden treasures, and exploiting her surface riches with successive harvests. In America, the Mexican, Peruvian, and other Powers learned to draw from the great stocks of Nature, and build up fabrics of civilisation. In Australia alone, amid dim mysterious forests, the same prehistoric animals roamed, the same poor nomads of men lived and died, neither tilling nor mining the earth—tenants in occupation, content with a bare and accidental livelihood in the midst of mighty riches. Australia was not settled by the white man until the moment when a modern nation could be best founded. To complete the marvel, as it would seem, Providence ordained that its occupation and development should be by the one people most eminently fitted for the founding of a new nation on virgin soil. All chance, perhaps, but most happy chance !

Australia with her primitive forests sheltering a few primitive animals has thus a particular charm, because of the deep gulf between her and the younger parts of the world. In the dim past, which has left its blurred records on the rocks, much of the surface of the globe was covered with such trees and sheltered such animals as are to-day found living in Australia. Man was a cave-dweller, unclothed, without arts, with poor weapons of flint, pondering in his dull mind over the first vague dawning of social instinct and ordered intelligence.

At this stage of the natural history of the world Australia was cut off from all communication with the rest of the world, and her conditions of life framed so harshly that her people had to step out from the march of the army of progress and, by the roadside, shelter a feeble and unorganised life. Century followed century, and whilst in other lands man and beast climbed the upward path, all life in Australia stood still, primitives succeeding primitives. Thus civilised man, breaking into Australia, came to a land infinitely old. There was something almost suggestive of outrage in the intrusion, as of the breaking of a gay and laughing god of the later Greek mythology into the retreat where

Sat grey-hair'd Saturn, quiet as a stone.

The chattering life of modern civilisation is a little awed by the grey majesty of the Australian forest. Some, therefore, find it "gloomy," "weird," "uncanny," with its grey-green trees. But the true lover of Nature finds a charm which the forests of no other land can give, and the spell of the Australian Bush, with its austere and uncorrupted beauty, enters his soul never to depart therefrom.

Whilst the general tone of the Australian vegetation is thus austere, wild flowers in most parts grow profusely, as will be noted when the tourist reaches West Australia. The mimosæ, wattles, provide an almost constant bloom, some in midwinter, others in

spring, yet others in summer. The waratah, a great scarlet, heart-shaped flower, growing stately on a high stem, is said by many to be the handsomest wild flower in the world. In the warmer and moister portions of the continent, the flame-tree, with its red-coral mass of bloom coming as herald to its leaves, and the cedar-tree, also anticipating its leaves with a great display of lilac flowers, give splendid patches of colour.

Forms of vegetation live in Australia to-day which in other countries are found only in the oldest fossils. The eucalyptus or gum-tree is the commonest, ranging over the whole continent in its various forms. It provides excellent hard-wood: in one of its forms the wood is so hard and dense that it will scarcely float, and has been found practically intact after half a century of use as railway sleeper or wharf pile. The gum-trees produce creamy blossoms at the rare intervals of their seeding.

Practically all the native mammals of Australia are marsupials, *i.e.* the females carry the young, after a very short period of gestation, in a pouch. A great curiosity of Australian fauna is the egg-laying mammal: of the existence of this section of the mammalian group there is no trace anywhere else in the world. The best-known example has been called the *Ornithorhynchus anatinus*, or duck-billed platypus. The marsupials embrace a very great variety of animals, from tiny marsupial field-mice and moles to the

great carnivorous marsupial, the Tasmanian tiger, now almost extinct. Australian birds are beautiful and curious, and include the bird-of-paradise, the bower bird (which, at the mating season, builds a bower and decorates it with bright objects), the lyre bird (with a great tail shaped like a lyre), the brush turkey (which, after the manner of serpents, allows its brood to be hatched out by the sun's heat), and several varieties of parrots and cockatoos.

There is a good deal of misunderstanding on the subject of snakes in Australia. Visitors come imagining that snakes are a source of grave danger. As a matter of fact, one might live a long life in Australia and never see a snake; and deaths from snake-bite are about as rare as deaths from falling off church roofs. The mosquito is another much-maligned Australian institution. The malarial mosquito does not exist in Australia. In the warm coastal districts, some varieties of mosquito are common in the late summer and autumn, and it is necessary to have mosquito nets over the beds. But that is the full extent of the inconvenience they cause. In the cities with underground drainage the mosquitoes show a tendency to disappear. All the European domestic animals have been acclimatised to Australia and flourish there.

The sea coast of Australia boasts of two exceptional beauties—the coral seas of the North-East and the great beaches of the South Pacific coasts. Here is

the playground of the surf-bather. Australian surf bathing is one of the most splendid and exhilarating sports of the world. The beaches of the continent are magnificent, stretching creamy curves in length from one to ninety miles. The tidal rise and fall is slight, and the beaches usually shelve somewhat steeply. On these fine sands, dazzling in colour, come rolling in the waves of great oceans, the Pacific on one side of the continent and the Indian on the other. Around Sydney, the home of surf-bathing, from which centre it is spreading round the whole ring of the continent, the popular beaches have many thousands of bathers at all hours of the day.

This Australian surf-bathing is not a matter of tip-toeing over wet strands and through shallow pools. It is a standing up to great breakers of ocean water, champagned to foam as they break their crests ; and giving to the meeting body mighty thumps, massaging and bracing the muscles delightfully. The European visitor, as a rule, first looks askance at this sort of surf-bathing. Once persuaded to try it, and he (or she) wishes to live by a Pacific beach all the days of life for the sheer delight of the surf !

You go out to meet a roller sweeping in from the Pacific. It rears its crest over your head, and breaks upon you with a swirl and rush of foam, first burying you in its weight of water, then buoying you up in its bubbles of air. It is soft, caressing, soothing ; there is fine music in it, from the deep drumming roll

of the breathing wave to the thin reedy note of the rustling sand carried out by the undertow. There is a glorious struggle and wrestle with the surf, strong as an on-rushing horse when met, gentle as a mother's arm when yielded to. There is a thrill in the sweet, sharp smell of it—an air from heaven and a breath from under the ocean. You come from out the hug of the wave laughing outright in sheer joy.

The forest, the surf beaches—those are the two entirely novel joys which Australia can offer to the tourist familiar with the rest of the world. But almost every sport and pleasure takes something of a new note in Australia, partly because of the gay sunshine of the climate, which on the coast is like that of the French and Italian Riviera and inland is like that of Egypt; partly because of the character of the people, who are of course purely British in stock but have acquired something of the exuberance of Southern European peoples.

An Australian race-meeting, whether at Flemington, where the great Melbourne Cup is run, or at Randwick (Sydney), is one of the jolliest spectacles in the world, combining something of the flavour of the Derby, the Grand Prix, and an Ascot Day.

Australian yachting has also a character of its own. The great stretches of sheltered and semi-sheltered waters around the chief capital cities give great opportunities for the small yacht, and the climate makes sailing possible throughout almost all the year.

Though big-game hunting in the real sense is only to be had among the buffalo of the North, there are boundless and varied opportunities for the hunter of wild fowl. The deep-sea fishing is good, and for the ambitious may include shark fishing or, in the season, a chase after whale from Twofold Bay. There are many good trout streams and, in Tasmania, salmon streams.

Australian industries have developed very greatly during this century. With the pasturing of sheep for wool is interlinked most of the history and romance of old Australia, and up to the present day it is still the characteristic industry, its profits making the greatest contribution to the national wealth, its requirements giving the strongest colour to the national life. Cattle-raising has not reached in Australia to the wealth of sheep-farming, but it is a great industry. To the wildest and most remote districts the cattleman penetrates, and since, as a rule, he travels his stock to market on their hoofs, this calling of the "overlander" has made for adventure and for the cultivation of fine resource and daring.

The range of Australian farming production covers almost all the good things of the earth, from hops in the far South to sugar in the far North. In wine production, Australia has in the past suffered from her too great richness of soil, or rather from the ignorance which allowed vines for light wine-making to be grown on fat river-flats where they flourished

rankly, instead of on the hill-sides where poorer soil would allow a greater instilment of sunlight into the grape. But that mistake is now being recognised, and in the Burgundy class, at least, Australian wine is making a name for itself abroad. Later on, probably, as great success will be achieved with wines of the hock and claret classes. South Australia promises well already in that direction. A subsidiary grape industry to wine-making is the manufacture of brandy, and Australian pure grape brandy already finds its way to Great Britain. Currant and raisin growing and drying and the production of olive oil rank amongst Australian industries. On the Queensland coast the banana and the pine-apple are cultivated extensively, and a good start has been made with coffee. Cotton-growing is one of the great coming industries. There are areas suitable for cotton which could provide all the needs of Lancashire.

Withal, agriculture in Australia is as yet only in its infancy. A tiny proportion of the broad acres of the continent has been slightly cultivated, but that is all. Intense cultivation is just beginning. With so much good land available, areas which the thrifty European farmers would prize are despised. Utilisation of these poorer lands must await the settlement of a much greater population. There is another class of land, extraordinarily rich but almost sterile now because of the poor supply of rain. But Victoria and South Australia are well embarked on the work of

irrigation and have already secured most encouraging results. New South Wales now enters the field and is carrying out near the site of the Federal capital a gigantic irrigation scheme which will rival that of the Nile in extent and will give fertilising moisture to many thousands of acres.

Australia is very rich in mineral wealth, and in gold, silver, coal, copper, tin, and iron. Many precious gems of curious colour and radiance are found, and also most of the rarer metals.

The total value of the external trade of Australia, 1923-24, was £260,000,000, the imports being valued at £140,500,000 and the exports at £119,500,000. The estimated value of Australian production in 1922-23 was £382,000,000. More than half of the imports of Australia are from the United Kingdom, and 64 per cent of the imports are from the British Empire. Of the exports of Australia, 44 per cent are to Great Britain.

Apart from the natural beauty and the sport of Australia, many travellers will find a great attraction in studying the social life of the country. There are conventional ideas about most countries in the minds of travellers. Those ideas, gathered from popular fiction—fiction avowed, and the more deceiving articles which do not profess to be romances, but are—necessarily are usually incorrect because they are founded on a distorted over-stressing of the picturesque.

An Australian city is practically a replica of an English city of the same size. There are no snakes, blacks, kangaroos, buck-jumping exhibitions. There are trams, 'buses, cabs, shops, policemen, and traffic regulations. But there is observable, almost at once, a difference in "atmosphere"—this does not refer to the weather, which is, of course, warmer and sunnier—but to the general feeling which an Australian city gives to the British visitor, that here are relaxed social rules and conventions, here life is more "free and easy."

With greater familiarity this impression strengthens. There is no stiffness of social manner. The traditions of the old pastoral days still colour the people's life, and the stranger is looked upon with friendliness rather than suspicion. On the foundation of a few minutes' talk, he may be invited to the Australian's home, or made the reason for a picnic or some such festivity. And it is quite easy to dispense with introductions. A chance query in the street, betraying the fact that you are a stranger, may open a path to the Australian's confidence, and he will take you under his wing and "show you round."

This freedom of hospitality has been, of course, a good deal abused, and because of that abuse is losing some of its generosity in the cities; but it is still sufficiently strong to give to the Australian character a strong note of open-heartedness and open-handedness. The criminal classes, those keen observers of

social character, have taken advantage of this national trait, and in no country of the world does there flourish so rankly the "confidence man," whose business it is to pick up chance acquaintances in the street and victimise them.

When the observer has noted the relaxation of social conventions in Australian city life he will, looking closely, see that the physique and physiognomy of the Australian tends to a departure from the British, towards a thinner, darker, more vivacious type. In Sydney this is more noticeable; in Melbourne, where cold, overcast winters help to preserve the "stocky," ruddy type, less so. But, generalising, the Australian city-dweller looks more like the Southern European than the British man. A hotter climate gives taller, thinner figures. The ardent sun, allowed full opportunity to do so by the open-air habits of the people, colours the face and hands to tawny. And there is alertness of glance and of gait which is a departure from the British solidness.

The social manners of the Australian population will affect the British visitor variously. If he has experienced the almost invariable rudeness of the public servants in some Republican countries, he will, probably, be favourably impressed by the fact that the Australian is very civil. If he has come straight from Great Britain he may, at first, have the unfavourable impression that the Australian is too "free-and-easy." There is none of the spirit in

Australia which thinks that there is no half-way house between rudeness and servility; but the radical democracy of the country's political institutions reflects itself in the manners of the people. Public servants are, however, almost invariably polite and obliging.

In the world of letters, Australia has produced abundantly rather than greatly. There are numberless writers of some ability but no commanding figures. Yet the observer may see to-day the beginnings of a characteristic Australian literature. As I have already noted, the people—bred from the wilder and more enterprising of English, Scottish, and Irish stock, responding to the influence of the bountiful, sometimes fierce, sunshine, and conditions of life which are singularly free from any bonds of convention and are singularly levelling of social conditions—begin to depart from the home type. They are gay and debonair, whilst a little inclined to be cynical, irreverent, and vainglorious: enduring and brave, even to the point of being somewhat ruthless. The qualities of these new people, the Australians, begin to show in their literature. There are, at least, one hundred minor poets of some skill and originality of thought in Australia, and nearly that number of prose writers of some distinction—all showing to the close observer some signs to distinguish them from writers of the same class in Great Britain and in America. A hedonistic joy in life,

a wit tinged with cruelty, a freakish humour founded on wild exaggeration—those are the qualities which outcrop most often in exploring the fields of contemporary Australian literature. There is to be found, too, a tinge of mystic melancholy, a sense of bitterness—a loving bitterness—inspired by the harsh realities of life in the “Bush” where Nature makes great demands on human endurance before permitting her conquest, but enslaves her wooers by her very cruelty.

Australia has a vigorous newspaper press. In all the state capitals there are fine journals, and those of Sydney and Melbourne rival in wealth and influence the great dailies of England.

In painting and sculpture the Australian population makes a good showing, and from Australia comes a constant trickling of artists to Europe. But in music, of all the arts, Australia shows best, extraordinary progress having been made for a young and a small people.

To give the itinerary of a tourist trip to Australia is difficult without foreknowledge of the time available for the traveller. A whole year could be spent very pleasantly in the Commonwealth, and that would give an opportunity to visit the Northern Territory for buffalo shooting and the Dependency of Papua. The traveller leaving England in January would arrive in West Australia towards the end of the summer. Supposing that he wishes to sample the

heat of the Australian interior, the transcontinental train can be taken from Perth and a few days given *en route* to the West Australian goldfields. The towns which have been built up in the desert to exploit the goldfields are the creation of the last twenty-five years ; they get their water supply from the coast by a giant pumping system.

South Australia, with its charming garden-circled capital, Adelaide, should be reached in the vintage season and the bountifulness of Australia's fruit supplies discovered. From Adelaide, if time allowed, a visit should be made to the great Murray River irrigation settlements. Melbourne would be the next objective to be reached, say, at the beginning of April. Then, when spring is beginning in England, Australia is welcoming autumn with its relief from the hot summer sun. Melbourne, the seat of the Australian government, is a handsome modern city with a very well organised social life. It has some beautiful seaside resorts within easy reach, and the great tree forests of Gippsland are also near. The tourist, if he has his year before him, will, however, not tarry long in Melbourne, because he will wish to come back in November for the Melbourne Cup and will go on to Sydney for Easter.

The Easter season is carnival time in Sydney. By then the great pastoralists have had the golden fleeces shorn and have come down to the coast for a holiday. Sydney, the population of which comes rapidly to the

million mark, is one of the most charming places in the world. The climate in January and February can be a little trying, but the Pacific Ocean brings cool night breezes to every corner of the city. Built chiefly on the hills fringing the wonderful harbour of Port Jackson, there is very little of Sydney that is more than a mile away from the coolth of the sea. The distant outer suburbs are surrounded by peach and orange orchards.

From Sydney the tourist should go to the Blue Mountains—those grim ranges which, in keeping a young nation imprisoned to a coastal strip for a full generation, typified one aspect of the austere, mysterious beauty of the Australian bush. The Blue Mountains contain the most remarkable of the world's limestone caves—the Jenolan caves—and have also some interesting lairs of the old bushrangers. If time allows, a tourist can push farther west and see at Bathurst, Orange, and Dubbo some of the pastoral life of Australia.

As winter approaches Queensland calls with its coral seas and its sub-tropical vegetation. Queensland is the path also to the Northern Territory and to Papua.

The Northern Territory is a sixth of the whole continent, above rather than below the average in fertility and in water supply, at present lying almost absolutely vacant, without even stock to eat down its natural grasses, without enough population to

make it really "occupied." The advantage of such a territory is that it offers to the tourist a chance—and perhaps the last chance in the world—of seeing an absolutely savage tract. In the main the conditions of the territory are as they were when Captain Cook landed at Botany Bay. Great areas have not even been explored. There are tribes of natives who have never come into contact with the white man. The buffalo herds range the forests and wallow in the swamps, undisturbed except by an occasional aboriginal hunter. Roads are almost unknown. Away from the one short line of railways, there is just the primeval forest, of a date older than that of any other continent of the earth.

From Northern Queensland it is possible to get boats to Papua. Of the area of Papua the greater part is mountainous; the coastal strip, which is not altogether pleasant for European settlement, is as a rule narrow. It is exceedingly well watered and fertile, and grows rubber-trees, coco-nuts, and other tropical products. The hill country, which is also rich as to soil and favoured by good rains, should produce good cotton, tea, and coffee in the future when roads have been constructed and the labour problem has been solved.

For Papua has already a labour problem. All the necessities of native life, practically, are produced by Nature without assistance. In his original state the Papuan, owing his food to the unaided bounty of

Nature, and not needing clothing, amused his leisure with tribal warfare. Head-hunting was the national sport, cannibalism the national pleasure. Civilised administration has abolished head-hunting and cannibalism, but has not managed to instil into the native a desire to substitute for them a habit of steady work.

“Civilisation never flourishes where the banana grows,” says a philosopher. Certainly, if civilisation depends on habits of industry—and that seems to be the case—the aphorism is sound, for the banana needs no cultivation. It gives food for the mere labour of picking. It is difficult to convince the Papuan that with the banana, the yam, the taro available, he should set his energies to working for wages which he does not want. So, deprived of head-hunting as a sport, he lapses into ennui.

There are so few places left on the earth where savage life is still undisturbed that the continuance of the wild life in Papua for a little longer need not be unduly deplored. In his native state the Papuan is a handsome and engaging savage of dignified manners. The practice of cannibalism is about his only serious fault; and as he fails to recognise any wrong in the eating of his fellow-man it is not, ethically, a crime in his case. The practice of sorcery by “witch-doctors” is a more serious stain on the native life, allowing as it does any cunning impostor to establish a noxious tyranny over a village by pretending to magic powers.

More advanced than the Australian aborigines, the Papuans have some ideas of art and of architecture. They construct wonderful ceremonial head-dresses out of the feathers of the many rare and curious birds of the country, and have a curious habit of building small houses at the top of lofty trees. These tree-houses probably had their original prompting in the desire for safety from human enemies, but came afterwards to be recognised as most wholesome residences in marshy country. Most Papuan villages have a central hall or temple, kept for the worship of gods and for the entertainment of strangers. These temples, as also the habitations of the warriors, are adorned with human skulls, trophies of the national sport.

Now spring approaches and in the north the sun waxes hot. Turn south by rail or steamer and arrange to be in Melbourne in November for "the Cup." It is perhaps the greatest horse-race in the world, and it draws to Melbourne every Australian who has an excuse to leave his work and the money for the trip. After the Cup it will be possible to explore Victoria, and then as the heat grows, to move down to delightfully cool and green Tasmania. This island state has the climate of Devon, a wonderful natural beauty and a very pleasant, somewhat old-fashioned social life reminiscent of the England of early Victorian days. It possesses fields of old-world greenness and follows such garden industries as the

cultivation of hops, and apple-farming. There are two fairly large cities—Hobart, the capital, in the south, and Launceston in the north. Hobart harbour rivals that of Sydney in beauty, though not in easiness of access. By the side of the harbour nestles the city, spreading over the foothills of mighty Mount Wellington, a long-extinct volcano which wears a cap of snow during the greater part of the year. Launceston, on the river Esk, is a bright, bustling city, very eager to show at its best in comparison with Hobart. Tasmania is now developing vigorously her water power, and great electrical factories are springing up on the banks of the river Derwent.

Leaving Tasmania to return to Europe, the tourist, whether man or woman, whether curious of this or that aspect of life, will probably agree that there has been experienced something quite different to life in the old world.

THE SOUTH SEA ISLANDS

It is not generally known that Auckland is the chief centre of island trade and traffic. Fine modern steamers leave that port for the South Seas at fortnightly intervals, and there is, besides, a monthly service from Sydney to Suva and Levuka. Passengers from Europe or America, by the time they have arrived in New Zealand, have generally heard enough about the Island world to interest them in ways and

means of getting there, and the following information will, no doubt, be of use to many.

A steamer to Fiji, Samoa, and Tonga, the most interesting groups of the Southern Pacific, leaves Auckland every fourth week, and the round trip, which occupies twenty-four days, can be made without change of steamship. Several ports in each Island group are called at, and the vessel usually stays a night at each port. At the Fiji Islands a stay of four weeks may well be undertaken, as it is impossible in a shorter time to see the interior life of the numerous islands of which the group is composed. An ideal itinerary would take three months, one month in each group. This may be accomplished by using the regular local steamers, of small tonnage, but quite comfortable, which are run by the Fiji Government. In all the Islands the scenery is beautiful beyond description, and the interests for the tourist almost inexhaustible.

It is necessary to mention with some emphasis, on account of many misapprehensions, that cannibalism in Fiji has been extinct for sixty years; the natives are most friendly to strangers.

Samoa has been made famous by Stevenson, whose country house is still one of the sights of Apia. In all the Islands performances, varying with the locality, may be arranged of the wonderful dancing and singing of the natives. The Tonga Group, or Friendly Islands, is ruled by an independent native

king, who owns a handsome palace and has a Court and a Parliament. The famous Mariner's Cave, mentioned in Byron's poem "The Island," may be seen.

The Union Steamship Company of New Zealand, an up-to-date and comfortable Line, runs the Island service by means of a large twin-screw steamer, the *Tofua*, which is fitted with refrigerating apparatus for the provision of fresh food, with electric light and cool deck-cabins. Care is taken by the Company to ensure that travellers shall see everything of interest on the journey.

The Intercolonial steamer of the Union Company from Sydney connects at Auckland with the Island steamer. Alternatively passengers can travel by the Canadian-Australasian Line of the same Company, whose large mail steamers make Suva a port of call *en route* to Vancouver. Passengers breaking their journey at Suva, or awaiting there the arrival of the Island steamer, will find in the Union Company's Grand Pacific Hotel very comfortable headquarters from which to explore the nearer of the outlying islands of the Fiji Group.

A second Island trip can be made from Wellington, also by Union steamers. This includes the Cook Group and Tahiti or the "Society Islands." These also are perfectly safe and civilised islands, and extremely lovely and interesting. Most have hotel accommodation. The Cook Group possesses an

exceptionally beautiful island in Rarotonga. In the same group the wonderful coral lagoon of Aitutaki, and the very remarkable natural fortress of petrified coral enclosing the interior of Mangaia, also the great rock stairways of the latter island, are to be seen without difficulty on the journey. Tahiti has much magnificent mountain scenery, and its natives dispute with the Samoans the distinction of being the handsomest in the Pacific. The average of looks is certainly very high in both. Dances, feasts, and picnics form the principal life of all the islands. Tahiti is, perhaps, a little more energetic in pleasure-seeking than her neighbours. There is a ninety-mile drive round the main island on a good coral road that cannot be matched for beauty and variety of scenery, and the natives are always ready to put up a passing traveller in their clean, pretty, palm-leaf houses.

The Cook Islands and Tahiti trip takes about twenty-eight days, allowing several days in the Society Group.

A short but very interesting trip can be made from Sydney up to Norfolk Island, the home of the descendants of the *Bounty* mutineers. They are a most attractive and charming race of semi-Tahitians, and their home is one of the gardens of the earth. The trip, in one of Messrs. Burns Philp's steamers, takes twenty-three days in all, including ten days in Norfolk Island.

As the Union Steamship Company's steamers are

well suited to the peacefully and romantically inclined traveller who wishes for beauty and interest only in his voyagings, so the Burns Philp steamers (also sailing from Sydney) are suited to the traveller of a more original turn, who longs for the strange and wild and adventurous. To the New Hebrides and the Solomons and New Guinea go these vessels (and to many other places), among the cannibals and head-hunters, where everything is wild and tropical and marvellous, and the scenery is like exaggerated editions of stage scene-painting, and there is pearl-shell and sandal-wood and tortoise-shell trading, and the turtles come thick about the shores, and there are crocodiles in the rivers, and screaming cockatoos fly across the funnels of the steamers as they run up the straits. It is perfectly safe for the most nervous traveller if he does not go off into the interior alone ; so even the solitary elderly lady, travelling for health, may venture there if she likes. But for those who want adventures for themselves, and like to hear of them in others, the Line provides every facility. A stop-over on one or two of the wilder islands will fill the cup of the keenest seeker after sensation, and will incidentally furnish him with something to think and talk of for the rest of his life. Adventure and excitement—sometimes of a gruesome kind enough—are the very atmosphere of these islands, many of which are but quarter explored, and likely to remain so. New Guinea, the great unknown land, is called at several

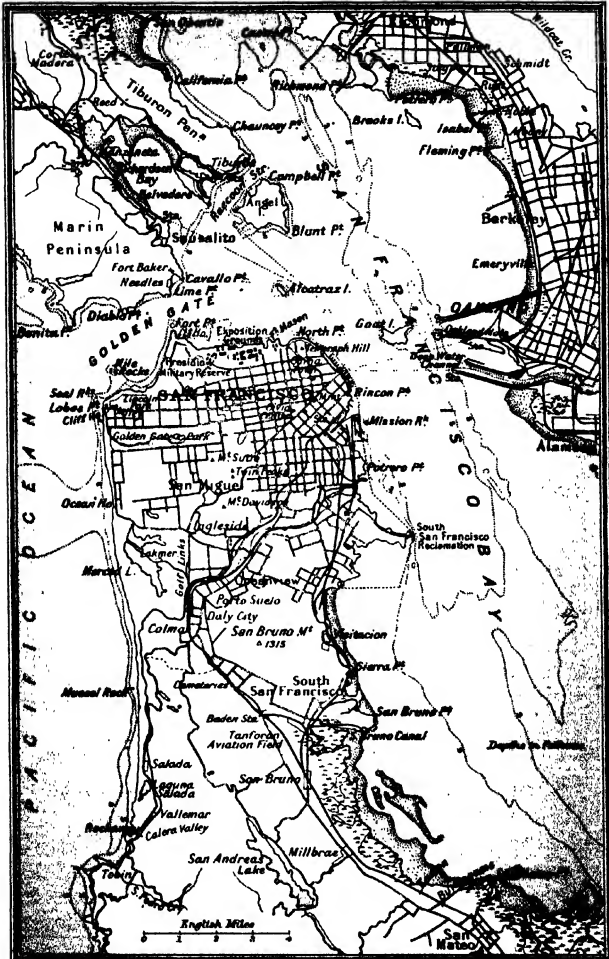
times during the cruises, and a good deal can be seen of the coastal districts and the extraordinary natives, even without a stop-over.

The New Hebrides trip takes about seven weeks ; the Solomon Islands and New Guinea journey the same.

A few general hints to Island travellers may be of use. Ordinary tropical clothing is needed, with some pairs of common canvas shoes for beach walking. Riding-clothes and saddles will be useful. A mackintosh is indispensable, as there is sometimes a good deal of rain. Ladies should wear a short skirt, in case of landings from boats in rough weather, or mountain climbs. Presents offered by natives should not, as a rule, be accepted without making a gift in return : to do otherwise is considered " unchief-like." When staying in native houses it is necessary to carry one's own mosquito-net, rug, and pillow. Much luggage is not necessary ; but it is a mistake to wear out old clothes in the islands, as the natives are very keen critics of white people's dress, and there is usually some official society in the different towns. The case of a number of touring politicians who landed on a highly civilised island in pyjamas has not yet been forgotten in the Island world, and a very bad impression was certainly created by the incident.

Cameras are useful, but all plates and films must be kept in sealed air-tight tins, before and after

SAN FRANCISCO



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John Bartholomew & Son, Ltd., Edin.

exposure, until developed. Never try to photograph in the middle of the day with the sun overhead ; the result is almost shadowless, and consequently indistinct. Do not attempt to develop during the trip, if it is the hot season, without using enough ice in the developer to bring it down to sixty degrees. Always snapshot natives in preference to a set-time exposure : the results are much more pleasing.

As much, or as little, as time permits of the above itinerary may be followed by the traveller under the Southern Cross. The tour may take weeks, or it may take years. Enough to please, if not to satisfy, can be seen in the first case, while in the second the time will never seem too long.

There are three or more homeward routes from Sydney. The traveller who would see China and Japan may go by the Eastern and Australian Line to Borneo, Manila, Hong-Kong, and Yokohama, thence turning homewards, eastwards or westwards, as his fancy and the season dictate. There are the more direct routes of the Union S.S. Company of New Zealand, via Auckland, Fiji, and Honolulu to Vancouver, or via Wellington, Rarotonga, and Papeete to San Francisco, thence by rail over Canada or the United States to the Atlantic seaboard ; or, for those who prefer the Panama route, the comfortable steamers of the New Zealand Shipping Company, which usually call off Pitcairn Island, at Panama ports, and Curaçao, have undoubted attractions.

THE NEW ZEALAND SHIPPING COMPANY

AMONG the shipping corporations which have grown up during the last fifty years in the service of the self-governing dominions of the British Empire, none may claim a higher place than the New Zealand Shipping Company. Founded in 1873 by merchants of Christchurch, and therefore born of and in the dominion of which it bears the name, its fleet originally consisted of sailing ships. It says much for the vigour of its youth that in the first three years of its existence the company's ships made no fewer than 150 departures from the United Kingdom, practically a weekly sailing, each vessel conveying an average not far short of 200 passengers. In those days New Zealand—to-day still under-populated—was sparsely peopled indeed, and the operations of the new service were closely watched by the approving eye of the New Zealand Government of that time.

But in days when the greater part of the world's overseas trade was already carried by steamers, the Company could not long confine its resources to sailing

ships exclusively, more especially as the tide of emigration from the British Isles to the Southern Seas gave promise of increasing strength. There is evidence of this in that when in 1879 the Company despatched its first steamer, the *Stad Harlem*, to New Zealand she carried six hundred passengers, only a very few of whom, it is safe to say, held return tickets. This is believed to have been the first passenger steamship despatched directly to New Zealand; although already a goodly proportion of the passenger traffic went by the mail steamers to Australia, and thence by transshipment in local vessels to New Zealand ports. The considerable influx of population during these earlier years had the inevitable result of bringing more and more land under cultivation, with a very large increase in the raising of stock, chiefly sheep, so that the perfecting of refrigerating machinery ashore and in ships, which occurred in the early eighties of the last century, was hailed by the New Zealand pastoralists as affording an immediate and lucrative outlet for their surplus produce. In this trade the New Zealand Shipping Company was not slow to participate; indeed the Company has the distinction of having been among the first shipowners to despatch a cargo of frozen produce from the Dominion. This occurred when the *Mataura* sailed from Port Chalmers in the year 1882. Her arrival caused a sensation in the markets of the United Kingdom, and the boon of cheap and

sound produce from overseas was not long in finding appreciation among British housewives.

Up to this time, while the despatch of its sailing ships was still maintained with the former regularity, the departure of the Company's steamships had, from lack of sufficient tonnage of this description, been intermittent. By the year 1883 the Company had, however, been placed in such a position of prospective ownership, that it was able to undertake a contract for the regular conveyance by steamship of the mails between England and New Zealand. For this purpose the directors had contracted for five new steamers, which were duly completed and put into commission, and from this period may be said to date the beginnings of the trade of the Company as it is known to-day.

Nor has this Company been without a place in the pioneer enterprise of steamship development. In making departures from accepted tradition, an appreciable amount of courage is demanded from the shipowner ; and in projecting, in 1907, the machinery of the *Otaki*, which was launched in the following year, the directors struck out on original lines, for this ship was the first to be sent afloat with a combination of reciprocating and turbine machinery actuating triple screws.

In 1912 the Federal Steam Navigation Company was formally amalgamated with the New Zealand Company, with which it had long been engaged in

what may be termed co-operative rivalry; and subsequent events were to prove that this step was fully justified, for the resulting economy of working and the mutual strengthening of the respective resources of the two companies were of permanent advantage to both, and laid the foundation of an expansion of trade which either, working independently, might have found difficult of accomplishment.

The further alliance of the New Zealand and Federal Companies with the P. & O. and British India group is a matter of recent history, and became effective in the third year of the European War.

Respecting the war services of the Company, it may be recalled that the fourth and fifth contingents of the New Zealand forces which participated in the South African War were conveyed in 1900 to the scene of operations by the *Waimate*, and that the *Tongariro*, on her maiden voyage, carried 1000 officers and men of the South African Constabulary to Cape Town. The very important national duties discharged by the New Zealand and Federal Lines during the Continental War are summarised in a volume published a few years ago.¹

As indicated above, the steamships of the New Zealand and Federal Companies are mostly of the type necessary for the carriage of full cargoes of perishable foodstuffs. Such steamers are permanent testimony of the inability of the mother country,

¹ *Merchant Adventurers, 1914-18.* (A. & C. Black, Ltd.)

unaided, to produce sufficient food, even in peace-time, to satisfy the needs of a population which is mainly industrial, and only in a lesser degree agricultural or pastoral. Thus the value of the Companies' normal operations, taken for granted in peace-time, was enhanced by the outbreak of war, and bore an ever-increasing significance as the war went on. While a vast amount of British tonnage was detached for special war service, differing entirely from the customary employment of merchant vessels, it was from the first inevitable that the New Zealand Company's ships should continue on their ordinary voyages. The great need at the European end was for fighting men and food, and New Zealanders and New Zealand produce were brought to this country in a continuous stream by the ships of the New Zealand and Federal Companies throughout the whole duration of the war. In running the gauntlet of the submarine blockade, and from kindred causes, the two Companies lost ten steamers, the aggregate measurement of which was 80,000 tons gross. The fight of the *Otaki* against the German raider *Moewe* will not soon be forgotten. The raider was heavily armed; the *Otaki* had but a single gun of moderate calibre, but despite these heavy odds she continued to fight the raider for the better part of three hours and went down, her gun served to the last, with her flag flying.

The fleet operated to-day by the New Zealand and

Federal Companies numbers thirty-nine steamers, the gross measurement of which exceeds 361,000 tons. The aftermath of the war left high and dry in and about the United Kingdom a vast number of New Zealanders and their dependants, who had come to lend a hand in the defence of the Empire on the battlefields of Europe; and the restoration of these valiant people to their homes in the Southern Pacific had to be a first charge on the ocean-carrying resources of the Empire's shipping. Of this operation the New Zealand and Federal Companies bore their full share, so that, for many months after the Armistice, the Companies had but a minimum of space for the accommodation of the public. With the restoration of ordinary conditions, the stream of traffic continues, as formerly, to be made up of business men, pleasure travellers, and settlers, for whom New Zealand in these post-war days has lost none of its attractions.

THE UNION STEAM SHIP COMPANY OF NEW ZEALAND

IN the turning of the years, with their moulding and re-moulding of the affairs of men, with their good times and their bad, with wars and rumours of wars, with great competition and far-reaching industrial troubles, it is not given to many a commercial concern to last so long as half a century, nor to grow from a tiny local enterprise until it takes rank with the leading institutions of the world in its own line of business. But such, by fortune and good guidance, has been the lot of the Union Steam Ship Company of New Zealand, Limited.

Brought into being in 1875, the Union Company has recently celebrated its Fiftieth Anniversary. Its achievement in that period may best be measured by the growth of its fleet. Beginning business in 1875 with five steamers aggregating 2126 tons, in 1925 it had 73 vessels of 253,988 tons. There is its history in a nutshell!

To-day its traffic routes reach to Canada, the United

States, and to Europe, in addition to intercolonial services running to and from Australia, Fiji, Samoa, Tonga, and other places. This far-flung activity is the more notable when one considers that New Zealand is a country with a population little greater than that of Liverpool ; that it is a new country, the development of which is a matter of comparatively recent date and within memory of living men ; and that it lies, figuratively speaking, on the confines of the earth, outside the network of great traffic lines that is cast on the seven seas, " over 1200 miles from anywhere."

The man to whom the Union Company owes not only its foundation but also its remarkable subsequent development and, to a large extent, its present prosperity, was born in Wellington on July 30, 1847, as the third son of Mr. William Mills, afterwards collector of customs at Dunedin, Auckland, and Christchurch. James Mills was educated at Dunedin, where he entered the service of a local merchant and shipowner, Mr. Jones. In time he became manager of Mr. Jones's Harbour Steam Company, and on the latter's death, in 1869, having become a large proprietor in the concern, was entrusted by the co-partners with the sole direction and control of the enterprise. In 1874 he made a trip to England and was successful in making the arrangements which resulted in the formation of the Union Steam Ship Company.

In those days communications in New Zealand

were effected almost entirely by water. Roads were few, and railway development, which began in New Zealand only in 1860, was quite inconsiderable. Coastal shipping flourished locally, but attempts to organise it and to increase its efficiency had so far failed ; traffic was disjointed, the vessels engaged in it were small vessels, belonging to a number of owners, and, from the point of view of the community, the service was unsatisfactory and detrimental to the progress of trade.

In 1875 the Harbour Steam Company owned three small steamers, the *Beautiful Star*, the *Maori*, and the *Bruce*. The latter, the largest of the three, was of 335 tons. On the founding of the new Company this fleet was increased by the addition of a further two steamers. Its five vessels, of which the largest was of 771 tons, aggregated then 2126 tons gross. From these small beginnings the expansion was rapid. It was aided to some extent by the railway development which took place at that time, and which, by taking over a large amount of the former coastal traffic from the steamers, caused the shipping companies to look farther afield for passengers and cargoes.

The Union Company, whose activity had originally been confined to the South Island, first extended its services to the North Island, absorbing the moribund New Zealand Shipping Company (not to be confused with an illustrious successor of the same name) in the process. The next extension, in 1877, to Australia.

led to the absorption of the colonial fleet of Messrs. M'Mechan, Blackwood and Company, consisting of four vessels, aggregating 3828 gross tons, which were engaged in the Melbourne-New Zealand trade. Concurrently with these ventures, new vessels were built to the order of the Company. The policy adopted by the Directors then and in subsequent years was to look well ahead and make provision for all probable requirements, and to have reserve plant available for all possible contingencies. To this policy, coupled with restless energy, initiative, and remarkable business foresight, was due the great building programme in which the Company engaged. Small and inconvenient as their one-time ships may seem to-day, they were nevertheless, on their appearance, among the finest then existing vessels of their class, embodying the most modern contrivances then known, and, not infrequently, entirely new and revolutionary departures in ship construction. It will be sufficient to mention here that the Union Company's *Rotomahana* (1727 tons) was, in 1879, the first merchant vessel to be built of mild steel and with a cellular double bottom, and the *Manapouri* (1783 tons), which arrived in New Zealand in 1882, the first merchant vessel to be fitted throughout with incandescent electric lamps. Among other ships built to the Company's orders were: the first ocean-going merchant ship to be steered by hydraulic machinery; the first driven by turbines; the first to have a Board of

Trade certificate for the use of oil fuel, and the first passenger liner of large tonnage driven by motor engines.

In 1883 the Company's fleet had increased to twenty-four vessels totalling 24,216 tons. In the intervening years vessels have been lost and others have been sold. In 1885 two further vessels were built to the order of the Company especially for cargo carriage, one of them being fitted with a refrigerating plant. In the same year an important event in the Company's history was the purchase of the plant and property of the Wellington concern known as the Black Diamond Line, including the Koranui coal mine and five small steamers engaged in carrying passengers, cargo, and coal between the West Coast and other parts of New Zealand. This acquisition marked the beginning of the Company's interest in the carriage of coal, which now forms a large, though inconspicuous, item of the Company's activities in New Zealand.

In 1887 the Company despatched the first small steamer on the Calcutta-New Zealand route. Four years later, in 1891, the plant and business of the Tasmanian Steam Navigation Company was acquired, comprising 8 steamers aggregating 10,000 tons. This increase brought the fleet to 53 vessels, and its total tonnage to 57,737 tons.

In 1900 the connection with the San Francisco Mail Line ceased, when, on the annexation of the

Hawaiian group by the United States, foreign vessels were debarred from plying between ports of that country, while American legislation confined mail subsidies to American-owned vessels. The Company turned its attention then to another quarter, and began the acquisition by gradual purchase of the steamers of the Canadian-Australian Line, founded some years previously for the carriage of mails between Sydney and Vancouver, of which it eventually became sole proprietor. Under the new and beneficial management this line, now known as the Canadian-Australasian Royal Mail Line, or the "All Red Route," has attained a high state of efficiency. The fleet operating it has been partially reconstructed and increased, and the route, which originally lay via Sydney, Brisbane, and Honolulu, was made to include Fiji. Later, in 1911, on the expiration of the Australian Mail subsidy, the New Zealand Government offered a subsidy for the steamers to call at Auckland instead of Brisbane, and the Company thus resumed the carriage of the principal mails to and from the United Kingdom. This service is a four-weekly one.

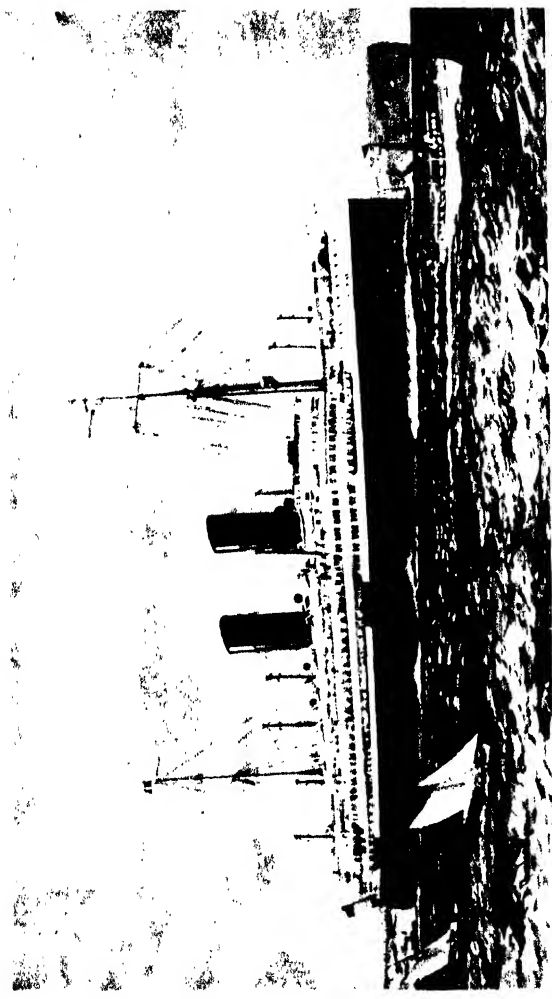
The improvement in the Canadian-Australasian Line has been considerable. Spacious and excellently fitted steamers have been built for it, amongst others, in 1908, the *Makura* (8075 tons) and, in 1913, the *Niagara* (13,415 tons), which on its appearance surpassed in size, speed, and equipment anything then

running to Australia. The *Makura* has now been replaced by the *Aorangi*, which, with 17,491 tons, is one of the largest motor ships in the world.

In 1909 a monthly service between Wellington, Rarotonga, and Tahiti was inaugurated under subsidy from the New Zealand Government. In time larger and newer steamers were put on this line, which was extended through to San Francisco, and Sydney was included in its itinerary, thus forming an alternative monthly mail service to Great Britain. The sailings of this line, now known as the Union Royal Mail Line, are arranged to alternate with those of the Canadian-Australasian Line, so as to afford a regular fortnightly sequence of mail and passenger steamers across the Pacific; the former serving Wellington, Rarotonga, and San Francisco, the latter Auckland, Fiji, Honolulu, and Vancouver.

Concurrently with these overseas developments the Company's local activities in New Zealand and Australia expanded apace. In pursuance of a progressive and enlightened policy new vessels were built and run, local services were expanded and improved. It may be mentioned here that the steamers of the Wellington-Lyttelton service, the *Maori* (3488 tons) and the *Wahine* (4435 tons), which have a speed of 20 and 21 knots respectively, are the largest and best appointed cross-channel steamers in the world.

In 1912 the Company became interested in the direct shipping trade with British ports and pur-



Charles Brown

R.M. MOTOR SHIP *Joubert*, 17,500 TONS. UNION S.S. COMPANY OF NEW ZEALAND, LTD.,
CANADIAN AUSTRALASIAN ROYAL MAIL LINE

chased four large steamers, aggregating 28,968 tons, engaged in that trade. This fleet, which is being refitted and increased, runs in conjunction with the Federal Line.

Sir Charles Holdsworth, the present managing director, is, like Sir James Mills, a Wellington boy, being the son of Mr. J. G. Holdsworth, Commissioner of Crown Lands. Born in 1863, he was educated at Wellington College, and joined Mr. W. R. Williams's Black Diamond Line of steamers in 1880, becoming Westport manager in 1883. He joined the Union Company in the same capacity in 1885 when they took over the line. In 1891, on the purchase of the Tasmanian Steam Navigation Company's business, he was appointed the Union Company's manager for Tasmania. In 1898 he returned to New Zealand as chief manager and inspector, an office which was changed into that of general manager in 1901. On Sir James Mills's resigning the active control into his hands early in 1914, he was appointed managing director. He has directed the Company's operations during the anxious and difficult times of the war and the subsequent reconstruction, and it is to his enterprise that the Company owes its splendid new motor ship, the *Aorangi*.

During the war the Union Company rendered signal service to the Empire. The carriage of war material, troops, and coal, and the provision of hospital ships, were among the many duties it

fulfilled. The sinking of the old *Aorangi* at Scapa Flow to block the channel was one of the more spectacular episodes of its war history. One of the Company's great 15,000-ton liners was transformed into an armed merchant cruiser, and served as H.M.S. *Avenger* until she was sunk by torpedo. Of the 100,000 New Zealand troops transported overseas, 61,813 were carried by the Union Company, besides 45,000 other troops and 47,000 wounded. Over three million miles were thus covered by the Company's ships in the service of the Empire. In addition to giving its ships, it gave also freely of the invaluable expert knowledge of its staff in the innumerable occasions of the war. Sir James Allen, New Zealand Minister of Defence, in acknowledging these many and varied services, paid high tribute to the Union Company. "I desire to say," he remarked in concluding, "that the Union Company has played the game!" A similar tribute was paid by the Defence Expenditure Committee, who reported in 1918 that "the bargain of transport vessels is the most favourable that can be learnt of anywhere."

The Company lost by enemy action 8 vessels, aggregating 54,716 tons, and from indirect war causes another 8110 tons of shipping. At the beginning of the war the fleet aggregated 270,646 tons, including vessels building; at its close this figure had been reduced to 213,266 tons.

In pursuance of its long-standing policy the Com-



Sutton Palmer, B.I.

THE GOLDEN GATE AND BLACK POINT FROM HYDE STREET, SAN FRANCISCO.

pany immediately set about retrieving its losses, and purchased in 1919 cargo steamers totalling 25,764 tons, and in 1920 further vessels totalling 28,752 tons. With these, and other subsequent additions, the Company's fleet now consists of 74 vessels totalling 268,487 tons gross.

The Company's record is compounded of pluck, efficiency, and prudence, and it is not too much to claim that it has added one more chapter to the proud story of the British stock in the conquest of the sea.

NEW ZEALAND

By EVELYN ISITT

FAR away from New Zealand one remembers it as a glowing picture in blue, golden yellow, and dark green—the blue of its radiant skies, of its lakes, its many-channelled rivers, and its encircling seas ; the gold of its beaches, its cornfields, and its tussock lands, splashed with the deeper gold of the gorse ; and the dark green of its native forests.

There are little pictures, too, that flash upon the inward eye : the peach-tree in full blossom set against a background, miles away, of snow-covered mountains ; a glimpse of river and lawns and grey stone buildings that might be Cambridge ; the vista of a city street framing the snow-capped purple ranges across a shining harbour ; a rose-decked pergola in a garden filled with English trees ; a desolate valley, white with the bleached skeletons of dead or fallen trees ; or a farmhouse with glaring tin roof in a harshness of flat fields and wire fences. Sometimes there are no trees in the picture, but always, no

matter how wide the stretch of plain, there is somewhere a hill or mountain and a suggestion that the road will carry one to something different behind the heights.

The New Zealanders, descendants of men and women who took their courage in both hands and set out across the world to form new homes in an unknown land, are bound to travel. The mountains call them first, and then the sea, and over the sea lies the way to England!

That is why it is never safe to take it for granted, when one travels to the remotest parts of the three islands, that the men and women one meets in the township's one small general store, or the bush-feller carving out a homestead for himself in virgin bush, or even the back-country shepherds, are inextricably part of their surroundings. The storekeeper may have returned quite recently from a tour of English cathedral towns, and the shepherd have spent his savings on a six months' holiday in the United States. *Per contra*, it must often seem odd to New Zealanders that so many English folk "stay put" in the old land when this delightful playground is waiting for them.

In the classic story, Lady X., inviting Mrs. Burns to a reception at her home, apologised for not calling on her, giving as an excuse that Battersea was so far from Mayfair, to which Mrs. Burns replied that unfortunately Mayfair was just as far from Battersea.

That is how the New Zealanders sometimes feel about their stay-at-home English kinsmen.

According to Maori tradition New Zealand was once upon a time a fish—the Fish of Maui—and was dragged up from ocean depths by Maui the god and his brothers. If that fish could swim to the Atlantic and come to rest near England's shores, it would become the great holiday resort for Great Britain. Sportsmen would throng to it. Mountaineers would rejoice over the new and mighty peaks to conquer, fishermen would find splendid sport in the lakes and rivers of the two islands, the deer-stalker would enjoy a three months' season in some parts, and in others, where the deer have become a nuisance, sport all the year round. For the yachtman there would be spacious breezy harbours, some with winds so tricky as to make sailing a somewhat hazardous venture. Lovers of winter sports would join the pioneers on the slopes of New Zealand's northern mountains or in the Southern Alps. Boarding-houses and apartment houses would spring up around the hotels and hydros in all the famous and beautiful health resorts, but there would still be left for those who like a jolly out-of-door holiday great choice of free camping-grounds, well watered and in the midst of lovely scenery, along the sea coasts and lakes or in the hills.

But, with New Zealand brought nearer, all too soon her coal supplies and her enormous water-power

would attract the industrialist, and ultimately we in England should pay more for our butter and meat because her dairy-farms and sheep-runs would be overgrown with factory towns. It is just as well for the Empire as a whole, and certainly for the Dominion itself, that this most purely British of communities lies on the other side of the world, the most remote of growing nations, divided even from Australia by twelve hundred miles of sea, so that it can preserve its individuality and work out its problems according to its own genius.

In the old days the traveller from England to New Zealand who took a return ticket from any shipping office travelled around half the world and back by the same route, but since the association of the P. & O. Company with several other Lines he can circumnavigate the globe on one ticket. This could always be done by arrangement, but not with the same facility or on the same terms as now. He may visit many cities on his way and sail under every sky. He can cover much of the distance by land, or spend unbroken weeks at sea far from sight of any shore.

The traditional P. & O. route is from London by sea or overland to Marseilles, and thence to Aden, Colombo, Adelaide, Melbourne, and Sydney. From Melbourne he can change to one of the fine steamers of the Union Company that call first at New Zealand's southern ports, and from them can begin his tour of the lake country. Or he may go on to Sydney's

magnificent harbour and tranship by the same Company's liner to Auckland or to Wellington. Several routes are available for his return to England. He may sail over sunlit seas, touching at Pacific islands, to San Francisco or Vancouver, and then travel overland across the United States or Canada. Travelling by steamer of the New Zealand Shipping Company via the Panama Canal, he will touch at Pitcairn Island, Balboa, Colon, and Curaçao, and then go straight to Southampton. Or, again, he may skirt the Australian coast, cross the Indian Ocean to Durban—a fascinating town, and touch at Capetown before setting out on the busy traffic route due north to the English Channel and the Thames.

For those who love the sea none of the ocean journeys is a day too long, and many of the others, who know the sea only by travel in small steamers to France or Scandinavia, discover with surprise how enjoyable after the first day or two is the daily life on a large and comfortably furnished liner.

Perhaps one reason why New Zealanders are so fond of travelling is that from their earliest days they are accustomed to journey from town to town by sea. The towns on each island are linked up by rail, but many people prefer a night journey on a comfortable steamer.

South of the South Island is a mountainous island covered with thick forest, small but with a thousand miles of coast line. To get there one faces an hour

and a half's crossing on a generally choppy sea, but it is well worth it in summer time, for the primeval bush is seen here in all its beauty. One can walk here along miles of bush track, beneath great forest trees, where the sunlight flickers through the fronds of giant tree-ferns far above one's head and the ground is carpeted with rare fronds of the most delicate beauty, some of them so minute that they are almost lost among the mosses. Even the tree trunks are draped with graceful ferns, and one looks out through a frame of greenery at the blue waters of fairy-like inlets or the scarlet rata trees on some tiny adjacent islet. The air is filled with a delicious moist fragrance from the spongy moss or the ferny banks of rivulets and miniature waterfalls. One may spend days boating and fishing on the river-like inlets where there are numerous little sheltered coves to tempt the bather.

But this summer island is more or less New Zealand's own secret. The tourist will be advised to go to the more generally accessible resorts, which present an extraordinary variety of beauty and which are amply supplied with accommodation houses or hotels, and with motor services.

There is a story of an American tourist who travelled through the Dominion from end to end and gazed at all its marvels. When he went back to his own home he reassured his countrymen in this way: "I have been to New Zealand," he said. "They showed me

their thermal district with great pride. I looked at it and I remembered the geysers and the hot springs of our own Yellowstone Park, into one corner of which you could put New Zealand's Wonderland. They showed me the Sutherland Falls, boasting that they were the highest falls in the world, and I thought of Niagara. They called on me to admire the perfection of Mt. Egmont, and I recalled a place in my own homeland from which one can gaze at not one but many mountain peaks of equal beauty, and when they pointed to their mountain lakes I pictured the majesty of our chain of inland seas. As we travelled for hours through plains yellow with wheat or shimmering with rippling grass, I compared them with our own wheatlands stretching from sunrise to sunset."

"Very good too," said the New Zealanders who heard this, "but we guess he did not find them all compact in a country rather smaller than Great Britain."

One of the social and economic advantages of the Dominion is that its urban population is so well distributed. Most of its towns are on or near the coast. There are many smaller towns, each the active centre of its district. One does not find the stagnation here that marks so many little towns in older lands. And there is no one great town to drain the others, or the country, of their strength, as the larger towns do in England and as their capitals threaten to do in the

Australian States. This lack of centralisation has its drawbacks as far as the arts are concerned, for individuals lack the stimulus that close association with other writers, artists, and musicians of similar standard gives, but, on the other hand, it leads to a wider distribution of culture, and to an even distribution of educational facilities. Each of the four chief cities has its University College, and students can take their ordinary arts course at one of these, while each College specialises in one or more subjects — medicine, science and engineering, law, and so on. In each of these towns a training college for teachers in the State schools is affiliated to the University, and by an excellent provision of the educational authorities, all certificated teachers, no matter how brilliant, are obliged to spend a certain term early in their career teaching at a country school.

Each of the four towns had a different origin, and each has maintained, thanks to the distances between them, a marked individuality. Dunedin was colonised by Scotchmen, who boast to this day that the first party to go out included a minister, a doctor, and a teacher. They named their river the Water of Leith, their streets after those of Edinburgh. Dunedin is romantic, religious, and generously interested in education. Fortunate in having a fine supply of granite, it was equally fortunate in having an architect who could use it to good advantage. Christchurch, the city of the plains, with its winding

river shaded by weeping willows, its slender-spired cathedral—which, like some English cathedrals, has suffered from earthquake shocks—its wide area affording room for lawns and gardens, and its wealth of English trees, is much the most English of the towns. The Church of England influence is also much stronger here than in other parts of the Dominion. Mentally, the people of Christchurch are very alert, and, like the Athenians, delight in hearing or telling a new thing.

As the seat of Government, Wellington is largely absorbed in politics and administrative interests, and next to that in commercial affairs. Built on steep hills at the head of a splendid harbour, its situation resembles that of Genoa. It has far less available building space than the other three towns; great ingenuity has been displayed both in reclaiming land from the sea for business buildings and in adjusting its dwelling-houses to the steep, immediate slopes, before opening up the valleys and hilltops behind the older town. The nearness of the quays and shipping to the heart of the city gives great charm and a sense of spaciousness to its daily life, and while Wellington appears to be shut off from the back country by its high hills and mountains, it is the terminus of railways that reach to the far north or radiate through the agricultural districts to many smaller towns.

For many years there has been a steady migration, especially of the younger men, from the South to the

North Island. Settlement was generally easier in the first instance in the south, because there were not such vast areas of forest to be cleared away before the land was available for cultivation. The fertile plains of Canterbury and the downs of Otago were ready to be worked, and the building of railways presented less difficulty than in the North. Then the younger men turned their attention to the forest lands north of Wellington and much of the forest was doomed.

It always seems strange that people who must surely have inherited from their ancestors a love of trees should have so ruthlessly destroyed the beautiful native forests. One can understand that where land was required to graze the cattle that are now a main source of wealth, the giant trees must come down and the beautiful undergrowth be burned away, but it might have been done with careful discrimination, instead of with the unpardonable recklessness that has unnecessarily burned away thousands of acres of bush from unprofitable land, that has often even saved no trees to shelter a homestead, and that has stripped bare many hill-sides and valleys once clothed with green. While one may travel for hours on an English railroad through closely populated country, and here and there, between the towns and villages, catch only a glimpse of the farmhouses and hamlets among their trees, in those portions of New Zealand one gazes out on miles of treeless country broken only by wire fences, its farm buildings stark in their

nakedness, or, at best, sheltered from the prevailing wind by one funereal line of quickly growing pines.

The North Island is now increasingly prosperous, and its development has added greatly to the importance of Auckland, whose population of 150,000 far exceeds that of the other towns. This beautiful town sitting happily on or among its extinct craters—one of which now forms an admirable amphitheatre for open-air meetings—has a harbour on either side, and the east and west seas almost meet. Auckland developed its personality during the decades when there was no direct communication with Wellington by train, and the last stage of the journey was made by sea. The main line connection was established some sixteen years ago, and Auckland since then has been in close touch with the rest of the Dominion. Auckland has always had close associations with Sydney in spite of the twelve hundred dividing miles of sea, it is the centre of New Zealand's Pacific Island trade, and is more frequented than the other towns by Americans. In the north it has its own rich agricultural and timber lands and wide desolate stretches which at one time were covered by forests of the magnificent but fast disappearing *kauri* trees—where, now, New Zealanders and the largest foreign community in the Dominion search for *kauri* gum. This is rather a curious industry. The thick deposits of the gum which during centuries dripped from the *kauri* trees often lie deep beneath the surface of the

ground, and yearly the search entails more work, but it is profitable, for the gum fetches a good price in England and America, where it is used for making high-grade varnishes. The far northern district is of historical interest, for it was there that the first missionaries landed, and it is rich in Maori legend, but it is less known to the average New Zealand resident than most other parts of the Dominion.

Each of these four chief towns is a centre for the traveller. From Dunedin or from Invercargill, the smaller but equally Scottish town at the extreme south of the South Island, he can most easily reach the southern lake district with its forests and mountains. Steamers ply on these lakes and will carry him to the head of Lake Te Anau, from which a bush and mountain track—said to be the most beautiful walk in the world—leads to Milford Sound, one of the majestic fiords on the west coast.

There is great charm in the variety of scenery New Zealand provides. The soft loveliness of the lake district is succeeded in Canterbury by the grandeur of the Southern Alps. These stretch north and south on the west of the Canterbury Plains, and even from Christchurch, which is nearly a hundred miles away, they present throughout the winter a vision of dazzlingly white beauty.

A journey by rail and motor across plains and foot-hills brings the traveller from Christchurch to the red-roofed Hermitage hotel on the slopes of the

Mt. Cook range, 2500 feet above sea-level. Nine miles away the great bulk of Mt. Cook raises its snowy peak 12,000 feet high, dominating scores of other lofty peaks, and some of the most wonderful glaciers in the world.

Behind the Alps lies the West Coast district, with its busy mining towns, its rugged mountain scenery, and its roads cut through the heavy forest. In the old days the trip by coach and four from Canterbury through the famous Otira Gorge afforded a day of thrilling delight, but here, as nearly everywhere else in the Dominion, the horse has been supplanted by the motor-car and the locomotive. The traveller now reaches the West Coast by rail through the five-miles-long Otira tunnel, the longest tunnel in the British Empire.

Wellington has, within so short a distance, no such spectacular beauty as Dunedin and Christchurch can boast, but it is within easy reach of the Wairarapa district, where there are plentiful opportunities for deer-stalking and trout fishing, and it is on the way to the winter sports on the slopes of that tame volcano, Mt. Tongariro. From Wellington, too, one travels to Wanganui to embark on the river trip through many miles of forest scenery, or journeys further to New Plymouth. Here in lonely grandeur stands Mt. Egmont, a cone-shaped snow-capped mountain of such marvellous beauty that it is almost worshipped by the townspeople who live at its feet,

and by the workers on far-distant dairy farms, who take a constant joy in the sight of its flawless summit hanging white, translucent, and mysterious against the blue.

One may give it as a considered opinion that if the Dominion held no other scenic attraction, the thermal district lying to the south of Auckland would be well worth making a journey across the world to see. This is a great tableland about a hundred and fifty miles in length and twenty miles in width, a district of barren pumice land, of forests, lakes, and mountains, of geysers, hot springs, pools of boiling mud, boiling springs and weird cracks and crevices breathing out steam.

While Rotorua is chiefly a pleasure resort, some of its visitors are invalids who go there for the curative effect of its mineral waters, which are of many temperatures and of varying chemical compositions, and which are of special value for gouty or rheumatic troubles. The value of the baths was recognised even at a time when the arrangements were of the most primitive description, and one would bathe in a rough shed built over or near a hot spring, or in a warm pool fenced round, but the Government some years ago had fine bath-houses erected, to which the waters are conveyed. There are also massage and electrical departments. Ordinary visitors can also enjoy the beautiful hot swimming pools.

One thing that makes the thermal district and its

,vicinity exceptionally interesting is the presence of the Maoris, who live in many small native villages. Here the visitor can see them at home. Generally speaking they have their own more or less remote communities, where they maintain to a great extent their own customs, at the same time conforming to the ordinary laws which, indeed, they help to make.

New Zealand is very proud of these people and of the friendly terms on which the two races live. She respects them and wishes visitors to the country to show them the same respect. The Maoris physically and mentally are a very fine race. They have a record of great bravery and a tradition of chivalry. They also have a strong sense of personal dignity and a great pride in their ancestry, which they trace back for many generations. Some of them are highly educated and, as hinted above, take a prominent share in the administration. The children do well at school and will cheerfully walk miles to get there. It is said that in the early days when missionaries first taught people to read and write, one would find in remote places plants whose broad-bladed leaves were scored with letters, the Maoris having devised this ingenious way to practise writing. When one remembers that their numbers were until recently gradually diminishing, one realises what it meant to the Maoris to send their young men to Gallipoli and France, and when one has learned too that the pride of pedigree is as great as in old English families of



F. W. Wright

WU-KI ANP

historic name, one can understand the devotion implied when an old Maori chief, as happened frequently, allowed his only son to go.

This thermal district is a very uncanny place. It is a queer experience to walk the two miles from Rotorua to the wonderful geyser valley of Whakarewarewa. It is necessary to keep to the narrow path among the low bushes, because a step to right or left may land one into a "porridge pot" or boiling mud-hole. One hears the odd little "plop plop" as the steam escapes, and, looking down, sees the mud surface making queer faces. Hereabouts, if one pokes a stick into the ground, a spurt of steam comes out, so one walks very delicately, feeling that the infernal regions are only a half inch below. Whakarewarewa is full of every sort of thermal energy. The two largest geysers when they play throw their fountains of boiling water a hundred feet into the air, and all around them are smaller jets and fountains. Sometimes the guides will feed the geysers with soap to provoke an immediate discharge, but too much soap is said to be not good for geysers, so this is only done on rare occasions. Near-by is a native village, where the Maori women may be seen washing their clothes in warm pools, or cooking their potatoes in bags let down into the boiling water. It can be understood that the Maoris thread their way among these springs with great circumspection when abroad at night, and that great care is taken of children at play. The

greatest tragedy that New Zealand can remember occurred in the 'eighties, when the eruption of Tarawera, some miles away, destroyed many lives, covered a wide area with a deposit of volcanic mud, and totally changed some of the features of the district. The death-roll would have been less had the people understood the signs that preceded the eruption and escaped in time. Since that day much of the desolated land has regained its beauty with the new growth of green trees, but the mountain retains its tragic forlorn appearance. One of the lakes at its base has the distinction of containing both cold and boiling water. It is eerie to pass in a boat over the boiling springs, or to stand on the steaming crumbling banks, while the guide says cheerfully, "Take care; a piece of that bank gave way yesterday!"

Many interesting expeditions may be made from Rotorua to the neighbouring beautifully coloured lakes, or by lake and footpath to the crater of the great Waimungu geyser which after a period of sensational activity no longer flings its column nine hundred feet into the air but only sulks and grumbles and pours out huge clouds of steam. It is a fearful joy to look at this, and the other evil crater, Frying-pan Flat, which ejects a stream of boiling water.

Another infernal region is the Wairakei Valley, a hobgoblin valley fifty miles away from Rotorua, to which one drives by motor-car. It is full of geysers and springs and weird noises, and seems all the more

uncanny because of the beauty of the wooded hillsides among which the geysers and springs roar and steam.

Near here are the Huka Falls and Lake Taupo, where there is a spa which is likely to develop enormously as the charms of Taupo become better known. From Taupo there are motor journeys to be made across the several mountain ranges, where the traveller will spend exhilarating hours amid some of the most magnificent forest and mountain scenery in the world.

In England one finds that three beliefs about New Zealand are widely held. People may know nothing else about the country but they believe that it has a climate, that that climate is as near perfection as any in the world, and lastly, that the whole community belongs to one class without any social distinction.

New Zealand has many climates. It must be remembered that the Islands extend from north to south over nearly a thousand miles, so that while roses may be blooming at the North Cape, the frost may be weaving patterns on the windows in Invercargill. The Dominion lies between latitudes similar to those of central France and Tangier, but has an average lower temperature than one would suppose because of the vast expanse of surrounding seas. On an average, rain falls on a hundred and fifty days in the year, and the wind blows all the time. Sometimes it is only a pleasant little breeze and sometimes you have to hold your hat on. The winds of Well-

ington are famous. All one can say about them is that the inhabitants become more or less inured to them, and find it difficult at first to sleep in towns where the windows and doors do not rattle.

But, indeed, the great points about New Zealand are its radiant sunshine and exhilarating air. The typical sky is of a vivid dazzling blue with little snow-white clouds scudding across it, such a fresh clean-swept sky as one sees in Bellini's picture of the Madonna and Child in the National Gallery. The sunshine gives joy to the winter. June and July, the winter months, are often among the loveliest months in the year, and are remembered regretfully by many New Zealanders when spending the corresponding months of December and January in London.

Social life in the Dominion is modelled as closely as possible on that of the home lands. They may alter in time, but English visitors are still disappointed to find that the women have not struck out on new lines for themselves. There are differences, of course, but these are largely due to the servant shortage, which is much more acute there than in England, and also to the statutory hours of labour for hotel servants. This makes entertaining that involves much preparation a matter of difficulty. It is much easier to give afternoon than evening receptions, and to invite one's friends to afternoon tea than to an elaborate dinner. Morning teas at eleven o'clock are a convenient institution. Race meetings form an important part

in the social life and bring people together from distant parts. The most popular gathering-places are the agricultural shows held twice a year in most of the provinces. There are many fine golf links.

Home life is, on the whole, simpler than in England. The family lives more unitedly, the boys and girls being brought up together and attending day-schools near their own home, though many of them now go to boarding-schools for two or three years. The children are trained to be self-reliant and capable, and most of the girls are good housewives.

It is a mistake to say that there are no social distinctions, but those that exist are not marked as much as in some other countries by the possession of wealth. One thing that does distinguish life in the Dominion is the lack of either great wealth—except in a few cases—or of extreme poverty, and since there is but little distress the need for “social service” is small. Where help is known to be needed it is given freely. The most notable of the social service campaigns is that for infant welfare, and its achievements have made New Zealand famous in every infant welfare centre in the world. New Zealand, in short, is faced, not with the need for remedial work, but with the much more subtle and difficult task of building, on well-laid foundations, a progressive, public-spirited nation. In this, her friends are aware that she has already travelled far on the road to success.

NEW ZEALAND FOR THE SPORTSMAN

By Major E. W. POLSON NEWMAN

NEW ZEALAND has been rightly called the "Sportsman's Paradise," for few other countries in the world are able to provide such good fishing and deer-stalking within so small an area.

South of Auckland, away in the heart of the North Island, lies the great wonderland of New Zealand, a region of weird thermal activities, of hot and cold lakes, beautiful geysers, steaming pools, and active volcanoes. This Rotorua district possesses all these and a thousand other mysterious manifestations of Nature's pent-up forces. Furthermore, the waters of the many beautiful lakes and rivers are filled with rainbow trout running up to 20 lb. and more in weight. These are great fighting fish, affording all the thrill and excitement demanded by the most ardent sportsman.

The trout acclimatised in New Zealand are of three main varieties: the "Brown Trout," the "Salmon Trout," and the American "Rainbow Trout." The English brown trout, introduced from

Hobart in 1868, have become thoroughly acclimatised, and have not only multiplied at an enormous rate, but have actually attained a size quite unknown in their native land. Loch Leven trout have also been introduced.

Canterbury's early settlers, chiefly men with the characteristic English love of field sports, were amongst the first in the Dominion to undertake the introduction of English fishes, game animals, and birds, and this work has been successfully carried on and extended by the members of the Acclimatisation Societies of the Canterbury district.

The brown trout is now found throughout all the river regions, especially those of the Middle Island and the southern half of the North Island, and gives sport throughout the entire season. The salmon trout begins to ascend the rivers from the sea from the middle of January onwards. Both these varieties take the fly readily. The rainbow trout in the lakes and streams of the Rotorua district is a noble fighter and makes very good eating. For him the angler needs casts of stronger gut, and flies of "small salmon" size or "traces" of good strength, and the "spinning minnow."

The rainbow trout is chiefly confined to the North Island, as he can thrive in waters some ten degrees warmer than the brown or salmon varieties. Angling for the large sea-run trout is mainly done on the lower reaches and tidal waters of the Snow Rivers, such

as the Rakaia, Waitaki, Opihi and Rangitata (near Canterbury), the great Waiau of Southland, and the Oreti and Aparima. He who has the good luck to strike a run of large trout coming in from sea in pursuit of a shoal of minnows will experience the supreme thrill of the sportsman.

For fly-fishing, the best rod for New Zealand is Hardy's cane-built "Houghton," 10½ feet, or a light steel-centred, cane-built of equal length. Failing this, a good greenheart will do. For spinning, a steel-centred cane-built or strong greenheart of 14 feet is the best.

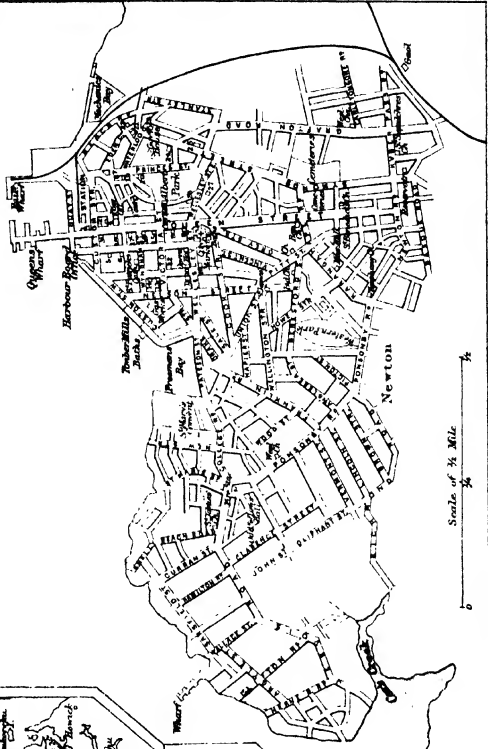
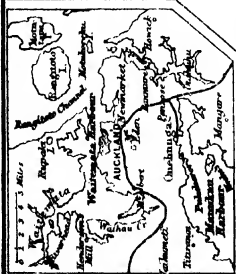
It should be remembered that in the early part of the season the trout are more abundant and less "educated," and therefore more easily taken, while in the clear low waters, from mid-December onwards, the angler needs all his skill.

On the wide waters of Lake Taupo and on Rotorua Lake trolling with the minnow is the favourite form of fishing, though splendid fly-fishing may be had from the shores or at the mouths of the many streams entering these lakes. So numerous are the trout in these waters that even the novice can always be sure of a catch, while the magnificent fish taken season after season by experts have made this district famous among fishermen in all parts of the world.

Amidst wonderful scenery, far from the beaten track, the sportsman may wander for miles along the shores of limpid lakes, where a little wading and

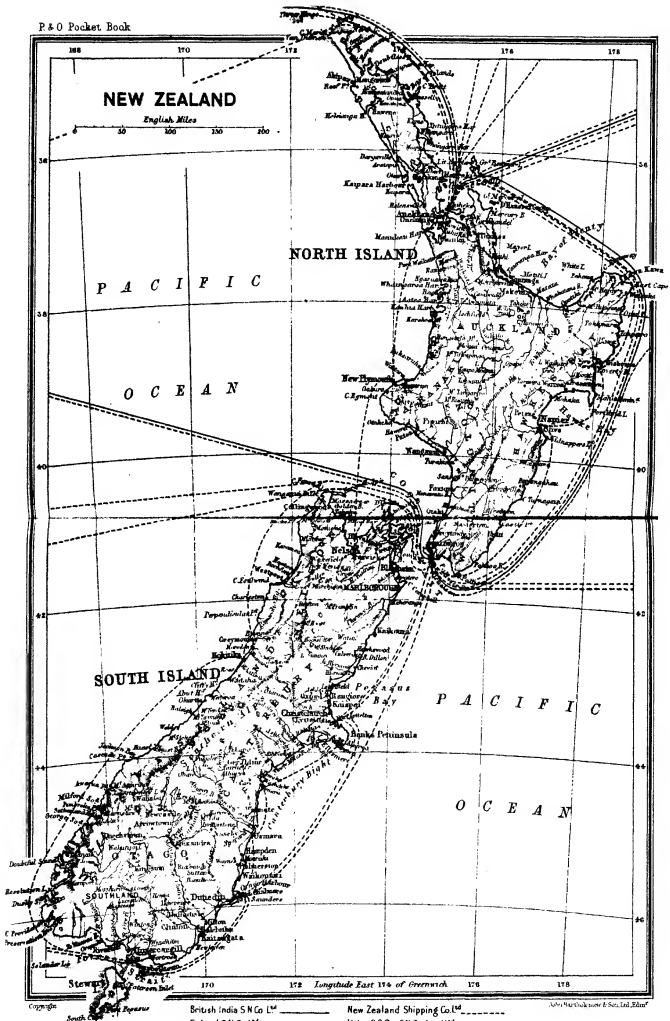
AUCKLAND

AUCKLAND HARBOUR



- Reference**
- 15 Union Bank
 - 16 National Bank
 - 17 Colonial Bank of New Zealand
 - 18 Northern Club
 - 19 Synagogue
 - 20 Supreme Court
 - 21 University Ch. (Presb.) women
 - 22 Choral Hall
 - 23 Auckland College & Grammar School
 - 24 The City Library & Free Library
 - 25 The City Library
 - 26 St. Matthews Ch.

Scale of 1/4 Mile



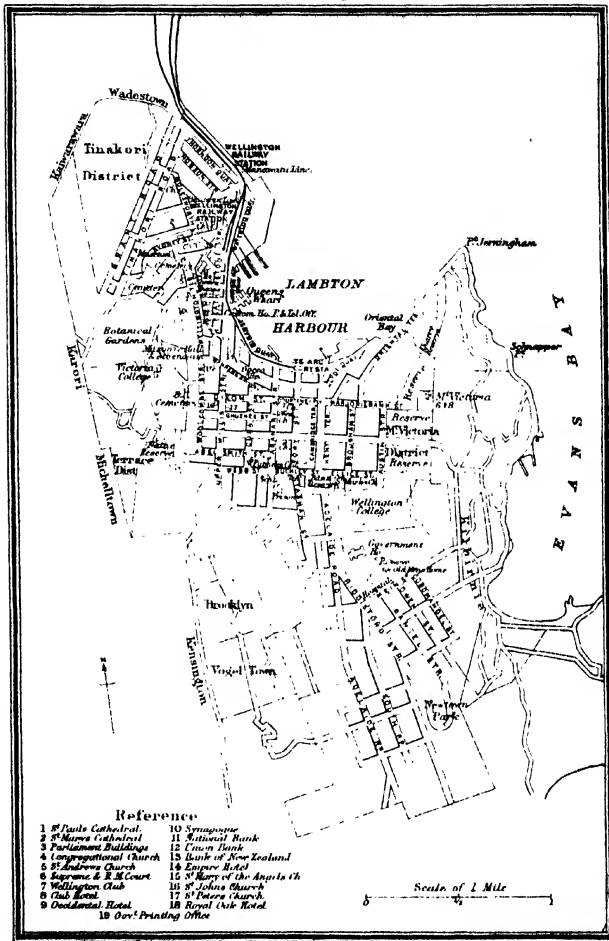
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a skilful cast will start the reel screaming in a manner dear to the heart of the angler. In addition to the rainbow, brown trout of from 6 to 12 lb. may be taken in most of the streams and rivers in the Rotorua district.

Some idea of the remarkable extent of the fishing waters of this region may be formed from the fact that the two lakes, Rotorua and Rotoiti, are connected by a wide channel named the Ohau. From Rotoiti the Kaituna river flows eastward to the Bay of Plenty, while the many tributary streams feeding Lake Rotorua—the Utuhina, Awahou, Ngongotaha, Waiteti, and Hamurana—provide splendid fly-fishing. In this region of the North Island alone the sportsman has a choice of some seven million acres of territory.

In the town of Rotorua there are several fishing-tackle shops, and sportsmen would be well advised to postpone buying their flies until their arrival in the hot lake district. Fishing there is so very different from that elsewhere that visitors often bring with them supplies of flies which are quite useless. Furthermore, the proprietors of fishing-tackle businesses in Rotorua are all experienced anglers themselves, and are always ready to give all the information at their disposal on the subject of gear and flies, and the most likely spots to get good sport.

The dry-fly fisherman will find that the Utuhina, Ngongotaha, and Hamurana streams, with their “gin

clear" waters and banks just sufficiently overgrown to make the sport enticing, will yield baskets of a dozen to twenty fish a day of an average of 2 lb., with the chance of catching rainbow trout up to 6 lb.

For trolling in the lakes either from a launch or rowing-boat a short stout rod with fairly large rings is required. Fishing with two or three spoons, such as brass and red, silver and red, or an eyed spoon $1\frac{1}{2}$ to 2 inches long, the angler will have no difficulty in catching rainbow trout at any time from early morning till about sunset. A short-handled landing net or gaff is required, as many a six-pounder has been lost for want of one.

Lake Taupo, fifty miles south of Rotorua, with an area of twenty-five miles by sixteen, provides wonderful sport for minnow or fly-fishing, and some monster trout have been taken from its waters. This locality was a favourite fishing-ground of Lord Jellicoe when he was New Zealand's Governor-General, and was also much patronised by his predecessor.

In the Bay of Plenty area, the Whakatane and the Waimana rivers are considered the best fishing waters, and can be reached from the townships of Whakatane and Taneatua. The Tarawera, Mangaone, and Rangitaiki rivers also provide good sport, but the best trout fishing river of the whole district is the Tongariro, the rapid snow-fed waters of which are the home of both the brown and the rainbow trout. These fish average from 6 to 20 lb. in weight.

In the Hawkes Bay or Napier district splendid fishing is to be had in Lake Waikaremoana, one of the most beautiful of the North Island lakes. Here the angler will find a Government hostel, and a launch and several boats for hire during the season. The Department of Tourist and Health Resorts has established a trout hatchery on the shores of this lake, where from 100,000 to 300,000 brown and rainbow trout are annually hatched and liberated.

Waikare-iti, another beautiful forest lake situated near Waikaremoana, also provides good fishing, trolling being the general rule.

In the Tauranga district, on the east coast of the North Island, good rainbow trout fishing is to be had, especially in the Omanawa river, where baskets of eight and more fish up to 8 lb. have been taken. In the Wairoa very large fish have been seen and caught, but the river can only be fished from a boat. The Kaituna, being fed from one of the Rotorua lakes, is also well stocked. There are also various small streams, such as the Tautau, Kere Kere, and a few others which much resemble the streams in South Devon. They can be waded for miles and fished either up or down stream. A 2-lb. fish in these streams is a large one, but there is good sport to be had with a light rod.

There is also a good-sized stream known as the Waimapa, which is well stocked with very large brown trout, where an expert angler with a dry fly

would probably land some fine fish just before sunrise.

With regard to salmon fishing, the successful acclimatisation of the Atlantic and Quinnot salmon in New Zealand waters has opened up a new and exciting field of sport. Great runs of Quinnot salmon are now found in all the large snow-fed rivers of the east coast of the South Island, and big baskets of these fine fighting fish have been landed. Artificial lures of various kinds are used, such as spoon baits, Devon minnows, and spinners of all descriptions. Fine specimens of Atlantic salmon have also been taken in these rivers, and their numbers are steadily increasing.

Leaving the rivers and streams of the mainland, the sportsman will find thrilling work awaiting him in the deep-sea fishing off the New Zealand coast. Here he will encounter antagonists worthy of the most expert skill and knowledge—magnificent swordfish and Mako sharks measuring from 10 to 20 feet in length. These fish are capable of adopting the most aggressive tactics when they have been hooked. An incident of this nature occurred recently, when a large swordfish hooked by Major Whitney turned and attacked the launch, driving its sword clean through the double planking of the hull. This fish was on view at the British Empire Exhibition at Wembley.

Mako sharks, which are exceedingly powerful fish

to handle on a rod, may be found along the northern coasts of New Zealand throughout the summer season.

Other deep-sea fish which give excellent sport are the Kahawai or salt-water salmon, a strong clean-run fish weighing up to 10 lb. ; the Kingfish, a good fighter, averaging from 12 to 40 lb. ; and the Travalli, averaging about 8 lb. All these take artificial lures, the most successful being spinners of various kinds and spoon baits. One of the most deadly baits is the Cartman spinner, which has been used with great success by deep-sea sportsmen.

Yet it must not be imagined that fishing is the only sport which New Zealand can provide. This is very far from being the case, for excellent deer-stalking may be had in most parts of both islands. Indeed, the deer have done so well in this favourable climate that stags of unusual size and vigour, possessing magnificent heads, have yearly fallen to the gun of the sportsman.

Red deer were successfully imported in the year 1861, when a stag and two hinds were brought from England and liberated in the Nelson district. Two years later three were liberated in the Wairarapa district of the North Island, where excellent stalking may now be obtained, the herds having multiplied in a most remarkable manner. Other importations followed at later dates in various parts of the Dominion, with the result that at the present day the deer herds include not only red and fallow deer,

but also the Indian sambur, the American moose, and the wapiti. The two latter are now attaining a great size, with heads more massive than those found in the country of their origin.

There is great attraction about this kind of sport in New Zealand, which is to be experienced in few other countries. In many cases the stalker camps in virgin forests which have stood undisturbed for thousands of years. Great snow-clad mountain ranges with countless peaks and valleys stretch away on all sides, while the heavy roar of snow-fed torrents echoes from the depths of thickly wooded gorges, where the stag may roam and feel secure. In such country stalking is difficult and exciting work, but the prize, a "Royal" or seventeen-pointer, will more than compensate for hours of heavy climbing.

The sportsman usually packs his provisions and kit on pack-horses. A base camp is pitched at a convenient place, and flying camps are established near the most likely stalking-grounds.

Getting up with the first streaks of dawn, he feels invigorated by the sparkling atmosphere of these wooded highlands; which enables him thoroughly to enjoy the strenuous exercise of a day's stalking. Then, after a good kill, there comes the long tramp back to camp with the head, which will be the constant pride of the stalker and one of his most treasured possessions.

In the North Island the best stocked country for

red deer is in the hilly and wooded region of the Wairarapa district, within easy reach of the city of Wellington. In the South Island red deer are found almost throughout the entire length of the southern alpine ranges, while in the great stretch of mountainous and wooded country of New Zealand's fiordland herds of wapiti and moose find ideal surroundings, and should in the near future give excellent sport.

There is also good red and fallow deer shooting in the thermal region of the Rotorua district of the North Island.

To give some idea of the New Zealand stags, the particulars of the record head, shot by Mr. George Sutherland, are as follow :

Length of horn	45 $\frac{1}{2}$ in.
Spread	48 $\frac{1}{2}$ in.
Beam	6 $\frac{3}{4}$ in.
Burr	11 $\frac{3}{4}$ in.
Weight	23 $\frac{3}{4}$ lb.
Points	24

So far as licences are concerned, deer-stalking in the Dominion is by no means expensive. In the Wairarapa district the sportsman may stalk during the months of April and May, with a limit of four stags, for a fee of £2, while in other districts the fees vary from £1 to £5, with a four-stag limit.

Amongst other game are wild pig and cattle, which should provide enough excitement for the most exacting sportsman. In the rough forest

country adjoining the settled areas the wild boars give most thrilling sport. These pigs are known as "Captain Cookers," and they are fierce customers to encounter.

Instances are recorded of postmen on their rounds in the back country being held up by these truculent brutes, who do not hesitate to dispute the right of the road. Good pig-dogs are needed to bring the wild boar to bay, and no more savage sight can be imagined than that of one of these powerful animals backed up against a tree or rock, with eyes staring, shoulders bristling, and foam flying from his champing jaws and gleaming tusks.

Wild cattle, especially the bulls, give most exciting sport. These animals have an uncanny habit of standing perfectly motionless close to the bush tracks, and the first warning the hunter receives of their presence is a furious charge at close quarters. Cases have been known of bulls being shot at such close quarters that in falling they have knocked down the man who shot them, but good dogs eliminate this danger, and are very useful in rounding up these animals in the bush.

Wild goats also abound in most of the mountainous and wooded country, and occasionally a fine patriarchal head is secured as a trophy, while some of the skins make very good rugs.

Smaller game include pheasant and Californian quail, both these birds being very common in parts



F. Wright.

WELLINGTON.

of the Auckland and Bay of Plenty districts of the North Island. Native game consist mainly of grey duck, black swans, teal, and curlew, and Lake Ellesmere, twenty miles south of Christchurch, is a favourite place, where the season opens on May 1 and lasts for three months.

Rabbits and hares may be shot without a licence, and are plentiful in the South Canterbury district, besides many other localities throughout the Dominion.

The sportsman who visits New Zealand will not be disappointed ; he will want to go there again. Very few can resist the magnetic charm of sport amidst natural surroundings, which is certainly the finest sport of all. This New Zealand possesses to such a remarkable degree, and in such great variety, that many anglers and stalkers sail yearly half-way round the world to fish her waters and shoot her game.

PANAMA : THE CANAL

By WINIFRED JAMES

For map of the Panama see back of world-map facing page viii

THE ROMANCE OF THE ISTHMUS

FROM the beginning of the sixteenth century this little-cultivated, fever-haunted, and in itself uninteresting, stretch of country has been the scene of one romance after another. Columbus, looking for a short sea-route to the East, never rested in his quest, nosing about the Caribbean Sea in small leaky boats, cruising up and down the coast of Panama and Costa Rica, and hoping he had found it when he chanced upon the great lagoons of Chirqui and Aluminatè. Later came Balboa, from whom the coinage of Panama takes its name. Balboa left Spain with Bastida for that intriguing place, the Spanish Main, and after a while settled in Haiti, then called Hispaniola, giving himself to the pursuit of agriculture and leaving the island because of bad debts. He bribed some of the

crew of a ship lying in harbour to take him aboard in a cask. The ship happened to belong to an expedition commanded by Bachillu Guciso and *en route* for the South American coast. It was Balboa who, after many questings, set out upon his attempt to find the South Sea, which was the name given at that time to the Pacific Ocean. Small was the distance between the two oceans, the Atlantic and the Pacific, but great was the work it took to cover it; and much bloodshed and burning there was before they got through.

“ On the 8th of September 1513, Balboa arrived at the house of the Indian chief Ponca, mentioned in a previous expedition. Here he was the recipient of the first really credible information concerning the great sea to the South. Ponca informed him that the ocean would open to view after passing certain mountains, which he would show him. He also gave Balboa some curious but handsomely formed gold ornaments, which the Indian said came from places on the ocean of which he spoke.

“ On the 20th of September he continued his march. The surface of the ground was so rough and broken, and there were so many small streams to cross, that in four days he only covered thirty miles. At the end of this march he came to the territory of the belligerent chieftain Cuaracua, who gave him a hard fight. The Indian was finally overcome, and perished with 600 of his men. The town of Cuaracua

where he now was, lay, he was told, at the foot of the last mountain to be surmounted before his eyes could rest on the object of his long and tedious march.

“ On the 26th of September a little after ten o'clock in the morning, the Spaniards discovered from the top of the mountain the mighty waters of the Pacific. The priest of the expedition, Andres de Vara, intoned the Te Deum, and all those in the company fell on their knees around him. They afterwards raised at this point a cross made of the trunk of a tree braced up by rocks and upon which they wrote, as well as on various trees in the vicinity, the names of the rulers of Spain. On his descent to the beach Balboa and his men had to pass through the lands of an Indian warrior named Cheapes, who treated them kindly and made them a present of 500 pounds of gold. Reaching the water-side Balboa waded out knee-deep into the sea and with the banner of Spain waving in his hands proclaimed the vast ocean and the coasts adjoining it the property of the King.”

This great finding did not help Balboa when his time came. Up to the point of his final expedition, fortune had smiled upon him, but in the year 1517, in the forty-second year of his age, he was condemned after a farcical trial, for being a traitor to the Crown, and met death by the headman's axe. An urgent and cruel death, but one that he had meted out often just as unjustly and as cruelly in his own lifetime.

OLD PANAMA

The Spanish city of Old Panama was founded in 1519 by Pedrarias, and sacked and burned by the buccaneers under Morgan in 1671. A few years ago little was to be seen of its ruins, which were mostly buried or covered with the rank creepers that grow so thickly and so quickly in this part of the world. But lately an attempt has been made to turn the ruined town into something of a show place. It is easy of access from Panama City and is well worth visiting. It has not been spoilt but only made visible by the work done on it. The drive out through the Savamaks is a pleasant one, and the visitor has an opportunity of seeing the summer homes of the principal Panamanians, which are built round these open fields.

Captain Henry Morgan was a great buccaneer, but not an Englishman of whom England has reason to be proud. All the history that pertains to him in this part of the world strips him of any virtue except that of physical courage, which asset is probably more a question of chemicals than of virtue. He burned and pillaged and destroyed like any other gentleman of his profession. But he seems to have had love of little else than money and none at all for the game. He was notably cruel among men of a time and manner when cruelty went unnoticed. His treatment of women was bad even for buccaneers, and

when he had done all the thieving and burning and plundering and raping that he had a mind for, he committed the dastardly act of turning virtuous and spending the end of his life sitting down at the gateway to his own exploits and seeing to it that no one else had any more fun. He died in the odour, if not of sanctity, at least of conformity, having become Governor of Jamaica in the West Indies and given his powers and ill-gotten knowledge to the business of clearing the Spanish main of pirates.

NEW PANAMA

To return to a pleasanter subject. A new site was chosen for the rebuilding of the city, and two years from the time of the razing of the old town the new one was begun, or at least the place was decided upon and the charter given. A great wall of masonry was built round the part of the city which faces the sea. The fortifications are said to have cost ten millions of dollars furnished from Peru. This does not include the labour employed. The story is told of the King of Spain that one day, staring with a troubled look out of the window of his palace, a courtier made so bold as to ask him what he was looking at. "I am looking," said the King, "for those walls of Panama. They ought to be visible from here."

This new city of Panama, now two hundred and

fifty years old, is an unexpectedly interesting little spot in the midst of the efficient newness of American occupation. With its narrow streets, overhanging balconies, and old Spanish churches ; its squares, planted with frangipani trees, in which the people gather when the cool of evening comes to listen to the music, it has all the strange charm of an old-world civilisation lingering in a world so new that there is none newer, as yet, in any part of the globe. In Panama City forty different nationalities are said to have gone to the making of the population, although, still, for all the varying types and races that are interbred there, the dominant note is Spanish. The best Panamanians are purely Spanish or Spanish-Indian mixed. For the rest there are French, Portuguese, Jews, Syrians, Chinese, Japanese, Germans, East Indians, West Indians, and so on down to an inextricable entanglement of them all. Until a little while ago the Chinese were the principal storekeepers, but somehow the Syrians and East Indians seem to have supplanted them to a very great extent, and a prohibitive head tax has kept any more from coming in. They are a quiet, decent people to do business with, and even if they rook you they do it passively and fatalistically without salivating their victims first. Chong Kae's and New China are the principal bazaars to which all tourists are taken, and at which the wives of most canal zone employees spend some of their time and money at least every

week, if not every day. The City has altered since the United States came and sat down beside it. It is cleaner, better paved, and perhaps not quite so interesting. The old Teatro Apollo, the Spanish-style theatre with its shuttered boxes into which the enchantresses would disappear from the stage for a while when the eye of an amorous swain beckoned, that is gone, and the modern cabaret attached to the hotel has taken its place. Trams run through the impossibly narrow streets, and motor-cars have superseded the stately carriages in which the Panamanian ladies of quality promenaded in the dusk of the evening. But the bull ring is a revived feature of the native amusements, and bull-fighters on their way from Spain to Lima often step off there and do a turn at the Plaza del Toros. Every year there is a carnival as in Spain, and modern needs have established a golf-course and a bathing beach. Shootings still occur, and frays between U.S. soldiers the worse for liquor and those they find to quarrel with in the seething saloons that crowd every street, are common. Side by side run these two existences; that which has remained of the old formal society of Spanish Colonial days and what is left of the roaring forties in the canteens. Beside this, with the automatic precision of the workings of a mighty clock, goes this great enterprise, the Panama Canal.

THE CANAL

This canal, dreamed of as early as 1520, was begun by the French in 1881, and, after a mint of money and many lives had been lost in its making, was finally abandoned by them in 1889. In 1904 the United States of America took up the work and brought it to a successful issue in 1915. In August 1915 the dream of four hundred years was realised, and after several trial trips the first ship went triumphantly through from ocean to ocean no more than seven months behind the date set for completion.

The Isthmus of Panama is a strip of land, forty-nine miles in width at its narrowest part, which joins the two mighty continents of North and South America. Like mammoth water-wings the continents are held together by this ligament. The first actual survey, according to the *Canal Zone Pilot* of 1908, was made in the year 1581 by Antonio Pereira, but nothing came of it. In 1620 Diego de Mercado sent a lengthy request to Philip II. of Spain, but the King silenced further discussion, saying that the will of God had made an isthmus and not a strait and that it would be impious for man to attempt to unite two waters that the Almighty had seen fit to separate.

Through Pere Acosta a religious decree was promulgated, declaring the project sacrilegious, and this was followed by an edict forbidding any one, under penalty of death, from considering such an enterprise.

The real activity began in the first years of the nineteenth century. In 1827 there was a study made of the subject under the authority of Simon Bolivar, President of the Granadine Confederation. In 1838 a French company headed by Baron Thierry obtained a concession and tried to enlist the aid of the French Government (vide *Canal Zone Pilot*). In 1866 the United States looked into the matter, and again in 1875, but it fell to the part of France to take the first step in this fearsome matter of severing two continents. Count Ferdinand de Lesseps, having made his reputation in the building of the Suez Canal, was entrusted by the French nation with the operations in Panama. His failure has passed into history, but it is well, in face of the adverse criticism which still hangs to the name of that one-time idol, to note the testimony of one of his countrymen : " Of all the men high in authority engaged with him in the enterprise, de Lesseps was the only one whose chief endeavour was not to feather his nest." That is good to say of any one in a position where feathers are often harder to refuse than to take.

The following account, taken from the official handbook of the Canal published in 1911, gives the details of its construction :

" The entire length of the Canal, from deep water in the Atlantic to deep water in the Pacific, is about 50 miles. Its length from shore-line to shore-line is about 40 miles. In passing through it from the

Atlantic to the Pacific, a vessel will enter the approach channel in Limon Bay, which will have a bottom width of 500 feet and extend to Gatun, a distance of about 7 miles. At Gatun, it will enter a series of three locks in flight and be lifted 85 feet to the level of Gatun lake. It may steam at full speed through this lake, in a channel varying from 1000 to 500 feet in width, for a distance of about 24 miles, to Bas Ibispo, where it will enter the Culebra Cut. It will pass through the Cut, a distance of about 9 miles, in a channel with a bottom width of 300 feet, to Pedro Miguel. There it will enter a lock and be lowered $30\frac{1}{2}$ feet to a small lake, at an elevation of $54\frac{3}{8}$ feet above sea-level, and will pass through this for about $1\frac{1}{2}$ miles to Miraflores. There it will enter two locks in series and be lowered to sea-level, passing out into the Pacific through a channel about $8\frac{1}{2}$ miles in length, with a bottom width of 500 feet. The depth of the approach channel on the Atlantic side, where the maximum tidal oscillation is $2\frac{1}{2}$ feet, will be 41 feet at mean tide; and on the Pacific side, where the maximum oscillation is 21 feet, the depth will be 45 feet at mean tide.

“ Throughout the first 16 miles from Gatun the width of the Lake channel will be 1000 feet; then for 4 miles it will be 800 feet, and for 4 miles more, to the northern entrance of Culebra Cut at Bas Obispo, it will be 500 feet. The depth will vary from 85 to 45 feet. The water level in the Cut will be that

of the Lake, the depth 45 feet, and the bottom width of the channel 300 feet.

“ Three hundred feet is the minimum bottom width of the Canal. This width begins about half a mile above Pedro Miguel locks and extends about 8 miles through Culebra Cut, with the exception that at all angles the channel is widened sufficiently to allow a thousand-foot vessel to make the turn. The Cut has eight angles, or about one to every mile.

“ The Gatun Dam, which will form Gatun Lake by impounding the waters of the Chagres and its tributaries, will be nearly $1\frac{1}{2}$ miles long, measured on its crest, nearly $\frac{1}{2}$ mile wide at its base, about 400 feet wide at the water surface, about 100 feet wide at the top, and its crest, as planned, will be at an elevation of 115 feet above mean sea-level, or 30 feet above the normal level of the Lake. Of the total length of the Dam only 500 feet or $\frac{1}{3}$ will be exposed to the maximum water head of 85 feet. The interior of the Dam will be formed of a natural mixture of sand and clay, dredged by hydraulic process from pits above and below the Dam, and placed between two large masses of rock and miscellaneous material obtained from steam shovel excavation at various points along the Canal. The top and upstream slope will be thoroughly riprapped. The entire Dam will contain about 21,000,000 cubic yards of material.

“ The Spillway is a concrete-lined opening, 1200 feet long and 300 feet wide, through a hill of rock

nearly in the centre of the Dam, the bottom of the opening being 10 feet above sea-level. It will contain about 225,000 cubic yards of concrete. During the construction of the Dam, all the water discharged from the Chagres and its tributaries will flow through this opening. When construction has advanced sufficiently to permit the Lake to be formed, the Spillway will be closed with a concrete dam, fitted with gates and machinery for regulating the water level of the Lake."

Much water and many ships have gone through the Canal since these details were given. The Culebra Cut, renamed Gaillard Cut after the engineer who made it, has behaved badly, sliding many times into the waterway and making dry land of it. This cut, 500 feet high, is through the lowest part of the Cordilleras los Andes and is a constant source of trouble. Different experts have studied it, and an Englishman, Vaughan Cornish, gave it as his opinion that it would take twelve years for the thing to right itself. This caused some resentment among the Americans who were not of that opinion; but most of the twelve years are already past and the trouble is not yet over. Be that as it may, the Canal goes on bravely, a source of much benefit in every way, and the organisation of it as a running machine is a matter of never-failing admiration to the beholder. Not the working of the Canal itself, but the upkeep of the thousands who are employed in that wilderness,

is the business that makes one catch breath when one sees it.

THE CANAL ZONE

Those who have not visited there are apt to think of the Panama Canal as including the whole of Panama itself. The land belonging to, and operated by, the U.S.A. in Panama is a strip of country ten miles in width and forty-nine miles in length, through the middle of which runs the Canal. This is called the Canal Zone. It has for its chief town on the Atlantic side Cristobal, which adjoins the Panamanian town of Colon; and on the Pacific side Ancon, which, with Balboa for its port, is like an extension of Panama City, but quite separate in its government. Colon has been absorbed into the Canal Zone, but Panama City remains the capital of the Republic of Panama. Running alongside the Canal is the Panama Railroad, a line that has been laid and operated since 1855, and about which it has been said that there was a man lost for every tie that was laid. Along this line, starting from Colon, are the stations of Gatun, Pedro Miguel, and Miraflores (the three locks), as well as many towns that exist for the upkeep of the Canal. The train pulls in at Panama City and a few minutes' carriage-ride takes you to Ancon Hill, which, with Balboa, is the great American centre on the Pacific side. The Hotel Tivoli, a large commodious wooden building, is the Government

Hotel, to which every one goes. There is also a smaller hotel near the station which is managed by John McEwan, late of the Tivoli, the most notable and successful manager the Tivoli ever had. In the centre of Panama City there are several hotels, but these are under Panamanian management and are perhaps not so well suited to the requirements of European travellers.

No one with a day to spare should fail to drive through Ancon Hill to Balboa and back by Panama City. This will give the visitor a sight of one of the most interesting and unusual organisations in the world. Everything here is planned out on a vast scale. The houses, screened carefully against the mosquito, which has to be fought ceaselessly, are all built and allotted to employees according to their scale of pay. There are magnificent Government offices, and all the buildings, both office and domestic, are set in lawns which are kept by Government labour. There are clubs in every district providing every form of amusement and exercise. Schools, hospitals, restaurants, shops, all run by the Government. Even the employees' morals are watched with the same care and assiduity as is bestowed upon the delinquent mosquito; but not always, it has been whispered, with the same satisfactory results. The Government is of such a paternal, not to say patriarchal nature, that there are often the same murmurings and resentments that disturbed Moses in his earlier attempt at

the same proposition. But the success of the scheme as a whole is extraordinary, and to the outside observer it appears nothing short of a marvel to see a gigantic body of transported people housed, fed, clothed, taught, amused, born, nursed, married, buried, all with the degree of excellence attained to by this tireless machine, in a tropic wilderness that yields nothing beyond the small crops planted by the natives for their own small and personal use. The thing that has to be remembered is that where a few years ago there was nothing but bush, there is now a territory dotted with towns, each town with its perfect sanitation of the most modern type, up-to-date plumbing, lavish food supply, suitable clothing stores, and amusement centres. It is as if a giant had suddenly come with boxes of toys, set out a complete boxful in each place; and gone away again, leaving everything most miraculously made.

COLON

The town of Colon, the principal port on the Atlantic side, was, up to a few years ago, nothing but a collection of ramshackle frame buildings on badly paved streets. Front Street, facing the sea, is the principal street, and the railway station stands in the middle of it. There are a few small hotels of varying quality. The only one of any certainty up to a year or so ago was the Washington, the

magnificent new concrete building erected by the U.S. Government, and in its tariff almost prohibitive for slender purses, the price for a room without food being \$7.50, which at the present rate would amount approximately to 31s.

HINTS TO TRAVELLERS

The climate of Panama is intensely humid, and it is well not to wear any but washable clothes. During the dry season, from January to April, it rains fairly often, and during the wet season it can be counted on to rain every day. The showers come on with surprising suddenness, and it is advisable never to be out without an umbrella. The rickety little carriages and jitneys (motors plying for hire) will pick you up and take you anywhere in the town for ten cents a person. If you want them for longer, there is a tariff in the cab to be consulted before you ask the fatal question, "How much will you charge?"

Three trains a day leave Colon and Panama to cross the Isthmus, one in the early morning, one at midday, and one in the evening. The fare is \$2.40 and the time taken is 1 hour 55 minutes. Passengers who are not transshipping on either side, but continuing through on the same ship, would do well, if there is time, to make the journey across the Isthmus by rail. This will give them an opportunity of seeing both the Canal and something of the towns as well.

If time is short it should all be spent at the Panama City end.

The population of Panama Republic is about 442,000, the inhabitants largely of mixed races.

Products.—The soil is fertile and the climate favourable to agriculture, but nearly one half of the country is unoccupied. Bananas form the most important products. Coffee, cacao, tobacco, and cereals are grown. Rubber is collected in the mountains; and cotton, indigo, tropical nuts, and spices grow wild and in cultivation. There are extensive forests of timber. The mineral resources of Panama are wholly undeveloped. Gold, silver, copper, iron, coal, and mineral waters are found in different parts of the country. There are practically no highways in the country except crude roads and trails in the vicinity of the larger towns.

DESCRIPTIVE GAZETTEER

PRACTICAL AND DESCRIPTIVE NOTES
ON PORTS OF CALL AND PLACES LYING
ON THE ROUTES OF THE ASSOCIATED
COMPANIES' WORLD-TRAFFIC SYSTEM

ADELAIDE.—Seven miles from the mouth of the river Torrens lies the city of Adelaide, capital of South Australia, beautifully situated on an immense plain ringed about by the tree-covered slopes of the Mount Lofty range. It is indeed a true garden city. Adelaide owes its existence to the efforts of the South Australian Association in London, whose plan it was to set up a model state in the antipodes.

It is a town of broad streets intersecting at right angles and of bungalow-like villas, nearly all of which are surrounded by pleasant gardens. And this garden effect, so typical of Adelaide, is increased by the sight of orange and lemon trees growing in the centre of the city. Adelaide is divided in two by its river, which is crossed by five bridges, and whose banks have been turned into gardens. North of the river lies the residential quarter; south, the business quarter.

In King William Street, especially, which is the main thoroughfare, but also in other streets, there exist handsome buildings, notably the Town Hall, the Roman Catholic Cathedral of St. Francis Xavier, and the Court-House. On the south bank of the river—the east of the city—there are attractive botanical and zoological gardens, and in Victoria Square, itself in the heart of everything, there is a small park.

Indeed, the general effect produced by Adelaide is almost that of a garden planted with houses. The lands which encircle the town have the appearance of a park, and in the suburbs there are vineyards, groves of lemons and oranges, and orchards of peach and apricot. In this sense, that nature is all about one, Adelaide gives to the traveller a feeling of rest and quiet. It is a place where one can drowse away the days in great content, where one can recuperate, as it were, from the more urgent atmosphere of the larger Australian cities.

The climate of Adelaide is delightful at all times of the year, save only in the summer, when a wind, blowing from the hot interior, often causes an oppressive heat. It must not be thought that the town is sleepy because it is restful: on the contrary, it is intensely modern and its inhabitants live a full life. The rail and tramway connections with the suburbs are admirable, and, with the well-known Australian hospitality, the visitor with introductions is likely to make much use of these facilities.

Practical Note.—*Population*: 289,914 (British). *Climatic Conditions*: December-March, summer; April-May, autumn; June-August, winter; September-November, spring. *Landing and*

Baggage: Steamers berth at wharf. Baggage is landed free of charge. *Customs and Currency*: See Melbourne. *Local Conveyances*: Taxis and motor-cars, 1s. per mile; good electric tramways between city and suburbs. *Hotels*: Hotels are situated in all the principal streets. The average tariff is 12s. 6d. per diem. *Bunks*: Commonwealth B., B. of Adelaide, English, Scottish and Australian B., B. of New South Wales, Union B. of Australia, Ltd., National B. of Australasia, Ltd. *Chief Railway Communications*: Connections with adjoining states. *Local Steamship Communications*: To ports on Eyres and Yorke Peninsulas, and Kangaroo Island. General information is obtainable at the Government Tourist Bureau, King William Street, where tours are also arranged.

ADEN.—It cannot be said that the first sight of Aden is, in itself, one greatly to stir the imagination. A view of desolate-looking peaks, a low sandy coast-line, sprinkled with shrub on which the heat mirage quivers deceptively—that is one's first impression of Aden. There is something forbidding and sterile about it, and one needs to call to mind that this is verily Aden, a real outpost of the Empire, whose name has a magic almost equalling that of Gibraltar, before one can relish the prospect of landing.

The whole region known as Aden is governed from India and belongs, politically, to Bombay. The port stands on a peninsula which measures five miles from east to west, is three miles in breadth, and is connected with the mainland by a neck of sand almost level with the Gulf of Aden. The town, which stands on the remains of a more ancient town, is built in what was once a crater, and the precipitous rocks which practically surround it form a natural boundary and a ready-made fortification.

Aden, of course, owes its present prosperity to the Suez Canal, but the celebrated Tanks, situated some six miles distant from the landing place, and dating from remote times, prove that for long ages it has been a place of consequence. The Tanks, which are hewn out of the solid rock, have always supplied the only really fresh water available, and wells of brackish water have been relied on when little or no rain fell. They are seldom really full, in spite of the large catchment area in the hills behind, and had been allowed to go to ruin and were nearly filled with rubbish when the British took the place in 1839. They have since been restored. The rainfall, about 2½ inches per annum, is generally spread over a very few days, and the Tanks are full perhaps once in six years, as for instance in 1914, when rain fell for nearly thirty hours. It is to be noted that the population was then very small compared with its present size.

The climate for about five months of the year, say from November to March, is very pleasant, with a minimum of 73°. The Tanks are well worth examining, and the Pass, which was probably cut in the

wall of the crater ages ago; also the Gardens at Sheik Othman, 13 miles away, the "oldest shipbuilding yard in the world," and "Cain's grave," the reputed cause of the sterility of the locality.

Aden is, first and foremost, a port of call for liners and a garrison for troops. Life there is not exactly a paradise, though it is remarkable how the Europeans manage to instil vitality and social gaiety into their community amidst these unpromising surroundings. As for the climate—well, it does not bear much discussion. It is simply frightfully hot, and though there is a cold-weather season, the term must not be accepted literally.

But, after all, Aden and, above all, its ancient Tanks, are worth seeing. They are worth seeing in themselves, and worth seeing in order that we may realise under what conditions our frontiers have yet to be guarded.

Practical Note.—*Population*: 54,000 (Europeans, Arabs, Somalis, Indians, Jews, and Parsees). *Climatic Conditions*: October-March, fine, temp. 80°; April-June, fine, temp. 85-95°; July-September, S.W. monsoon, 85-100°. *Landing and Baggage*: Rowing boats manned by Somali boatmen. Hold baggage is landed by lighter on to the Company's wharf and there stored in a godown. Cabin baggage is landed with passengers in the Company's launch. *Customs*: Free port except for guns and ammunition, spirits and perfumery. *Currency*: see Calcutta. *Local Conveyances*: Taxis, during day, 8 annas per mile; by night, 12 annas. A charge of Rs.1.14 per hour is made for keeping a car waiting. *Hotels*: Grand Royal Hotel and Hotel de L'Europe. The average tariff is Rs. 12 per day. *Banks*: National Bank of India, Ltd., and agencies of Hong-Kong and Shanghai B., Chartered B. of S. C. and A., Eastern B. and P. & O. Banking Corp., Ltd. *Local Steamship Communications*: Regular sailings to Berbera, Djibouti, and by Khedivial Mail Line to Red Sea Ports, also occasional sailings to E. Africa.

ALEXANDRIA.—North coast of Africa, 156 miles W. of Port Said. It is the chief seaport of Egypt, and has a local Municipality.

Practical Note.—*Population* (1917): 444,617 (Egyptians, all European nationalities, Syrians, Armenians, etc.). *Climatic Conditions*: October-December, cool, occasional rain; January-March, moderately cold, occasional rain; April-June, warm and dry; July-September, moderately hot and damp. *Landing and Baggage*: landing direct on to quay or, from ship at anchor, by boat. Passengers' baggage is landed from ship by Customs porters, charge P.T.1 per package. P.T.1 is charged for examination of each package. *Customs*: Personal effects free if used. A duty of 8½ per cent is levied on most other effects. *Currency*: Egyptian pounds, nominally worth £1:0:3½, equal to 100 plastres. *Local Conveyances*: Horse carriage, P.T.8 from quays to town; P.T.3½ per km. in town. Taxis, P.T.10 from quays to town;

P.T.4 to P.T.5 per km. In town. Special fares for drives beyond town limits. *Hotels*: Claridge's and San Stefano (summer only), from P.T.120; Majestic, Regina Palace, Windsor, and Summer Palace, from P.T.80; Grand, P.T.50. *Banks*: Curwen & Co., correspondents for P. & O. Banking Corporation, Ltd., National B. of Egypt, Barclay's B., Crédit Lyonnais, Comptoir National d'Éscompte de Paris, Banca di Roma. *Chief Railway Communications*: Egyptian State Railways to Cairo, Port Said, Suez, and all principal towns. *Local Steamship Communications*: Regular services by the Khedivial Mail Steamship Company to Piræus, Smyrna, and Constantinople, to Jaffa, Caiffa, Lattakia, Beyrouth, Tripoli, Alexandretta, and Mersina, connecting out and home with the P. & O. mail steamers weekly at Port Said. The Cyprus Mail service calls at Famagusta, Larnaca, Limassol, and Paphos.

Tourist Interests: On entering the port the lighthouse on the ancient peninsula of Pharos, where the first lighthouse ever erected formerly stood, is seen on the left. The few remains of Old Alexandria can easily be visited in one afternoon: a drive to Pompey's Pillar affords a fine view of the town and port; the Pillar is made of red granite and is 114 feet high. Near by will be found the Catacombs, which are in a fine state of preservation and lit by electricity. A short distance away is the Mahmoudieh Canal, whose bank form a fine promenade, at the conclusion of which lie the Nouzha and Antonlades Gardens. Some interesting ruins of Grecian occupation can be found at Canopus, near Abukir, thirteen miles east of Alexandria, and reached by train. The season for Alexandria is during the summer when people are chiefly concentrated on the beaches between Alexandria and the Casino at San Stefano. Guffies and servants can easily be procured by application to the hotel porters, who will also supervise the cost of their hire.

ALGIERS.—Practical Note.—*Population*: 206,000 (French and natives). *Climatic Conditions*: October-December, mild; July-September, warm. *Landing Place*: Head of Môle Al-Djefna; *Local Conveyances*: electric railways throughout the city and suburbs (Maison Carrée, Kouba, El-Biar, Saint Eugène); taxi-cabs. *Hotels*: Numerous hotels, mostly good. Rooms should be booked in advance during the winter season. The most important are the following: At Mustapha Supérieur, open from October to May, St. George, Continental, Mustapha Palace, Ollvage, Sémiramis, Beau Séjour; in town, always open, Régence, Régina, Albert, Oasis, Central, Royal, Étrangers, Nice, Victoria, etc. *Currency*: French francs. *Banks*: Banque de l'Algérie, Barclay's Bank, Crédit Foncier, Crédit Lyonnais, Société Générale, Société Marsillaise, Cie. Algérienne. *Chief Railway Communications*: To Hamman Rhira (Thermal Baths), Tlemcen, Oran, Oudjda, and thence by road to Morocco; and to Constantine, Batna (for Timgad: extensive Roman ruins), El Kantara, Biskra,

Touggourt (Sahara Desert). Sleeping-cars on main lines. Conducted motor tours (dated) for parties of four or more from Algiers through Algeria, Tunisia, and French Morocco respectively, are organised by the Compagnie Général Transatlantique, who own thirty-two first-class hotels in Northern Africa. *Steamship Communications*: to Marseilles and Port Vendres (C.G.T. fast mail liners), and Port Vendres (Cie. Navigation Mixte fast mail liners).

Tourist Interests. In town: the Kasbah (Arab quarters and Citadel); museum at Mustapha Supérieur, Bois de Boulogne, Chemin des Crêtes, Cervantes Cave, Jardin d'Essai (Botanical Gardens). Out of town: drives or rides from half a day (the Sahel) to ten days, to Gorges de Palestro and Bou-Zegza, to Tipaza (Roman ruins), to Blidah, gorges de la Chiffa and Ruisseau des Singes. Comfortable excursion cars take visitors to and from Bou-Saada (3 days), to Biskra (7 days), etc.

AUCKLAND.—At the head of Waitemata Harbour, on the island-dotted Hauraki Gulf, which is a great square inlet opening northwards, stands the city of Auckland on a small isthmus of hills. Its white and brown houses, placed amid trees that slope towards the sea, come into view as the steamer rounds the North Head. Behind it, Mount Eden, with its clumps of dark pines, sets off impressively the city beneath.

On the east side of the harbour lie the suburbs of Devonport, Takapunu, and Birkenhead, situated about little bays, and on the west side is the Admiralty base, with many yachts and launches anchored about the harbour.

Auckland is the oldest and largest town in New Zealand, but although old for New Zealand, is really of recent growth. It is staggering to think that, down to 1840, its only inhabitants were the original Maoris. Now, however, it has developed into a prosperous city. Queen Street, about a mile long, is the main thoroughfare. From this street, business streets radiate in every direction, leading out gradually to the surrounding suburbs.

Of public buildings one may mention the Government House, standing in beautiful grounds adjoining Albert Park, the Art Gallery, which contains some good English landscapes, the Public Library, rich in manuscripts, and the Museum, with many Maori relics.

Maoris may still be seen in Auckland, though many of them now reside in special settlements. Confirmed smokers and fond of bright colours, they wander about the streets slowly and heavily. But a new culture is springing up among them and they are increasingly to be found in the learned professions and in full enjoyment of the rights of New Zealand citizenship.

The city is the business centre for many surrounding towns and for enormous outlying farming areas. Into it there flocks a constant stream of business men and farmers from the northern part of the

Island. Many large financial corporations have their headquarters there, and its port carries the trade of a quarter of the Dominion.

From the top of Mount Eden, Auckland can be seen at its best. All around it are the deep grass-enveloped remains of extinct craters and the terraces of the Maori fortifications. Rows of cypresses and pines and patches of yellow gorse give to the whole scene, the hazy city and the blue harbour beyond, an aspect of real delight with, at the same time, a strange touch of unreality.

Practical Note.—*Population*: 170,000. *Climatic Conditions*: November-January, summer; February-April, autumn; May-July, winter; August-September, spring. *Landing and Baggage*: Steamers berth at wharf; baggage is landed without charge. *Customs*: Personal effects free if used. An ad valorem duty of from 10 to 35 per cent is levied on guns and ammunition. *Currency*: Sterling equivalents. *Conveyances*: Municipal tramways. Excellent motor-bus services serve the suburbs. *Hotels*: Grand Hotel, 25s.; Star Hotel, 15s.; Central Hotel, 17s. 6d.; numerous other hotels with tariffs from 15s. *Banks*: B. of N.Z., National B. of N.Z., Union B. of Australia, Commercial B. of Australia, B. of N.S. Wales. *Chief Railway Communications*: N.Z. Government Railways. Auckland is terminus of Main Trunk Line from Wellington.

Tourist Interests.—There are many points of interest within easy reach of Auckland by rail or motor, including Rotorua with its world-famous geysers and thermal springs; Waitakere Ranges, with their magnificent Kauri trees; and the Tongariro National Park, with beautiful Lake Taupo. Nearer to hand are numerous other places of interest and beauty which may be reached on foot, by tram, motor-car, or motor-boat. The Government Tourist Office freely gives advice and assistance to travellers.

BAGHDAD.—On the River Tigris, about 500 miles from the sea. Capital of Iraq.

Practical Note.—*Population*: 300,000 (Arabs, Jews, and Mesopotamian Christians). *Climatic Conditions*: October-March, European summer conditions; April-June, hot—no rain; July-September, very hot—no rain. *Local Conveyances*: Taxis and carriages, Rs.6 and Rs.3 per hour respectively. *Hotels*: Hotel Maude, Zia Hotel, and New Carlton Hotel. Minimum tariff, Rs.10 per diem. *Currency*: See Bombay. *Customs*: A duty of 15 per cent is levied on personal effects, and of 20 per cent on guns and ammunition. *Banks*: The Imperial Ottoman B., the Imperial B. of Persia, and the Eastern B., Ltd. *Chief Railway Communications*: Single Line Railway from Basrah. *Local Steamship Communications*: A steamer of the Euphrates and Tigris S.N. Co. leaves Basrah every week for Baghdad, conveying first- and second-class passengers and calling *en route* at Amara and Kut. *Single fare*: first-class, Rs.50; second class, Rs.40.

Tourist Interests.—Excavations at Ur Junction and Kish—the centres of the Mohammedan religion in Mesopotamia—Najaf, Karbala (the shrine of Hussein), and Kazemain; Ruins of Babylon; Arch of Ctesiphon.

BAHREIN.—Island in the Persian Gulf. Transhipment port for mainland of Arabia. Centre of Pearl Fisheries.

Practical Note.—*Population*: 120,000 (Arabs and Persians). *Climatic Conditions*: October-March, pleasant; April-September, very damp and hot. *Landing and Baggage*: Customs Pier; passengers make own arrangements. *Customs, Currency*: See Baghdad. *Bank*: the Eastern B., Ltd. *Railway Communications*: None. *Local Steamship Communications*: British India Steam Navigation Company's services to Persian Gulf ports and Bombay.

BANGKOK.—Situate 25 miles up River Menam Chao Phya. Capital of Siam and centre of its trade.

Practical Note.—*Population* (1910): 628,765 (chiefly Siamese and Chinese). *Climatic Conditions*: November-January, cool; February-May, hot; June-September, rains; October-December, moderate temperature. *Landing and Baggage*: Local steamers from Singapore and Hong-Kong berth at wharves; no charge for personal baggage. *Customs*: Personal effects are free, guns and ammunition are subject to a 3 per cent ad valorem duty. *Currency*: One tical (about 1s. 10d.) equals 100 satangs. *Local Boat-hire*: About 10 to 25 satangs (cents) per trip from ship to shore. *Local Conveyances*: One-horse gharry, 2 ticals per trip, out and home (distance or time not reckoned); two-horse gharry, 4 ticals per trip; motor-car, 3 to 5 ticals per hour according to car. *Hotels*: Royal Hotel, Phya Thal Palace Hotel, and Oriental Hotel; single room 12 ticals per day, double room 22 ticals per day. *Banks*: Hong-Kong and Shanghai Banking Corporation, Chartered B. of India, Australia and China, B. de l'Indo Chine, Mercantile B. of India. *Chief Railway Communications*: Southwards to Penang and Singapore, etc.; northwards to Chlengmal. *Local Steamship Communications*: To Singapore (Straits Steamship Co. and British India S.N. Co.), to Hong-Kong (China Navigation Co., Ltd.).

Tourist Interests.—Bangkok is a long straggling city mainly on the east bank of the river Menam. The seat of Government was removed there some 170 years ago, and since that time its development has been rapid. To the tourist the chief points of interest are the temples, of which there are almost 400, of quaint architecture and replete with fantastic images. The chief temple is Wat Phra Kaeo, in the Grand Palace, where the Emerald Buddha may be seen, and the Throne Hall, a vast building in European style, completed in 1917. A glimpse of typical native life may be obtained by hiring a launch or sampan and going through the tidal canals on the west bank of the river. The trip down-river to Paklat, the Peguan settlement, is extremely pic-

turesque. Paklat is about three-quarters of an hour away by launch. At this point a canal cuts off a wide sweep in the course of the Menam, and it is only a matter of another half hour to Paknam and the open sea. At Paknam, on a small island, is the famous Wat Phrachedee Klang Nam, the seat of the annual festival, at which there is a picturesque river regatta. Should a full day be available after seeing Bangkok, a trip to Ayuthia, the ancient capital of Siam, about 40 miles up river, is well worth making. Here may be seen the ruins of ancient temples, half hidden in jungle, on the small islands in mid-river. Guides can be obtained from the hotels at a moderate charge.

BASRA.—The chief port of Iraq, situated on the Shatt-el-Arab river, about 70 miles from the sea.

Practical Note.—*Population*: 80,000 (Arabs, Chaldeans, Armenians, and Jews). *Climatic Conditions*: October-March, cool and bright; April-June, hot; July-September, very hot. *Landing and Baggage*: Modern wharf accommodation situated at Ma'qil, $4\frac{1}{2}$ miles up stream from town of Basra. Taxi-cabs available by road; the Customs examination is held at Ma'qil wharves. *Customs and Currency*: See Baghdad. *Local Conveyances*: Taxi-cabs, Rs.6 for first hour; Rs.4 for second hour; Rs.3 for subsequent hours; or by the mile. *Hotels*: Iraq Palace Hotel, Savoy, and Farrah. *Banks*: Imperial B. of Persia, Imperial Ottoman B., and Eastern B., Ltd. *Chief Railway Communications*: Iraq railways. *Local Steamship Communications*: British India Steam Navigation Co., Ltd., and Euphrates and Tigris Steam Navigation Co., Ltd.

Tourist Interests.—Holy Town of Zubair, Shu'alba Battlefield. The ancient town of Basra, famous for its association with the world-famed Sinbad, is situated on the Ashar Creek, which is the main waterway leading to the river Shatt-el-Arab. The picturesqueness of the town is enhanced by the Arab craft, called bellums, which ply for public hire, on account of which Basra rightly merits the title of the "Venice of the East". Although the Mosques and Minarets cannot be compared with those of Damascus, Baghdad, or Egypt, there are many ancient buildings of interest to travellers. An interesting trip by the river Tigris can be made in the steamers of the Euphrates and Tigris S.N. Co., Ltd., to Baghdad, as an alternative to the railway route, and the towns of Amarah (Ezra's Tomb) and Kut (famous for the siege of 1916) and the ancient site of Ctesiphon can be visited.

BELAWAN.—Port of Medan, situate on Island of Belawan, Deli, East Coast Sumatra. Medan is on mainland 15 miles inland from Belawan.

Practical Note.—*Population* (1920): Medan, 45,246 (Dutch, British, Chinese, Malays, Javanese, etc.). *Climatic Conditions*: October-December, tropical, rain; January-March, tropical, heat; April-June,

tropical, light rain; July-September, tropical, dry. *Landing*: All steamers berth alongside wharves. *Customs and Currency*: See Samarang. *Local Conveyances*: Motor-car, Belawan to Medan, G.10 to G.15; train fare, Belawan to Medan, G.1.80. Medan to Brastagi, by motor-car, G.50 to G.70. *Hotels*: Hotel de Boer, G.11 per day; Medan Hotel, G.9 per day; Brastagi Hotel (Hill Station), G.12 per day. *Banks*: Chartered B. of India, Australia, and China, Java B. (Agents: Hong-Kong and Shanghai B. Corp.), Netherland Trading Society. *Local Railway Communications*: To North Sumatra, and local East Coast Lines. *Local Steamship Communications*: Regular communications with Penang, Port Swettenham, Singapore.

Tourist Interests.—Brastagi Hill Resort, 45 miles from Medan—4500 feet high—is reached by road only. Good hotel accommodation—golf, tennis, climbing, walking, etc.

BEYROUT. Capital of the State of Grand Liban, residence of French High Commissioner and G.O.C. in Syria, Lebanon, and State of Alaouites. Principal port on Syrian coast.

Practical Note.—*Population*: About 120,000 (about 10,000 Europeans). *Climatic Conditions*: October-December, fine with rainy spells, temperate; January-March, cold, moderate, rain with fine spells; April-June, fine and warm, occasional showers; July-September, hot. *Landing and Baggage*: Harbour alongside Customs House, landing by rowing boats, charge P.Sy.15 per person, if ship berths inside harbour; P.Sy.30, if anchored outside harbour; baggage landed with passengers and passed through Customs. (Landing charges, P.Sy.3 per package, if ship is inside the harbour; P.Sy.6 if anchored outside.) *Customs*: Personal effects are free if used. Guns and ammunition are subject to 11½ per cent ad valorem duty, and a permit for landing them must be obtained from the local authorities. *Currency*: The pound Syrian (100 piastres Syrian) is equal to 20 French francs. *Local Conveyances*: Cabs, Piastres Sy.15 per 15 minutes by day; P.Sy.30 per 15 minutes by night. Motor-cars, ditto, plus 25 per cent; special rates for long trips. *Hotels*: Hotel Metropole (German), d'Orient, 20s. to 25s., English, per diem; Royal. *Banks*: B. de Syrie, B. Francaise de Syrie, B. di Roma, Crédit Foncier d'Algérie, Thos. Cook & Son, H. Heald & Co., etc. *Chief Railway Communications*: Terminus of narrow gauge rack and pinion rail to Damascus, linking up with broad gauge line to Aleppo at Rayak. Beyond Damascus: Hedjaz Railway to Medina and Haifa, connecting at Haifa with Palestine railways. At Aleppo links up with Baghdad Railway from Constantinople to Nissibin. *Local Steamship Communications*: Khedivial Mail Line: weekly to Egypt via Palestine and to North Syrian ports; fortnightly to Constantinople via North Syrian ports and Smyrna.

Tourist Interests.—Excursions to Dog River (ancient Lupus) and

to Jebell (ancient Byblos). Recently excavated Phœnician temple and tombs. Crusader Castle and Church. The old Phœnician harbour. The old Phœnician ports, Tyre and Sidon (both have Crusader castles). Drives through Lebanon and cedars. At Baalbeck (ancient Heliopolis) are Greco-Roman ruins of great beauty and interest. At Damascus, the oldest city in the world, are many places of interest, including the Mosque of the Omayyades.

BLUFF (New Zealand).—Port for Invercargill. Situate at southern end of South Island. Invercargill is chief city of Southland.

Practical Note.—*Population* : 20,180 (British). *Climatic Conditions* : October-December, spring ; January-March, summer ; April-June, autumn ; July-September, winter. *Landing and Baggage* : Steamer berths at Bluff wharves ; no charges. Passengers and baggage proceed to Invercargill by rail ; light baggage is examined at Bluff, heavy baggage at Invercargill. *Local Conveyances* : Taxi hire, 1s. to 1s. 6d. per mile, minimum, 2s. 6d. *Hotels* : Grand, 21s. ; Club, 14s. 6d. ; Cecil, 10s. 6d. ; Deschlers, 12s., per diem. *Banks* : New Zealand B., National B. of N.Z., B. of Australasia, B. of New South Wales, Union B. of Australia, Commercial B. of Australia. *Chief Railway Communications* : N.Z. Government Railways. *Local Steamship Communications* : Bluff and Melbourne twice monthly.

Tourist Interests.—The public gardens in Invercargill are among the finest in New Zealand. The great Rose and Rhododendron Garden in the northern part of the city is especially notable. Farther north (reached by electric tram) is Thomson's Bush, a beautiful scenic reserve with fine walks. Invercargill is the starting-point for the majestic fiords of Western Southland, the beautiful lakes Wakatipu, Manapouri, and Te Anau, the famous Milford Sound Walk, etc. Wakatipu, with Queenstown, the lovely mountain resort, is an ideal spot at which to spend a holiday. Manapouri is described as the most enchantingly beautiful of all New Zealand lakes. Te Anau is famed for its splendid Atlantic salmon fishing ; here the tourist should take the short trip to Glade House before proceeding through magnificent scenery to the Milford Sound.

BOMBAY.—Bombay, the richest and most enterprising city in India, with a population second only to that of Calcutta, and with the finest docks in Asia, is situated on one of a group of islands connected with the mainland by causeways. Standing out from the coast against noble hills and surrounded by rocky islets, it presents an imposing spectacle to the incoming steamer with its mass of European and Oriental architecture blending with strange harmony in that pellucid, southern air.

The traveller entering the city from the docks, passes, as it were, straight from the West into the East. The crowd of native men

with their fantastic costumes in many colours, the women with their one garment draped gracefully around them and with their silver anklets, silver bracelets, and silver necklaces, the variety of turbans which tell the race, the caste, and sometimes even the province of the wearer—all these create the tumultuous strange atmosphere of India at a glance.

There are really two cities in Bombay, the European city and the Native city. The area of the European city is much the larger, though its population is much the less. Full of delightful bungalows, standing in their own wooded gardens, the European quarter is decidedly attractive. Malabar Hill, which stretches out to the sea, terraced with residences and walled gardens, is the favourite suburb, and is, indeed, worthy of the great, rich city of Bombay.

The water-front of Bombay is dignified. A broad and shaded boulevard, having on one side the Indian Ocean and on the other a line of public buildings which include the Courts of Justice, Elphinstone College, and the University of Bombay, runs down its length. Bands play in the small parks that open from it, and the social life of the town is seen here to full public advantage. One might almost imagine oneself in some fashionable European resort rather than in the gateway to the Indian Empire.

Government House lies on Malabar Point at the end of the water-front, and half-way there is to be found the popular Gymkhana Club. English sports flourish greatly in the Orient, and such games as golf, tennis, and cricket may be indulged in to advantage in this resort of the European population. Dinners and dances, too, are a feature of Bombay life, and nothing can be stranger and more tempered with the inner spirit of romance than to drive to some social entertainment through the teeming, mysterious streets of an Eastern city like Bombay. In the hot weather, the poorer natives camp along the front and in the stifling dark their sheeted figures may be seen resting supine under the trees.

The native portion of Bombay is, on the whole, less densely populated and less dirty than is usual in Indian cities. A weird Asiatic smell exhales from it, with something fascinating in it as though it were a breath of the ancient East. The streets are crooked and narrow—few are wide enough for a carriage to pass down them—and the tall houses frequently contain several generations of the same family. Their overhanging balconies and their glassless windows covered with heavy blinds, give them a kind of furtive air as though they concealed innumerable secrets—which, in fact, they do. Many of the fronts are quaintly carved and decorated, and sometimes the walls are painted with garish colours and odd designs.

The lower parts of the houses are generally used as shops, and the different trades ply their calling in the same neighbourhood. Here are the silk merchants, here are the dealers in cotton goods; over there

is the food market, and over there are the leather merchants ; jewellers and dealers in precious stones, goldsmiths, workers in copper and brass—all are to be found in profusion in the native quarter of Bombay. In the multifarious warrens of the native city there are representatives of every Indian race.

But if this part of the town impresses one as peculiarly Oriental, it may be admitted that some of the hotels and commercial buildings are of the substantial, large size one associates with the United States. The architecture, if partly Gothic, partly Saracenic, and partly Hindu, does not strike one as inappropriate to Bombay's general appearance, and the grey stone of which so many of the buildings are constructed has its own special suitability to the tonality of the whole city.

Bombay, it may be mentioned, is the centre of the commercially rich Parsees, whose mournful burial-place, the Towers of Silence, is one of the most curious and gruesome spots in the world. On these Towers the dead of their race are reverently exposed and, undefiled by fire, earth or water, serve to feed the vultures that wait in the surrounding gardens.

Practical Note.—Principal seaport on West Coast of India. *Population*: 1,175,914 (Hindoos, Parsees, Europeans, Jews, and Mohammedans). *Climatic Conditions*: October-November, hot; December-February, comparatively cool; March-June, hot; July-September, monsoon conditions. *Baggage*: Landed by the P. & O. or B.I. Co. and placed in Customs Hall. The Company's agents clear baggage at moderate charge and book train and hotel accommodation. *Customs*: A duty of 15 per cent is levied on cotton and woollen personal effects, and of 30 per cent on silk, if new. Unaccompanied baggage arriving more than one month before or after the arrival of its owner is dutiable for all its contents. The duty on guns and ammunitions is 30 per cent ad valorem. *Currency*: Rupees and annas. The rupee (16 annas) is worth approximately 1s. 6d. *Local Boat-hire*: Rs.1 per hour; detention, 4 annas per half hour. *Local Conveyances*: Horse victoria, 8 annas per mile, or Rs.2.8 for first hour and 12 annas for every subsequent half hour; taxis: Class 1, 10 annas for first five-sixths of a mile and 2 annas for each subsequent one-sixth of a mile; 1 anna for each two minutes' detention. Class 2, 8 annas for the first mile and 2 annas for each subsequent quarter of a mile; 2 annas for each six minutes' detention. *Hotels*: Taj Mahal Hotel, Rs.14; Grand Hotel, Rs.12. *Banks*: P. & O. Banking Corp., Ltd., 56 Esplanade Road, and Ballard Road, Imperial B. of India, National B. of India, Hong-Kong and Shanghai Banking Corp., Ltd., Chartered B. of India, Mercantile B. of India, Ltd., etc. *Chief Railway Communications*: G.I.P. Rly., B.B. & C.I. Rly., to all parts of India. *Steamship Communications*: British India Company's steamers to Africa, Far East, Coast Ports, Ceylon and Persian Gulf, Straits, China, Japan, and Australia; P. & O. to Europe, Ceylon, etc.

Tourist Interests.—The Elephanta Caves, 6 miles from the Apollo Bunder, Hill Roads of Malabar and Cumballa Hills, Hindoo Burning Ground and Towers of Silence (the two last named require passes).

BRISBANE.—The approach to Brisbane up 18 miles of its deep, winding river is at once beautiful and impressive. The city with its grey and white roofs, set amidst leafless, blue-flowered jacaranda trees, has a curiously foreign look, and its gardens and background of dark hills—the town itself is built on a series of smaller hills rising from the river banks—give it an appearance of natural luxuriance.

The main streets and the principal buildings are situated on a tongue of land formed by a southward bend of the river, which, though it enables sea-going vessels to reach the town—the channel is kept clear by dredging—formerly caused periodic floods to the more low-lying portions. Government House, the domed Customs House, and the House of Parliament are the finest public edifices; but, indeed, many of Brisbane's buildings have distinct architectural merit, though the narrowness of the streets sometimes mars the full effect.

A curious fact about Brisbane is that most of its houses are built on wooden piles—some actually perched ten or twelve feet above the ground—as a protection against the termites or "white ants." The "ants" are a horrible pest and have made of building in Brisbane a problem difficult to solve satisfactorily.

There is something tropical about this almost smokeless city. The brilliant sky, the luxuriant vegetation, the gorgeous butterflies that flit here and there, give to the whole town a strangely glowing atmosphere. It is well supplied with open spaces. Albert Park and Wickham Park (with the Observatory), the Botanical Gardens, and the Gardens of the Acclimatisation Society are all worth a visit; also Musgrave, Dutton and Mowbray Parks, on the south side of the river.

Across the river and joined to Brisbane proper by the steel Victoria Bridge and by numerous ferries is South Brisbane, really another town. Brisbane itself was founded in 1824. From small and rough beginnings it has developed into a modern city, with an elaborate social life.

As befitting the capital of Queensland, which is certainly the most socialistic state in the British Empire, Brisbane is full of civic activities, and alive also from a religious as well as from a political and social point of view. It is the seat of an Anglican Bishop and of a Roman Catholic Archbishop.

Undoubtedly it owes much of its prosperity to its climate, which is, generally speaking, dry and healthy. A century ago it was a penal settlement; now it is a town crowded with movement and with the eager life of free men.

Practical Note.—Capital of Queensland. *Population*: 250,000 (mostly British). *Climatic Conditions*: August-October, spring, pleasant;

November-January, summer, warm; February-April, autumn, cool; May-July, winter, cool. *Landing and Baggage*: Wharves in town reaches of river provide direct disembarkation facilities. Small charge for portage. *Customs and Currency*: See Melbourne. *Local Conveyances*: Motor-car, 15s. per hour or 1s. 3d. per mile (minimum, 3s.); electric trams in and around city. *Hotels*: Bellevue, Cecil, Daniel, Lennon's, Gresham, from £1 per day. *Banks*: Queensland National B., B. of New South Wales, B. of Australasia, Australian B. of Commerce, Commercial Banking Co. of Sydney, Commonwealth B. of Australia, English, Scottish, and Australian B. *Chief Railway Communications*: To Rockhampton and Central Queensland, Townsville, Cairns and Northern Queensland, Sydney, N.S.W., and to South-Western Queensland. *Local Steamship Communications*: A. U.S.N. Co., Ltd., to Sydney, Melbourne, and North Queensland ports. Brisbane is twenty-seven hours by rail, or forty hours by coastal steamer from Sydney. A frequent coastal service is maintained between ports.

Tourist Interests.—Passengers visiting Brisbane should call at the Government Tourist Bureau for illustrated booklets describing the places of interest in and about the city. The city itself is picturesquely situated on both sides of the river and is surrounded by hills, from several of which excellent panoramic views can be obtained. Visitors are recommended to visit the North Coast fruit-growing district, the famous Darling Downs, as well as Southport, Coolangatta, Mount Tambourine, Blackall Ranges, and other seaside and mountain resorts providing magnificent beaches, swimming, surfing, and splendid views.

BUSHIRE.—Principal town on the north-eastern side of the Persian Gulf.

Practical Note.—*Population*: 30,000 (Persian Gulf Arabs). *Climatic Conditions*: October-March, cool; April-June, hot; July-September, very hot. *Landing and Baggage*: Landing-stage at Customs House. The Company's launch meets steamers. *Customs and Currency*: Personal effects are free if accompanied. Sporting guns are subject to a 25 per cent, and ammunition to a 20 per cent ad valorem duty. Persian kraus are legal tender. Forty-five kraus are approximately equal to £1. *Local Conveyances*: Motor-taxis, Rs.5 first hour; Rs.4 second hour; Rs.2 per hour subsequently; Rs.30 per day. *Hotels*: None. *Bank*: Imperial Bank of Persia. *Railway Communications*: None. *Local Steamship Communications*: British India S.N. Co. to other Gulf ports and India.

Tourist Interests.—Bushire, which is one of the main points of entry into Persia, carries on a large trade, chiefly with India, in rose-water, carpets, tobacco, mother-of-pearl, opium and hides. It lies on a sandy peninsula surrounded by shallow waters inaccessible to large vessels, which anchor in the roadsteads. At the beginning of the Great War it

was occupied for some time by British troops, and was the scene of sharp fighting.

Although the "Father of Cities" has no hotels, the study of Persian manners and methods will sufficiently repay a short trip ashore.

CAIRO.—Cairo is by far the largest city in Africa. It stretches for some 5 miles along the banks of the Nile, and if you would grasp it, so to speak, in the hollow of your hand, it is best to climb up to the Citadel, whence you can see it lying beneath you in its tumultuous greatness. You scan its ancient walls and its palaces, its domed and minareted mosques, its gardens and its squares. The east part of the town is the most oriental in appearance; along the banks of the Nile is the European quarter. The citadel of El-Kala was built in 1166; it is perhaps, in itself and in its history, the most interesting single sight in the town, though the tombs of the Mamelukes, with their gilt domes and Arabesque tracery, which are situated beyond the Eastern gate, are also of high significance.

Sitting on the verandah of Shepheard's Hotel, one may observe all day the amazing strange variety of the Cairo types. Touts and fanatics, sellers of curios, prosperous business men in frock-coats and red tarbush, fellahs from the villages, dubious foreigners of every nationality, fashionable ladies, veiled and otherwise, vague people whom it is impossible to "place"—all pass to and fro.

But it is not there, in Europeanised Cairo, that you will taste the finest flavour of its personality. That is to be found in its vast warren-like bazaars. In these narrow, covered streets, crossing and radiating for ever, dwells a teeming Asiatic population. Every kind of trade is pilled there, every kind of thing is sold—the noises, the smells, the sights, are indeed those of the unchanging East.

Nor should one fail to visit El-Azhar, the largest mosque in Cairo and chief university of the Moslem world. It lies upon the border of the Bazaar, and students from every Mohammedan country are gathered there. Grouped under various teachers, they squat about the great courts, and the drone of their many voices sounds curiously dreamlike in that hushed sanctuary. Many of them look at one with hostile and dark expressions: certainly the unbeliever is not welcome. Indeed, the visitor feels in a false position, and it is just as well not to linger with any unseemly curiosity.

It is possible to wander endlessly about Cairo without absorbing all there is to see and all there is to feel. But it is a strangely exhausting town—even the Nile has an air of complete weariness—and it is refreshing to get away from its pulsing heart. One method is to drive out to Heliopolis, where a huge and gorgeous hotel has been built upon the very edge of the sand, and another is to spend an afternoon at the Zoological Gardens, which are situated on the farther bank of the river, about half-way to Ghizeh. The desert is around you,

but in these walled gardens there is shade and running water. As twilight descends an exquisite soft beauty seems to fill the air and all the night to be touched with a fairy tenderness.

The Pyramids and the Sphinx are, of course, at Ghizeh itself, and these few miles can be accomplished over an excellent road. It is always astonishing to see the Pyramids: their size is so much more impressive than any photograph can convey. Not far off the Nile flows through its narrow strip of green fields and there, facing it over brown sand, for thousands of years has stood the monstrous Sphinx, backed by the monstrous Pyramids. A wonderful and moving sight!

The stone for the Pyramids was obtained from the Mokkatam hills, and if you make the 16-mile journey from Cairo to Helouan—a little desert town famous for its sulphur springs and with several admirable hotels—and walk thence a mile or two through the stony desert in the direction of Suez, you will see visible signs of their quarrying. It is a land of ghastly, tortured desolation, but it gives you a true idea of the bitterness of the desert.

On the other side of Helouan a short stroll will bring you to the Nile, whence you can take ferry across to the terraced Pyramids of Sakkarah. They are not to be compared to those of Ghizeh, but they are well worth visiting.

It is impossible to write about Cairo in a few words: in some respects it is intensely cosmopolitan and in other respects it seems marvellously unchanged.

Practical Note.—*Population* (1916): 900,000. *Climatic Conditions*: October-December, cool, with occasional rain; January-March, moderately cold, with occasional rain; April-June, warm and dry; July-September, moderately hot. *Hotels*: Shepheard's, Semiramis, Continental-Savoy, Mena House. *Currency*: The Egyptian pound is equal to £1 : 0 : 6, and is divided into 100 piastres. *Banks*: National Bank of Egypt, Anglo-Egyptian Bank, Banque d'Orient, Banca di Roma, Banque Française d'Égypte, Imperial Ottoman Bank. *Railway Communications*: Egyptian State Railways, to Alexandria, Port Said, Suez, and all the principal towns.

Tourist Interests.—Cairo stands on the east bank of the Nile, about 14 miles from the head of the Delta. The oldest part of the town is the Fortress of Babylon in Old Cairo. The earliest Arab building is the Mosque of 'Amr (A.D. 643). Other points of especial interest are: Rodah Island, Nilometer, Coptic Churches, Arabic Museum, Khedivial Library, Mousky Bazaars, Mosque of Mohamed Ali, Citadel, Mosque of El Azhar (University), Mosque El Moayad, Old Palace (Hoosh Adam), Mosque El Nasr, Old Walls, Museum of Antiquities, etc.

CALCUTTA.—The largest and most modern city in India—Calcutta—is built upon the banks of the Hooghli, which is one of the mouths of the Ganges, and lies about 90 miles up from the sea. It is constructed

round the site of Fort William, which, some 200 years ago, was the headquarters of the East India Company, but it has spread of recent years to an extent that would have, indeed, astonished its founders.

Where once was the fashionable suburb of Garden Reach, below the city, now are factories and mills, and the first sight the traveller to Calcutta gets is one of industrial development and not, as of old, a view of the fine mansions of rich merchants. On the opposite side of the river stretches the beautiful park of the Botanical Gardens, which almost rival those of Singapore in the rarity of the trees and the variety of the plants. North of these gardens is the Bengal Engineering College, whose Gothic architecture, set amidst green lawns, is reminiscent of Cambridge. Beyond the College, again, is the port, crowded everlastingly with ships of all nations.

Calcutta is full of splendid buildings, both business and private, clubs and churches. Government House—built long ago by Lord Wellesley—is especially palatial, and though plain enough on the outside, is decorated internally with great magnificence. The gardens which surround it are noteworthy for their dignified loveliness.

The European shopping district of Calcutta caters for the foreign population of all Eastern India and is of imposing character, but the Burra Bazaar, where the Indians do their shopping, is full of old houses and small dark stores where the strange commerce of the East is carried on unceasingly. Here one may buy such things as Cashmere shawls and flamboyant jewelry, fine rugs, and sticky Indian sweetmeats. A busy life surges in the native streets: money-lenders, holy men, vendors of fruit, all jostle one another as they pass mysteriously on their way.

The Maidan stretches for several miles down the river, and in the afternoon all fashionable Calcutta rides or drives there. Sporting clubs cater for the golf and tennis lover, and society meets daily here for its games and its gossip. Facing the Maidan is the Chowringhee, whose great houses in the Italian style, now turned into hotels and clubs and shops, were formerly the homes of important Englishmen. It is here that such famous men as Warren Hastings and Macaulay lived. The Asiatic Society, which owns 20,000 Oriental manuscripts, has its headquarters in the Chowringhee, and here, too, is the Imperial Museum, whose collection of Indian antiques, ethnology, archæology, and mineralogy are extremely fine.

There is really only one outstanding temple in Calcutta and that is the Temple of Kall, the most cruel of all Indian deities. Her figure, splashed with the blood of goats and sheep and with its necklace of skulls, still sits brooding on the altar, but the human sacrifices, which were once part of the ritual, have long since been forbidden. Not far beyond the temple are the burning ghats, where the Hindus immolate their dead on funeral pyres and throw their ashes into the river. The open space is filled with shrines and temples.

Calcutta is a wonderfully clean city, being well-watered and well-kept. Save in some portions of the native quarter, the streets are broad and adequately paved. There is, as a rule, comparatively little poverty, though the trade depression of recent years has thrown many of the factory hands out of work and given the authorities an anxious problem.

In the winter season Calcutta is a gay city, and Europeans from many parts of India flock there for a few weeks of holiday enjoyment. They leave for their distant stations refreshed in mind but poorer in pocket. Calcutta is no place for a European who desires to practise economy.

Practical Note.—*Population*: 1,940,312 (chiefly Hindus, Jains, and Mohammedans). *Climatic Conditions*: Mid-October-mid-March, cool; mid-March-mid-June, hot; mid-June-mid-October, rains. *Clothing*: Should be both thin and moderately thick, owing to high temperature during day and low during night. *Landing and Baggage*: Disembarkation usually at Outram Ghat landing-stage; Company provides coolies, to whom passengers pay charge of 1 anna per package. *Customs*: Personal effects free if accompanied by passengers; guns, Rs.15 each or 20 per cent ad valorem, whichever is greater; ammunition, 20 per cent ad valorem. Unaccompanied baggage arriving more than one month before or after the arrival of its owner is subject to an ad valorem duty for all its contents. *Currency*: Rupees and annas. The rupee is worth approximately 1s. 6d. *Local Conveyances*: Taxicabs, 12 annas per mile; waiting charges, R.1.14 per hour. First-class phaetons, R.1.8 for first hour and 12 annas every subsequent hour. Second-class phaetons, R.1 for first hour and 8 annas every subsequent hour. Mileage tariff inside every one of these vehicles. Motor-bus service between Ballygunge and Dalhousie Square; charges vary according to distance, from 2 to 8 annas per person. *Hotels*: Great Eastern Ltd., Grand Ltd., Spence's, H. Continental—daily tariff from Rs.25 to Rs.35. *Banks*: P. & O. Banking Corp.; Imperial B. of India; Chartered B. of India, Australia, and China; Allahabad B.; Mercantile B. of India, Ltd.; Hong-Kong and Shanghai Banking Corp.; Eastern B. Ltd.; Cox & Co., Nederlandsch-Indische Handelsbank, Tata Industrial B. Ltd. *Chief Railway Communications*: Howrah (East Indian Railway and Bengal-Nagpur Railway) to Bombay, North and North-West India, United Provinces and Madras and Southern India; Sealdah (Eastern Bengal Railway) to Darjeeling, Shillong and Dacca and stations on Assam-Bengal railway. *Local Steamship Communications*: British India Steam Navigation Co. maintains three-weekly service between Calcutta and Rangoon; weekly service to Akyab and Chittagong; weekly service to Penang and Singapore.

Tourist Interests.—The public buildings are impressive. Fort William, an irregular octagon, five sides of which look towards the

land and three towards the river, is surrounded by a dry ditch, which can be filled if necessary from the river by a sluice. The present fort was finished in 1773. The site of the old fort was roughly that now occupied by the Post Office, Income-Tax Office, Custom House in Dalhousie Square, and East Indian Railway offices in Dalhousie Square, Fairlie Place. Between the Post Office and the Income-Tax Office is the reputed position of the famous Black Hole, marked by a marble tablet. A monument has been erected to Mr. Holwell, the chief of the English settlement at that time, in Dalhousie Square opposite the Income-Tax Office, and was unveiled by Lord Curzon on December 19, 1902. On this monument the names of the victims of the Black Hole are inscribed. North of the fort are the Eden Gardens. The Burmese pagoda in this garden was brought from Prome in 1856. In the south-east corner of the Maldan stands St. Paul's Cathedral. It contains some interesting memorials. West of St. Paul's Cathedral and east of the racecourse is the Victoria Memorial designed by Sir William Emerson and officially opened on December 28, 1921, by H.R.H. The Prince of Wales. It accommodates a collection of pictures, statues, historical documents, and other objects of interest illustrative of Indian history. St. John's Church, the old cathedral, is just north-west of Government House. Here are many interesting old monuments, including the tomb of Admiral Watson, who aided Clive in recapturing Calcutta, and a tablet to Job Charnock, one of the first governors and founder of Calcutta. A most curious and interesting picture of the "Last Supper," painted and given to the church by Sir John Zoffany, is in the west vestibule. North of Government House is Dalhousie Square. West of Dalhousie Square is the Post Office, standing on the site of the south face of the old fort. The Indian Museum, in Chowringhee Road, is one of the finest in the world. It is an immense building, containing fine natural history, geological, archæological, and other collections. Belvedere House, the old residence of the Lieutenant-Governor of Bengal, stands in extensive grounds on the Alipore Road. Before reaching it the Zoological Gardens are passed. The famous duel between Warren Hastings and Sir Phillip Francis was fought on the spot which is now the west entrance of the Gardens.

On the farther side of the Hooghly are the Botanical Gardens, extending to 275 acres. They are well worth seeing. Other places of interest are the Jain Temple, off Upper Circular Road, the Racecourse, and the Horticultural Society's gardens at Alipore, south of Belvedere House.

CANTON.—**Practical Note.**—Capital of province of Kwantung, China. *Population* : 800,000 (Chinese). *Climatic Conditions* : October-December, mild ; January-March, cold and wet ; April-June, warm ; July-September, hot. *Landing and Baggage* : Passengers land at wharves near the foreign concession ; baggage is landed free

of charge. *Customs*: Duty of about 5 per cent is levied on personal effects. *Currency*: Hong-Kong dollars and cents. One H.K. dollar is worth about 2s. 4d. Gold and silver yen (notes) are also used. *Local Boat-hire*: From harbour, 20 cents per passenger. *Local Conveyances*: Motor-boats and motor-cars, \$3.5 per hour. *Hotel*: Victoria, \$10.15 per day. *Banks*: P. & O. Banking Corp. Ltd.; Hong-Kong and Shanghai Banking Corp.; Chartered B. of India, Australia, and China. *Chief Railway Communications*: Canton-Hong-Kong line. *Local Steamship Communications*: Hong-Kong, Canton, and Macao Steamboat Co. (steamers to and from Hong-Kong twice a day).

Tourist Interests.—Canton contains many attractions for foreign visitors in its temples, pagodas, and curio shops. It is renowned for its chinaware, blackwood, embroideries, silverware, etc. The hotels are situated on a foreign concession at Shameen, where there is a community of about 600 foreigners of all nationalities. Being closely connected with Hong-Kong, it is easily reached either by first-class river steamers or by railway.

CAPE TOWN.—There is, perhaps, no city in the world that presents from the sea a more splendid eloquence of beauty than Cape Town. The great wall of Table Mountain, up whose lower slope woods and houses climb, gives to the whole scene and the crouching city beneath a touch of dark romance. The town itself, with its suburbs, coils round the base of the hill, and only the centre part can be seen as the ship comes into port. There it lies in the bright African sunshine, a city perilously situated on a rocky peninsula, a city with all the mystery of Central Africa at its back and all its history grouped around the old seventeenth-century Dutch fort.

Although a town of many streets, Cape Town is, in a sense, a town of only one street. Straight up from the statue of Van Riebeeck, facing the pier, Adderly Street leads, sloping sharply up at the farther end, to the Mount Nelson Hotel: big shops line it, and on its front are such public buildings as the Railway Station, the Parliament House, the Post Office, the Library, and Government House. It is the shopping and social centre of the town, and its length, beautiful in foliage towards the top, is crowded daily as though it were some provincial Bond Street. Here you can lunch comfortably on balconies, here you can buy out of great baskets, cared for by coloured women, the exquisite flowers and heaths of the Cape Province.

But the loveliest parts of Cape Town are those wooded residential suburbs that twine round the base of Table Mountain. Alight at any of them—Claremont, Kenilworth, Rosebank, or Wynberg—and incomparable walks open along the ridge of the hill, with wide-flung views over the flats beneath and the glittering curve of Table Bay. It is but a short, steep climb from Rosebank to the Rhodes Memorial—that symbolic figure of physical energy shading his eyes northward

upon his rearing horse—and thence it is but another short walk down to Groote Schuur, the celebrated home of Cecil Rhodes, which lies in pastoral quiet amid glades and goods and gardens. About all these suburbs there is an air of pulsing life in the vast fecundity of nature and in the richness of the whole scene.

The finest individual view of Cape Town can be obtained by taking the electric tramway that ascends to the summit of the Kloof Neck between Table Mountain and the Lion's Head. From this altitude of 700 feet a view of unparalleled splendour unfolds itself. In one vast downward sweep, ending in the white sands of Milnerton beyond the farther rim of the bay, the whole landscape sinks tier on tier. It is a picture too full almost for words, and at night, when the darkness is sprinkled with ten thousand points and the riding-lights of the ships are reflected in the water, there is nothing more majestically fair on earth.

The tramway will carry you right over the desolate mountain slope where the Twelve Apostle Rocks frown from above, and down to Camps Bay and Sea Point, which are the suburbs on the other side of Cape Town. This part cannot be called very attractive, and it is best to make the round trip back to Adderly Street without alighting. It takes but an hour and a half in all.

Whoever would see beneath the surface of Cape Town life should visit the poorer districts—Salt River, where the railwaymen live, and District Six, where the coloured people live. Another kind of Cape Town, more sordid and yet somehow more real, is to be observed in these teeming quarters, with the atmosphere of an African port, polyglot with its English, its Dutch, its Greeks, its Malays, and its coloured people.

Some 18 miles across the peninsula, on the road to the naval station at Simon's Town, lies Nuizenberg, a favourite watering-place on the shores of warm False Bay. In the season it is invaded by crowds of visitors from all parts of South Africa, and its surf-bathing and holiday amenities are famous throughout the land. It is worth seeing, but its glare—for it has no trees—will probably drive the visitor back to the cooler pleasures of the mountain slopes.

Practical Note.—Capital of South Africa. *Population*: Approximately 130,000 (Whites, 100,000; Coloured, 30,000). *Climatic Conditions*: September–November, spring; December–March, summer; April–June, autumn; July–September, winter. *Local Boat-hire*: All steamers dock, except on rare occasions, when boat-hire charge is 5s. to 7s. 6d. each person. *Local Conveyances*: Taxi-car from dock to city, 2s. 6d. to 5s. according to amount of baggage. *Hotels*: Regent Palace Hotel, Mount Nelson Hotel, etc.—minimum daily rates, 17s. 6d. and 20s. *Customs*: Personal effects free of duty, if accompanied. Duty of £1 levied on single-barrel guns and 15s. on double-barrel guns, in addition to a deposit of 15 per cent ad valorem, which is refunded

when guns are taken out of the country. *Currency*: Pounds, shillings, and pence. *Banks*: National B. of S.A., Ltd., St. George's Street; Standard B. of S.A., Ltd., Adderly Street. *Chief Railway Communications*: S.A. Government railways communicate with all parts of South Africa. *Local Steamship Communications*: Weekly mail steamer service from Cape Town to coast ports as far as Durban. Frequent other coastal services. P. & O. Branch Line (one class at 3rd cl. rates) to Australia and London.

Tourist Interests.—The Castle (commenced in 1666) is open to the public, the Museum and the South African Art Gallery, the St. Michaelis Gallery, the Municipal Gardens, etc.

CEBU, on east coast of Cebu Islands, is the second port of the Philippine Islands.

Practical Note.—*Population*: 74,190 (British, European, Chinese, Japanese, Americans, and Filipinos). *Climatic Conditions*: October-December, cool and generally dry; January-March, generally dry and warmer; April-June, hot, little rain; July-September, warm, heavy rains, typhoon season. *Landing and Baggage*: Steamers land at wharf; no landing charges. *Customs and Currency*: See Manila. *Local Conveyances*: Tartanillas, P.0.60 per hour; calcasas, P.1.50 per hour; motor-cars, P.4.00 to P.6.00 per hour. *Hotels*: Shamrock, P.8.00 per day; International, P.8.00 per day; Ebro, P.6.00 per day; Dapat, P.5.00. *Banks*: Chartered B. of India, Australia, and China; International Banking Corp.; Hong-Kong and Shanghai B.; Philippine National B. *Chief Railway Communications*: Railroad line from north to southern points of island. *Local Steamship Communications*: Regular steamers to all parts of the islands.

Tourist Interests.—Very good motor trips on perhaps the best roads in the Philippine Islands, including the trip from Cebu to Toledo on a road cut through the mountains. Visit to Magellan's monuments, erected where he landed and was killed. Cebu, the oldest city and former capital of the Philippines, has the oldest street in the island, Calle Colon, and a very fine "Plaza" facing the wharf. The old Spanish fort and churches are still in good condition.

COLOMBO.—The chief attraction of Colombo is its tropical luxuriance. Viewed from the sea, it is a town of variegated colours scattered amidst great masses of green foliage, and this impression is not lost when you walk about its streets. Everywhere there are trees, green trees with pendent blazing blossoms and creepers that make brilliant masses of foliage upon the roofs. Under the blue sky the effect is startling in its feeling of exaggerated life and vitality.

The centre of the town opens almost from the landing-stage, and no sooner have you set foot in Colombo than you are in the midst of the jewellers' shops, placed there for the enticement of travellers.

Ingratulating gentlemen, very far removed from the simple Singhalese and Tamils that throng the paths, smile their fat welcome. The flamboyant treasures of the East are about you—gorgeous silks, worked tortoiseshell, unmounted sapphires, aquamarines, and moon-stones. Let not your enthusiasm outweigh your judgment.

The real Colombo, the Colombo of the unchanging East, does not lie there, any more than it lies in great hotels like the Grand Oriental or the Galle Face. No, it is to be found in narrow, teeming streets, where the shops open from the side-walk like black holes, where unknown smells fill the air, and where white-clad people hurry to and fro intent upon the secretive business of their lives. The frantic excitement of a dispute gives way to a sudden apathy, children stare with fingers in their mouths, dogs yelp, and the bargaining of the crowd goes on incessantly in a sibilant mutter of strange tongues.

The suburbs of Colombo stretch far out amid magnificent avenues of giant trees. The bungalows in pink or white washed stucco, and often with a bizarre Oriental decoration upon their front, lie back from the road, and the winding tracks are rich in the promise of the unknown. Coconut groves are everywhere, and flaming bougainvillæas and poinsettias give vivid touches of colour to the green depths all powdered with the dust of the road.

At dawn the crows wake one with their cawing, and at night the crickets and the frogs start their music, which seems to pulse dreamily in the blood. Fireflies glitter among the trees, and the sound of the sea is heard all at once with the regular rise and fall of rollers along the shore. These are the hours of enchantment. The extraordinary freshness of the dawn, in which the whole town takes on an air of fragile beauty, the tender softness of the dusk, in which the suburbs seem filled with the mystery of the East, are things never to be forgotten. They change Colombo into a magic city.

Practical Note.—Capital of Ceylon, which is the premier Crown colony. *Population*: 248,826 (Singhalese, Tamils, Burghers). The population of Ceylon is 4,504,000. *Climatic Conditions*: October-December, cool; January-March, cool; April-June, warm and rainy; July-September, cool. *Landing and Baggage*: Passengers are landed in launches, free of charge. *Customs*: See Bombay. *Currency*: Rupees (1s. 6d.) and cents (100 to the rupee). *Local Boat-hire*: Motor-launches (a private company)—charge, 50 cents each by day and 75 cents by night, from ship to shore. *Local Conveyances*: Carriage hire within limits of municipality—half-hour, 75 cents; first hour, R.1.50; every subsequent hour, 75 cents. Rickshaws, not exceeding 10 minutes, 15 cents; for each half-hour or portion, 35 cents; taxi motor-cars, as per meter. *Hotels*: Grand Oriental, Rs.14; Galle Face, Rs.15; Bristol, Rs.10. *Banks*: P. & O. Banking Corp. Ltd.; Mercantile B. of India, Ltd.; National B. of India, Ltd.; Chartered B. of India, Australia, and China; Hong-Kong

and Shanghai Banking Corp.; Imperial B. *Chief Railway Communications*: All principal towns served by Ceylon Government railway. *Local Steamship Communications*: The British India S.N. Company maintains bi-weekly services between Colombo and Tuticorin, also sailings to Madras, Calcutta, and other Indian ports. A fortnightly steamship service runs round the island, calling at seven coastal ports.

Tourist Interests.—Should the steamer remain the whole day in Colombo, a trip by motor can be made to Kandy, 72 miles away. If the steamer stays a shorter time, a trip to Mount Lavinia (hotel) and back can be comfortably made in about two hours, or to Negombo and back in about five hours. Guides are unnecessary in Ceylon, as the places usually visited are easily accessible, and most of the natives speak English. Native servants can be obtained; but in view of the good hotels in all principal towns they are more a luxury than a necessity.

CONSTANTINOPLE.—**Practical Note.**—*Population*: About 1,500,000 (Turkish, Greek, Armenian, and all European races). *Climatic Conditions*: October-December, mild; January-March, erratic, sometimes cold and wet, with plenty of sun; April-June, good, fine, not too hot; July-September, very good, inclined to be warm. *Landing and Baggage*: Passengers landed by tender or motor-launch to Galata Quay (20 minutes). Baggage is landed by rowing-boat. Charges moderate. *Customs and Currency*: Personal effects are duty free. Liras (one-eighth of a pound sterling), equal to 100 piastres, are legal tender. *Local Boat-hire*: 1s. per trip per boat (4 persons). *Local Conveyances*: Taxis, about 1s. 6d. per mile; electric trams, about 2d. per journey. Two-horse carriages, about 1s. 2d. per mile. *Hotels*: Pera Palace, Tokatlisans, H. de Londres. *Banks*: Imperial Ottoman B.; Credit Lyonnais; National B. of Turkey; Ionian B. Ltd. *Chief Railway Communications*: Orient Express. *Local Steamship Communications*: Greece, Italy, France, Black Sea ports, Khedivial Mail Line to Greece, Syrian ports, and Egypt (transit Constantinople to Alexandria, four days).

CRISTOBAL-COLON.—Situate on the Atlantic entrance of the Panama Canal. Cristobal is under the jurisdiction of the United States. Colon is the second largest city in the Republic of Panama.

Practical Note.—*Population*: 35,000 (15 per cent Americans, English, and various Europeans, balance Panamanians and Negroes). *Climatic Conditions*: October-December, rainy season; January-March, dry season; April-June, beginning rainy season; July-September, rainy season. *Landing and Baggage*: Steamers dock at piers. *Customs*: Personal effects free of duty, including guns and ammunition for personal use—permission to use same to be obtained

from local authorities. *Currency*: United States dollars and cents. *Local Boat-hire*: Class "A" launch, \$7 per hour; class "B," \$5 per hour. *Local Conveyances*: Coaches, 15 cents per person (within city limits). Jitneys, 25 cents per passenger (within city limits). Motor-cars, \$3 per hour. *Hotels*: Washington, \$4; Imperial (Spanish), \$3 per day. *Banks*: International Banking Corp. (Colon, B. de P.); Chase National Bank of New York (successor). *Railway Communications*: Panama railroad, Colon to Panama. *Steamship Communications*: To Europe, United States, South America, and Far East.

Tourist Interests.—Golf, tennis, bathing, fishing, etc. The scenery is very beautiful, and many interesting drives are to be made in the neighbourhood.

DAIREN, South Manchuria.—**Practical Note.**—*Population*: 200,000 (60,000 Japanese, 139,900 Chinese, 100 Foreigners). *Climatic Conditions*: October-December, cold; January-March, very cold; April-June, warm; July-September, hot. *Landing*: Passenger steamers berth at wharves. *Customs and Currency*: Free port. The gold yen (2s. 1d.) is the unit of currency. *Local Conveyances*: Rickshaws, carriages, tramcars, motor-cars. *Hotel*: Yamato, 10 yen per day. *Banks*: Hong-Kong and Shanghai B.; Yokohama Specie B.; B. of Chosen; B. of China; International B., etc. *Railway Communications*: South Manchuria Railway. *Steamship Communications*: To Shanghai, Japan, Tientsin.

Tourist Interests.—Visit to Port Arthur.

DAR-ES-SALAAM was the capital of German East Africa, and remains the seat of administration under British rule.

Practical Note.—*Population* (1921): 52,750 (Whites, 600; Natives, 50,000; Indians, 2000; Goans, 150). *Climatic Conditions*: Very hot from October to end of March; cool nights for the rest of the year. *Landing and Baggage*: Landing is by boat, charge shillings 60 per passenger; baggage is landed free of charge. *Customs and Currency*: See Kilindini. *Local Boat-hire*: Sh.-cts. 60 per passenger. *Local Conveyances*: Rickshaws, shillings 2 per hour. *Hotels*: Africa, Central, and Burgher; from Sh. 12.50 per day. *Banks*: National B. of India; Standard B. of South Africa, Ltd.; National B. of South Africa, Ltd. *Chief Railway Communications*: E.A. Central Rlys. running to Kigoma (780 miles).

Tourist Interests.—Government House on sea front. Excellent rickshaw ride round front, past harbour mouth. Gymkhana sports ground. Fishing in harbour and bathing. The native town is separate from the European, and its wide coconut palm avenues, lined with large native-built huts, are well worth a visit. The Botanical Garden is very extensive, and is lit at night by electric light.

DUNEDIN, fourth largest city in New Zealand and capital of the province of Otago.

Practical Note.—*Population*: 80,000 (chiefly British). *Landing and Baggage*: Passenger steamers berth at wharves; 5s. per ton charged on all baggage landed on wharves at Port Chalmers or Dunedin. *Customs and Currency*: See Auckland. *Local Conveyances*: Motor taxis, 2s. minimum; 1s. per mile, 15s. per hour. *Hotels*: Grand, from 20s. per day; Walns, 20s.; Excelsior, 17s. 6d.; City, 17s. *Banks*: B. of New Zealand; National B. of N.Z.; Union B. of Australia; B. of New South Wales; B. of Australasia; Commercial B. of Australia. *Chief Railway Communications*: Dunedin to Christchurch via Canterbury; Dunedin to Invercargill and Bluff via Southland.

Tourist Interests.—The beauty of the city is greatly enhanced by the Town Belt, a wide stretch of land several miles in length covered with native bush on the hilly slopes of Mornington, Roslyn and Maori Hill. The harbour, which is one of the most beautiful in New Zealand, extends about 13 miles from Otago Heads to Dunedin Wharf. From a scenic point of view Dunedin is unsurpassed. Motoring round the outskirts of the city the visitor can enjoy the splendid views from almost any of the beautiful hills which surround it. Dunedin is the natural gateway to magnificent scenery to be found in various parts of Otago, and tourists desirous of visiting the Cold Lake region and exploring the beauties of Lakes Wakatipu, Wanaka, Te Anau, or Manapouri, or traversing the track to Milford Sound, must make Dunedin their starting-point. Dunedin was founded by Scotch settlers in 1848. Its streets are mostly named after those of Edinburgh, of which their architecture is reminiscent.

DURBAN.—**Practical Note.**—Principal port for Natal and Transvaal. *Population*: 159,000 (Europeans, Natives, and Asiatics). *Climatic Conditions*: October-March, spring-summer, rainy season, warm weather; April-June, autumn-winter, mild and dry; July-September, winter, mild and dry with cool nights. *Landing and Baggage*: Steamers berth at wharf; baggage charge, 3d. per package. *Customs and Currency*: See Cape Town. *Local Boat-hire*: 1s. from ship to shore. *Local Conveyances*: Municipal tramways; motor-taxi fares, 1s. 6d. per mile, one or two passengers—6d. per mile extra for three or four passengers. *Hotels*: Tariffs range from 12s. 6d. to 25s. per day. *Banks*: Standard B. of S.A., Ltd.; National B. of S.A., Ltd.; S.A. Reserve B.; Nederlands B. of S.A. *Chief Railway Communications*: With all parts of South Africa and Rhodesia. *Steamship Communications*: British India S.N. Co. to South and East African ports, to India and Europe. P. & O. Branch Line (one class at 3rd cl. rates) to Cape Town, Las Palmas and London.

Tourist Interests.—Durban has many places of interest, including an Art Gallery and a Museum. Safe surf-bathing can be enjoyed on

the beach, boating and yachting in Durban Bay. Circular tours can be made by train or motor-car round the residential part of the town. Good railway facilities for daily trips to the south-coast watering places, also for excursions inland to view the magnificent mountainous scenery.

THE FIJI ISLANDS.—The Fiji group consists of about 250 islands, some 80 of which are inhabited. With their coral reefs and luxuriant vegetation, in which the brilliant green of the tropics, set against the brilliant blue of the sea, covers their rugged volcanic peaks with an everlasting mantle of verdure, the islands dawn upon the sight like an answered dream of southern richness and romance.

The largest of the islands is Viti Levu, which is nearly 100 miles long and nearly 70 broad in places. It is extremely mountainous, with one peak rising to 5000 feet, and it is full of hills and valleys which radiate from a common centre. Suva, the capital of this island, is the capital of the whole group and may be called a surprisingly up-to-date town. It is odd to see its concrete buildings, its Carnegie library, its museum, its motor-cars, its cinemas, and its smart Grand Pacific Hotel. Such sights do, if anything, through the power of contrast, make still more enticing the call of the Pacific isles, with their life of fabled ease and their dusky maidens with hibiscus in their hair.

The banks of the Rewa, that largest of the island's rivers, up which, indeed, small craft can navigate for 40 miles, have an exotic beauty of vegetation that no words can picture. Native villagee, embowered in groves of banana and bread fruit, show through the openings, and coconut groves cover the undulating slopes, beyond which the dead and fantastic volcanoes of Viti Levu rise into the air.

It is impossible to do more than mention some of the main islands. Vanua Levu, which has but few Europeans, is 40 miles north-east of Viti Levu, and close on the south-east of Vanua Levu lies Tavuni. On Ovalau is the town of Levuka, the old capital of the group and the first place in which white men settled in any numbers. Not far from Ovalau is Wakaya, where the commander of the German raider *Seeadler* was captured during the war, after having escaped in a whale-boat from the wreck of his ship, and between there and Vanua Levu is Mokonai, famous for its leper settlement. Other principal islands are Kandavu, Koro, and Nagu. All are alike in this one sense that they are mountainous and densely tropical, and yet all have their own special charm and their own special personality.

The natives, who are of Melanesian stock much intermixed with Polynesian, used, in olden times, to be cannibals, but they have now become Christians. No doubt it is a change for the better, though it has not added to the picturesqueness of the island life. The group has been a Crown colony since 1873 and British rule is

firmly established. The natives, indeed, lead a happy enough existence; they don't work hard, but they love to dance the national meke-meke, in which their quaint posturings and singing is accompanied by tom-toms. Dancing, it may be said, is the very breath of their lives, whether carried on in the gathering of a few friends or in the great elaborate affairs in which whole villages take part. There is often a buffoon present, with a monstrous head-dress, and sometimes the men, their faces streaked with red paint, will indulge in mimic battles. It is, in short, an existence full of gaiety and colour.

The traveller, as to accommodation, will in many places be compelled to accept the hospitality of white planters or native headmen. But he will always find a warm reception, go where he will.

Without being unhealthy or feverish, the climate, with its languorous oppression, weighs heavily on the European. There is always the danger of hurricanes from the beginning of the year till March, but thenceforward the seas, with their long Pacific swell that beats itself into white foam along the outer reefs, are the sapphire seas one associates with the Isles of Polynesia.

(See SUVA, LEVUKA, LAUTOKA, etc.)

FOOCHOW (or Fuh-chau-fu), China, capital of the Fukien province; built on a plain on the northern side of the river Min; distant about 34 miles from the sea.

Practical Note.—*Population*: about 700,000 (Foreign community about 300). *Climatic Conditions*: October-December, cool and invigorating; January-March, cold and rainy; April-June, warm and showery; July-September, hot. *Landing and Baggage*: Launch meets steamer; no charge. Baggage is handled by coolies (10 to 20 cents per piece). *Customs*: Personal effects are free. *Currency*: Silver dollars, equal, normally, to 2s. 3½d. *Local Boat-hire*: 10 cents per trip ashore from anchorage. *Local Conveyances*: Rickshaws, 20 cents per hour; short rides from 10 to 15 cents. Motor-bus from Maloo (mainland) to South City (city), 11 cents. Carriages from Maloo (mainland) to any part of city, \$1. *Hotels*: H.S. Brand, \$8 per diem (private residence); Brockett's, \$5. *Banks*: Hong-Kong and Shanghai Banking Corp.; Taiwan B. Ltd.; American-Oriental B. of Fukien; B. of China; Chartered B. of I.A. and China. *Railway Communications*: None. *Local Steamship Communications*: Two sailings a week to and from Shanghai and Hong-Kong.

Tourist Interests.—Ship's stay averages 1½ days, in which time one can comfortably visit the city and environs. Main features include—Temple of Confucius (one of the finest in China), situate South Gate; West Lake Park, situate West Gate; Blind Boys' School, situate North Gate. The surrounding scenery is very beautiful. In sailing up the Min river from the sea vessels have to leave the wide stream and enter the Kimpai Pass, barely half a mile across, and, enclosed as it

is by bold, rocky walls, it presents a very striking appearance. The Pass of Min-ngan, narrower, with towering cliffs surmounted by fortifications and cultivated terraces, is extremely picturesque, and has been compared to some of the scenes on the Rhine. The Yung Fu, a tributary of the Min, also affords some charming scenery, the hills rising very abruptly from the river bank. Game abounds in all the ravines and mountains in the vicinity of Foochow, while tigers, panthers, and wild boar are common in the more remote hills, and some of these beasts have been killed within 10 miles of the city. Local manufactures include the famous "Foochow lacquer," root carvings, and brass-ware. These industries may be watched along any of the principal streets.

FREMANTLE.—Fremantle, the port of Perth, the capital of Western Australia, lies at the mouth of the Swan River, 12 miles by rail from the town of Perth. The construction of its harbour was an arduous undertaking, but it has been made safe by the building of two large moles and the blasting away of rocks from the bar.

Fremantle is the terminus of the Western Australian Government Railway, and has developed remarkably in the last quarter of a century. Perth and Fremantle, though of such comparatively recent growth, were the first places in Western Australia in which ordinary settlers began to colonise. The work of these pioneers has not been in vain. The two towns are now the centre of such various industrial activities as iron-founding and soap-boiling. Also, of course, they are the gateway for the vast region of the western back-blocks.

At Rottnest Island, off the harbour, there are penal and reformatory establishments and the Government salt-works.

Practical Note.—Port of Perth, Western Australia, situated at the mouth of the Swan River. *Population*: 28,643 (British). *Climatic Conditions*: October-December, spring; January-March, summer; April-June, autumn; July-September, winter. *Landing and Baggage*: Steamers berth at wharf; baggage is taken by authorised agents from steamer to train. Wharf charge, 1d. per package. *Customs and Currency*: See Melbourne. *Local Convoys*: Motors, 1s. 3d. per mile; cabs, 1s. 3d. per mile for two persons. *Hotels*: Federal, Orient, and Fremantle, 15s. 6d. per day or £3: 3s. per week. *Banks*: B. of Australasia; Union B. of N.S.W.; National; Commonwealth; Royal; B. of Adelaide; English, Scottish, and Australian B. *Chief Railway Communications*: Connected services all over State by Government Rlys. and Midland Rly. Co., Trunk Transcontinental Railway to Melbourne and Sydney. *Local Steamship Communications*: Local steamers to coast ports, Bunbury, Busselton, Geraldton, Albany, and N.W. ports.

Tourist Interests.—Passengers generally proceed to Perth by rail (hourly service), or by river steamer *Zephyr*, which meets vessels on

arrival at Fremantle and leaves Perth one hour before sailing time of vessel (river steamer, circumstances permitting).

(See also PERTH.)

GIBRALTAR.—The Rock of Gibraltar, which looks as though naturally constructed to guard the entrance to the Mediterranean, has been a possession of England since 1704, when it was captured, in the name of Queen Anne, by Sir George Rooke. It is by far the smallest of our Crown colonies, being less than 3 miles long and varying in breadth from a quarter to three-quarters of a mile.

Seen from the sea, especially on a moonlit night, there is something indescribably majestic about that sombre tower of rock, and there is over and above that no sight more moving to the inward eye in the power of its historic association.

Its history goes back very far—there were ten sieges between 711 and 1506—and there is still standing on the Rock the square keep of a castle completed in 742. These facts, added to the events of 1704 and the siege of 1779–83, when our forces resisted all efforts to dislodge them, have made Gibraltar one of the most famous spots in the world. For many years its name, indeed, has been synonymous with the sea-power of Britain.

The highest point on the Rock is O'Hara's Tower, 1408 feet above the sea, and the Rock itself, as everybody knows, is honeycombed with batteries and with every device and store to resist assault. The great naval mole at its base tells of the value placed upon Gibraltar in our scheme of Mediterranean power.

Extraordinary natural tunnels penetrate the Rock: the one called St. Michael's Cave, which opens 1100 feet above the sea, penetrates into the limestone for 400 feet and contains stalactites of indescribable strange beauty. It has never yet been explored to its extreme limits.

The ideal months in Gibraltar are from October to May. In the summer it is hot, but in winter and spring exquisite wild flowers and shrubs bloom in abundance.

The town lies at the north-west corner of the Rock. It is a comparatively modern town, the older buildings having been destroyed in the siege of 1779–83. Although the language spoken is a rather poor Spanish, most of the permanent inhabitants are Italians, Maltese, and Jews. Many people who work in Gibraltar cross the "lines" into Spanish territory every evening, and it cannot be said that civilians are encouraged to settle in the colony. First and foremost the Rock is a naval and military base.

Practical Note.—*Population*: 23,000 (about 5000 British troops and 18,000 civilians, mostly of Italian origin). *Climatic Conditions*: October–December, mild and some rain; January–March, very agreeable, good deal of rain; April–June, pleasant but warm; July–September, hot. *Landing and Baggage*: In tenders (no charge for

baggage). *Customs*: No duties. *Currency*: Sterling. *Local Boat-hire*: By passenger tender, 1s. each way between ship and shore. *Local Conveyances*: Horse-cabs, 5s. per hour. Motor-cars, by arrangement. *Hotels*: Bristol, Cecil, Grand. *Banks*: Anglo-Egyptian B. Ltd.; B. of British West Africa, Ltd. *Chief Railway Communications*: From Algeciras to all parts of Spain. *Local Steamship Communication*: Bland Line to Morocco.

Tourist Interests.—A drive should be taken to Europa Point, passing through the Alameda Gardens. If time permits the Galleries (fortifications tunnelled out of the Rock) should be visited. Algeciras may be reached in thirty minutes by ferry steamer at intervals of about two hours throughout the day (Hotel, Reina Cristina), and at Ronda (in the interior—three hours distant by rail), Hotel Reina Victoria.

HANKOW, capital of Hupeh (Central China), is, with Wuchang and Hanyang, called the Wuhan cities, one of the key cities of Central China.

Practical Note.—*Population*: Foreign population estimated at 2000, exclusive of Japanese; Chinese population 2,500,000 in the three cities. *Climatic Conditions*: October-December, very fine; January-March, cold with rain and snow and hard frosts; April-June, variable; May and especially June are very warm; July-September, very hot and damp. *Landing and Baggage*: Hotel runners meet steamers and take charge of baggage. *Customs and Currency*: Duty of 5 per cent levied on personal and other effects. Mexican dollars, worth about 2s. 4d., are legal tender. *Local Boat-hire*: Sampans obtainable at small charge. *Local Conveyances*: Motor-cars, \$4 to \$6 per hour, or by the trip; horse-carriage and rickshaws [rickshaw hire \$00.05, big money (Mexican or Chinese dollars) per half mile]. *Hotel*: Terminus, \$8 to \$10 per day; reduction of 25 per cent off daily rates at end of complete month. *Banks*: Hong-Kong and Shanghai Banking Corp.; Chartered B. of India, Australia, and China; International Banking Corp.; B. d'Indo-Chine; B. Belge pour l'Étranger. *Chief Railway Communications*: Peking and Hankow railway, Canton-Hankow rly. (Incomplete). *Local Steamship Communications*: Daily service to Shanghai by Indo-China S.N. Co., China Navigation S.S. Co., and by Japanese steamers.

Tourist Interests.—Hankow, one of the original Treaty Ports of China, is a large commercial centre on the north bank of the Yangtze, almost at the junction of this river and the Han river. The Hanyang Arsenal and Iron Works are of interest. The Race Club is one of the finest clubs of its kind in China (golf, tennis, cricket, football, hockey, swimming; dancing almost daily in the early evening, with frequent later dances—race meetings are held twice yearly, with extra days and gymkhanas). Visitors are welcomed freely, especially on the introduction of a member. It is quite a common plan with visitors to

come to Hankow by river from Shanghai, pass on to Peking by train to visit the northern sea resorts, and return to Shanghai by the Tientsin-Pukow and Nanking-Shanghai railways. Another trip is to the Yangtze Gorges from Hankow by the excellent up-river steamers. The trip to the Gorges and back to Hankow can be done comfortably in two or three weeks in the spring, summer, or autumn, but not during the low-water season in the winter.

HOBART, Tasmania ; situated on the west bank of River Derwent about 15 miles from the sea.

Practical Note.—*Population* (1922), 54,121 (British). *Climatic Conditions* : October-December, spring ; January-March, summer ; April-June, autumn ; July-September, winter. *Landing and Baggage* : Steamers berth at wharf. There are no charges. *Customs and Currency* : See Melbourne. *Local Conveyances* : Cars and taxis, approximately 1s. 3d. per mile. *Hotels* : Hadley's Orient, from 20s. ; Heathorn's, from 15s. ; Highfield, from 14s. 6d. ; Imperial, from 13s. 6d. *Banks* : Commonwealth B. ; English, Scottish, and Australian B. ; B. of Australasia ; Union B. of Australia ; B. of New South Wales ; National B. of Australasia. *Chief Railway Communications* : Hobart-Launceston-Burnie-Suburban. *Local Steamship Communications* : Melbourne, via Launceston, Sydney direct.

Tourist Interests.—The Zoological Gardens contain specimens of the curious fauna of Tasmania. The Botanical Gardens are of interest. The harbour of Hobart is one of the most spacious and beautiful in the world. Favourite excursions are to Mount Wellington (4166 ft.), overlooking the town and harbour ; Brown's River, the Brighton of Tasmania ; Port Arthur, the famous old convict station ; and many other places of interest and beauty.

HONG-KONG.—The little island of Hong-Kong, lying off the south-east coast of China, is only separated from the mainland by a narrow channel varying from a mile to a quarter of a mile in width. Although but 29 square miles in extent, Hong-Kong contains a population of over half-a-million—nearly all Chinese—and is one of the greatest ports in the world. Deep Water Bay and Tytam Bay form two magnificent natural harbours, and the amount of shipping that enters and leaves them every year runs into many millions of tons.

The capital of the colony, which, strictly speaking, is called Victoria but is more usually known by the same name as the island, stretches for about four miles along the northern coast. It is a remarkably steep town and slopes up from the water's edge at an angle of twenty-three degrees towards the three peaks of Wanchai, Victoria, and High West, which tower well over a thousand feet above the summit of the town. Four distinct tiers may be noted. Along the shore is the fifty-foot Praya, and parallel to that run the main commercial streets.

On either side lies the huddled, crowded Chinese quarter. Ten minutes' climb brings one to the second tier. Government House and the public buildings, gardens both public and private, fine roads bordered by bamboos and by semi-tropical vegetation, compose this portion of the town. The third tier—May Road, Queen's Gardens, residential levee—is a further ten minutes' climb. The fourth tier, known as The Peak and reached by a cable tramway, is 1500 feet above the sea and is composed of private houses and bungalows.

The whole island is, indeed, extremely mountainous, and though the sea-views are magnificent, the interior is made up of barren, bleak hills of granite and serpentine. What little cultivation there is, is mostly near the coast. Rice, yams, and sweet potatoes are grown, but, in the main, the population is fed from China or on the fish that swarm in the surrounding sea.

Social life in Hong-Kong is both comfortable and gay. The hotels are excellent and the Hong-Kong Club is noted throughout the East for its hospitality and luxuriousness. The February race-week is the social function of the year, and the presence of a larger British garrison assures a lively social life to the European inhabitants. Gymkhanas, golfing, dancing, swimming (particularly amidst the exquisite scenery of Deep Water Bay and Repulse Bay)—such are the amenities which make of Hong-Kong so pleasant a spot for even a prolonged residence.

But, of course, it is the really marvellous kaleidoscope of the native life which fascinates the chance visitor. It is one of the meeting-places for the nationalities, not only of the West, but of the East. Taoist priest, Chinese youths in robes of blue, buff, and purple, Chinese women in tunics and trousers of yellow, red, black, and gold, sad-eyed Indians, pensive Singhalese, enigmatical natives of Japan—all crowd upon the heels of one another.

The display of flowers is quite lovely in Wyndham Street—called popularly Flower Street—the sides being banked solid with the baskets of Chinese gardeners. In February they are full of fruit blossom and narcissi, later come peonies, lilies, magnolias and camellias, later still lotuses, and later even still chrysanthemums and dahlias.

One of the most extraordinary sights of Hong-Kong is the population, estimated at about 70,000, which lives in the harbour in sampans. Many of these people never set foot on shore. Each boat shows its mast-head light in the darkness, and the picture from above is like some marvellous enchanted panorama of a dream.

Practical Note.—*Population*: about 670,000 (British, about 8000; Chinese, about 640,000. Balance comprises some thirty different nationalities.) When the island of Hong-Kong was ceded to the British Government in 1841 the total population was estimated at under 5000, consisting of pirates, smugglers, and stone-cutters. *Climatic Conditions*: October-December, fine and cool; January-March, usually fine, with fogs in March; April-June, warm and wet; July-September,

hot and humid. *Landing and Baggage* : Steamers berth at wharves ; no charges. Hotel launches meet steamers. *Customs and Currency* : No duties on personal effects. Hong-Kong dollars, worth about 2s. 4d., are legal tender. *Local Conveyances* : Motor-cars, \$4-\$8 per hour ; rickshaws, 30-40 cents per hour ; motor-boats, about \$5 per hour ; steam launches, \$6-\$20 per hour ; sedan chairs and rickshaws, in the hill districts, 40-80 cents per hour. *Hotels* : Hong-Kong, Repulse Bay, Peak, Peninsula, Kowloon, King Edward, Astor House, Palace, \$5-\$20 per day. *Banks* : P. & O. Banking Corporation, Ltd., Hong-Kong & Shanghai B., Chartered B. of I.A. and C., Mercantile B. of India, International Bkg. Corp., etc. *Chief Railway Communications* : Kowloon and Canton Railway. *Local Steamship Communications* : Frequent services to Swatow, Amoy, Foochow, Formosa, Phillipine Islands, Canton, and Macao.

Tourist Interests.—Chinese and Indian curio shops, silversmiths and jewellers. The Chinese restaurants in Hong-Kong have the reputation of being the finest in China, particularly in regard to their catering. There are good motor roads round the island and up to the hill districts (The Peak), but most visitors prefer to go up to the Peak by tramway on account of the excellent view obtained of the harbour. There are excellent motor roads in the British territory on the mainland, and pleasant trips may be made to Tsin Wan, a pine-apple-growing district. to Castle Peak (Ting Shan), etc. From Castle Peak the road runs inland through agricultural districts, chiefly rice and sugar, past the old market town of Un Leung and the twin-walled villages of Kam Teen, to Sheng Shui, then turns south again past Tai-po, from where an excellent view of Tolo Harbour and Mirs Bay can be obtained, and back over the Kowloon Hills. This circular tour covers about 57 miles.

HONOLULU.—The city of Honolulu, situated on the island of Oahu, is the capital of the group known as the Hawaiian Islands, formerly the Sandwich Islands. The city is modern, well equipped with electric light, gas, street railways, and excellent water and sewerage systems. There are fine commercial and public buildings and stores, similar to those in other American cities, carrying an extensive stock of all sorts of merchandise. There is a quaint oriental section inhabited largely by Chinese and Japanese, in which are found stores with antiques, silks from the Far East, and the peculiar smelling food-stuffs of the Orient.

There are good hotels in Honolulu and it is possible to live with comfort at a very moderate rate. Being a town beloved of American holiday-makers, it has the amenities one might expect—golf, tennis, baseball, dancing. Nor should one overlook the magnificent bathing, which on Waikiki Beach—nestling beneath the old crater of Diamond Head—is almost unmatchable for surf-riding and swimming.

The Hawaiians love flowers, and magnificent strange blooms are

for sale in the streets. The roads are bordered by flowering shrubs and trees, and the visitor will be enchanted with the tropical display of oleanders, poinsettias, and begonias.

The city stretches along the shore for a distance of about seven miles and slopes inland through five valleys, whose sides rise to nearly 4000 feet. The houses are each fronted by vine-clad verandahs, known as lanais, and the inhabitants live more on the verandahs than indoors.

In Kapiolani Park, Honolulu can boast a verdurous open space of 125 acres, full of palms and beautiful trees. It is one of the pleasantest and most soothing places in this active city. Moreover, it contains an aquarium which rivals that of Naples and gives one a sight of the outlandish, exotic fish that swarm around the coast. The city also contains fine gardens and a museum of Hawaiian and Polynesian relics, which is well deserving of a visit.

Perhaps the finest single view of Honolulu is to be had from the summit of the curious precipice of Nuuanu Fall, six miles up one of the valleys, from which the city looks, as one writer phrases it, like "an open fan, vivid green and red." And beyond it the dazzling southern sea adds to the loveliness of the setting and makes one feel acutely the spell of this tropic isle.

The character of the Hawaiians is gay and careless. They delight in luas or feasts. They are passionate gamblers, great horsemen, eager dancers, and they take a perennial pleasure in presenting tableaux from the past history of their race. The softness of the climate and the loveliness of this group of islands, which stretch for nearly 400 miles, are strangely suited to the voluptuous, soft character of the inhabitants.

The Americans now rule in the Hawaiian Islands, and the Executive Building in Honolulu was formerly the Royal Palace. It contains many memorials of the old days and stands in a part of great beauty. The modern American spirit of bustle and the lingering Hawaiian spirit of smiling ease meet curiously in this Pacific town, and the contrasts that abound will impress the visitor. But nothing can take away from the islands their exotic charm, and nothing can rob the islanders of the love of their ancient customs and mode of life.

Practical Note.—Capital of Territory of Hawaii (Hawaiian Islands), its largest city and chief port. Seat of territorial government. *Population*: 101,500 (American, British, Hawaiian, and Oriental). *Climatic Conditions*: October-December, 74° mean; January-March, 71°; April-June, 75°; July-September, 77.5°. *Landing and Baggage*: Steamers berth at wharves. No charge for baggage. *Customs and Currency*: See San Francisco. *Local Conveyances*: Tram cars, 7 cents per trip; taxis, \$3.50 per hour. *Hotels*: Moana (at Waikiki Beach), \$9.50; Alexander Young (in town), \$2.50; Blaisdell (in town), \$1.50; Pleasanton, etc. *Banks*: Bishop & Co., Ltd., B. of Hawaii, Ltd., First National B. of Hawaii, Chinese-American B., Ltd., Yokohama

Specie B. *Chief Railway Communications*: Oahu Railway and Land Co. (90 miles on Oahu Island). *Local Steamship Communications*: Canadian-Australasian Line; Matson Navigation Co.; Oceanic S.S. Co.; Dollar S.S. Co.; Toyo, Kisen Kaisha; Los Angeles S.S. Co.

ILOILO.—*Practical Note.*—Capital of the Island of Panay. *Population*: 50,000 (Filipinos. About 750 Americans and Europeans). *Climatic Conditions*: October-December, cool season; January-March, cool season; April-June, hot season; July-September, rainy season. *Landing and Baggage*: Passengers are landed, with baggage, at the Custom House Pier. *Customs and Currency*: See Manila. *Local Boat-hire*: 50 cents from ship to shore. *Local Conveyances*: Horse-drawn conveyances, P.1.00 per hour; motor-cars, P.2-P.4 per hour. *Hotels*: Iloilo, P.5 per day; Bilbao, P.5; both Spanish. *Banks*: Hong-Kong and Shanghai Bkg. Corp.; Chartered B. of India, Australia, and China. *Railway Communications*: Iloilo to Capiz. *Local Steamship Communications*: With Manila, Cebu, and Negros.

Tourist Interests.—There are numerous places of interest in Iloilo and surrounding districts, including ancient Spanish churches and houses about four hundred years old. Visitors can reach the outlying districts by motor-car over first-class roads.

KARACHI.—*Practical Note.*—*Population* (1921): 216,883 (Christians, Hindus, Mussulmans and Zoroastrians). *Climatic Conditions*: October-March, cool and bracing; April-September, warm with west and south breeze; average temp. 77° F., ranging from 60° in January and February to 80° during S.-W. monsoon. *Landing and Baggage*: Steamers berth at wharves, no charge for baggage. *Customs and Currency*: See Bombay. *Local Boat-hire*: From 8 annas to Rs.1. *Local Conveyances*: Victorias, Rs.1 first hour and 6 annas every subsequent half-hour; motors, Rs.4 first hour, Rs.2 every subsequent half-hour. *Hotels*: Carlton, Rs.10; Bristol, Rs.10. *Banks*: P. & O. Bkg. Corp., Ltd., National B. of India, Ltd., Chartered B. of I.A. and C., Imperial B. of India, Mercantile B. of India, Ltd. *Chief Railway Communications*: N.W. Rly. to Lahore, Delhi, the Punjab, and N.W. *Local Steamship Communications*: B.I.S.N. Company's lines to Persian Gulf and Bombay.

Tourist Interests.—Karachi, near the delta of the Indus, on the Arabian Sea, is one of the chief ports of India and the capital of Sind. Steamers berth at the wharves at Keamari, about four miles from the European quarter. Conveyances may be had at the wharves, and a staff of coolies assist passengers with their baggage. Already a rapidly-growing city, Karachi is, it seems, destined to grow still further in importance with the development of the potential wealth of its vast hinterland. The great Sutlej Valley scheme now in course of execution and the amazing Sind irrigation scheme, destined to

irrigate an area of over 11,000,000 acres, combined with the powerful impetus given by the Inchcape Committee to railway development in India, will without doubt give Karachi an importance second to none in the Far East as a trading port.

Karachi is an important strategic point and a collecting centre for the export of wheat. Numerous archaeological remains in the vicinity of the town are of interest, notably the ancient city of Tatta. A pleasant drive can be made to Clifton, and visits to Summer Peer, Magar Peer, and Malir.

The British India Steam Navigation Company's Karachi mail steamers leave Bombay on Mondays, Wednesdays, Fridays, and Saturdays during fair season, and Wednesdays and Fridays during monsoon season. Sallings in reverse direction on Tuesdays (coasting), Thursdays (coasting) at 4 P.M. and (direct) at 9 P.M.; also slow mail sailing about Wednesdays or Thursdays (coasting) in fair season and Wednesdays/Thursdays (direct) in monsoon season. Transit about forty hours.

Through Coaches from Karachi.—A passenger coach and baggage van is attached to the Lahore and Quetta mail trains leaving Keamari in connection with the weekly arrival of the English mail steamer at Karachi. A similar arrangement of through coaches is in operation for passengers coming from up-country to join the ship at Karachi.

KEELUNG.—**Practical Note.**—N.-E. extremity of Formosa. *Population:* 3,994,236 [Japanese, 420,144; natives, 3,503,221; foreigners (mostly Chinese), 70,871]. *Climatic Conditions:* October-December, good; January-March, rain and wind (N.E. monsoon); April-June, good; July-September, good (Typhoon season). *Landing and Baggage:* Smaller steamers berth at pier. When steamers are moored at buoy passengers and baggage are landed in lighters. A charge of about 30 sen is made per package. *Customs and Currency:* See Yokohama. *Local Conveyances:* Rickshaws, official rate, 35 sen per hour. *Hotels:* Taiwan Railway H., Taihoku H., numerous Japanese hotels. *Banks:* Hong-Kong and Shanghai B. (Taihoku), B. of Taiwan, Ltd., Thirty-Fourth B. (Taihoku). *Chief Railway Communications:* Government Railway whole length of island. *Local Steamship Communications:* Hong-Kong via Amoy, Swatow, Shanghai via Foochow; and Japan via Moji.

Tourist Interests.—The use of cameras in the fortified zone is strictly prohibited, and it is advisable for passengers landing for a few hours only to leave their cameras behind. There are many places of interest on the island, but few that passengers landing for a limited stay can see. A few hours can be spent most pleasantly and profitably in the city of Taihoku, visiting the Public Park, Museum, and Botanical Gardens, all of which are in easy reach of Taihoku Railway Station by rickshaw. If time allows Maruyama Park and Shrine and Hokuto

Hot Springs should be visited. Besides the Railway Hotel close to Taihoku Station there are many first-class Japanese hotels where a meal can be had. The Railway Hotel is up to date in all respects, and makes a speciality of catering for foreign visitors.

KHARTUM.—Khartum is 1345 miles from Cairo, and, if one has the time, the ideal method of travelling thither is by the river Nile, as the railway journey from Egypt is apt to be very hot. A more attractive approach may be made by the P. & O. and British India Companies' steamers on the Suez Canal to Port Sudan and thence by Sudan Govt. Railways train (restaurant and sleeping cars) to Khartum, a thirty-hours run.

The town, which owes its existence to Lord Kitchener, is built about the old city of the Mahdi. It is laid out symmetrically. The straight sunbaked streets cross each other at right angles and the whole city has a neat and formal appearance.

The embankment along the river's edge, with its borders of acacias and gum-trees, makes the most agreeable walk in the city. In the evening a military band often plays there, and near by are the finest private houses and such buildings as the Sudan Club, the Gordon Memorial College, and the Military Hospital.

On the very site of the residence of the Mahdi, destroyed in 1885, stands the present Governor's palace, surrounded by lawns and gardens, bright with poinsettia, oleander, and bougainvillea.

At the western end of Khartum is a Zoological Garden, from which a commanding view of Omdurman, with hills in the background, can be obtained across the Nile, on whose sandbanks Egyptian vultures can be seen sitting in rows, and over whose waters swallows and martins flit during the winter months.

Lying well back from the river is the non-European business quarter, where Greek, Syrian, and Coptic traders crowd in the busy bazaars. Beyond that again there is a Sudanese village which contains various distinctive tribes, each in its own settlement.

Khartum is one of the healthiest of cities and is fortunately free from mosquitoes. In the hot season one can sleep comfortably out of doors whether on roof, or verandah, or in garden. The ideal season for visitors is from the end of December to the end of March. The town then becomes a real social centre, not only for visitors from Europe, but for officials from the outlying tracts. Dances, tennis-parties, gymkhanas, and picnics into the desert beyond Omdurman are the order of the day, and in this remote part of Africa society re-creates the pleasures of an English summer.

It cannot be said that at Khartum there is much in the way of sight-seeing. The ruined Tomb of the Mahdi at Omdurman, now overrun by lizards and scorpions, and the house of the Khalifa Abdallah, have a certain historic interest; but the real interest of Khartum

and its surroundings is in the strange atmosphere of the desert and in the no less strange life of the different peoples who have settled here from various parts of Africa. There are Nubians, Abyssinians, dwarf negroes from West Sudan, and Bantus. Some are shaved, some are tattooed, some have extraordinary tribal marks on their cheeks, some have their hair dressed with weird and wonderful originality.

A certain dignity seems to possess most of these people; there is none of the usual begging and cringing, but rather an air of prosperity and cheerfulness which will rather surprise the visitor accustomed to the propensities of the poorer Egyptians. Trade is actively carried on. The silversmiths, weavers, tent-makers, ply their professions in such a manner as all may witness, and Khartum, which was once under the dark sway of cruelty and fanaticism, may now be called a town of happy activity and contentment.

Practical Note.—Capital of the Sudan. *Population*: 30,797. *Climatic Conditions*: October-December, shade mean temp. about 100°; January-March, 103-5°; April-June, 111°; July-September, 103°. *Customs and Currency*: See Port Sudan. *Hotels*: Grand H., £E2 per day; Gordon H., £E1 per day. *Banks*: National B. of Egypt, Barclays B., Ltd. (Dominion, Colonial and Overseas). *Chief Railway Communications*: Sudan Government Railways, Cairo-Khartum-El Obeld. *Local Steamship Communications*: Blue Nile Services, and White Nile Service to Rejaf.

Tourist Interests.—The principal rooms and the garden of the Governor-General's Palace, where Gordon lived and died, are open to visitors. A brass plate marks the spot on the old palace stairs where Gordon was killed on January 26, 1885. In the garden "Gordon's Rose Tree" is still cared for. In the 19 *deims* or cantonments, arranged in three parallels, live the different tribes of the working-class population. The differences of race are in many cases reflected by the different styles of building. The balloon-shaped huts of the Nigeria tribesmen are especially noticeable. The population of the *deims* is estimated at 17,000. Gordon's statue is in the Gordon Gardens, close to the Cathedral. The Gordon College houses a museum of antiquities as well as physiological and biological collections. From Khartum a short and easy trip can be made to visit the newly opened dam at Sennar, on the Blue Nile.

KILINDINI and MOMBASA.—Mombasa is the chief port of Kenya Colony, which was until recently called British East Africa. This town of some 30,000 inhabitants lies on a coral island connected with the mainland by the Uganda Railway, of which it is the coastal terminus. It contains two harbours, those of Mombasa and Kilindini. The latter is large and deep enough to hold ships of any size, and its convenience for ocean-going vessels is a great good fortune for the Colony.

In days gone by Mombasa was the capital of the Portuguese East

African Empire. In the massive old fortress, constructed in the last years of the sixteenth century, and which sustained a siege in 1696-97, is not only the finest memorial of the vanished Portuguese might, but the most remarkable building now in Mombasa.

In its general aspect the town is Oriental. A maze of narrow, crooked streets, full of mysterious stairways and more mysterious smells, characterises Mombasa. The Arab quarter is situated about the northern harbour, the Indian quarter is inland, and the European quarter is along the sea, away from the town, where there is usually a breeze.

Swahills, who are probably descendants of Arabs and Persians, are very evident as guides and porters—their character, rightly or wrongly, has been summed up as “dishonest, jolly, philosophical”—and most of the shopkeepers are Goanese. These shops, with the multitudinous variety of their wares, are an enticing sight, and; indeed, the whole town, with its white Arab houses and its bright atmosphere, is strangely attractive. All kinds of odd people pass one by : up-country natives, Swahills Arabs, down-at-heel Europeans, Goanese, Somalls.

Vasco de Gama Street and Main Street are the two principal thoroughfares, and there may be found the Government Offices. Garden Square, in which the town band sometimes plays, has prettily laid out gardens, and Government Square has important official buildings.

A visit to the native markets, with their local colour, eager vitality, and variegated scenes, should not be missed, and it may be mentioned that the heat of Mombasa is not such as to make getting about intolerable. Its average maximum temperature is only 83°, which is by no means oppressive, and from May to September, when the “cool” months are on, the town has a delightful air.

From 1834 to 1888 Mombasa belonged to the Sultan of Zanzibar, and even now it is an extremely un-European town. It is almost fantastic to think that it is the port for a hinterland which, in its general life, is perhaps the most English of all colonies. The traveller leaving Mombasa for Nairobi is travelling, in truth, from the old East into the modern West.

Practical Note.—Port of Kenya Colony and Uganda. *Climatic Conditions* : October-December, cool to hot ; January-March, very hot ; April-June, wet ; July-September, cool. *Landing and Baggage* : Steamers anchor in channel 400 to 1000 yards from landing pontoon. *Baggage* is landed in lighters, without charge ; heavy baggage is loaded into ships by lighters at Sh.1 per package. *Customs and Currency* : Personal effects are free if used. A 20 per cent ad valorem duty is levied on guns and on personal effects, if new. Shillings of 100 cents are legal tender. East African shillings are nominally equal to English shillings. *Local Boat-hire* : 40 cents, between ship and shore. *Local Conveyances* : Rickshaws, Shs.1.50 ; motor-cars, Shs.2. *Hotels* : Manor H., Metropole H., Shs.18 per day. *Banks* : National

B. of India, Ltd., National B. of South Africa, Ltd., Standard B. of S. Africa, Ltd. *Chief Railway Communication*: Uganda Rly. to Uganda. *Local Steamship Communications*: British India Company's East African Coastal services, and to India and South Africa, Mozambique, etc.

Tourist Interests.—Mombasa or "Kisiwa cha Mvita"—"Isle of War"—is the most important trade centre in East Africa. It is separated from the mainland by a channel connecting the harbour of Mombasa with that of Kilindini. The former is navigable only by small craft during high-water. The latter, the "Place of deep Waters," is one of the finest natural harbours on the East African coast. The native and Indian bazaars are worthy of a visit. Good boating, bathing, golf, fishing, and tennis are to be had. (

For those who wish to go farther afield, the Uganda Railway offers an excellent service of excursion trains running in a few hours into the heart of the country, and back again in good time for the boat. The afternoon train from Mombasa reaches Nairobi in time for lunch on the following day, and the trip is so arranged that it passes through the most interesting parts of the country in daylight. The line runs for a time alongside the Southern Game Reserve, where zebras, bucks, ostriches, and herds of other game can be seen from the carriage windows. Occasionally a giraffe or a roving lion will stray quite close to the line. The scenery is said to be the most beautiful in the world. Plains and hills alternate unceasingly; the jungle rises at times like a wall on both sides of the train, at others the eye, sweeping the tall elephant grass of boundless prairies, climbs the foot-hills in the far distance and pauses on the snow-capped peak of Kilimanjaro (19,710 feet), the highest mountain in Africa. Uganda, rich in cotton, rubber, coffee, and many other tropical products, rich also in mineral wealth, latent with immense possibilities of future development, is one of the most prosperous corners of the British Empire. Its natural beauty, added to its perfect climate and to the unequalled opportunity it offers for big-game shooting, has already made it popular and fashionable as a winter health resort. The Mombasa-Nairobi railway line extends as far as Kisumu, on Lake Victoria Nyanza, where it connects with other traffic lines, and has branches to Thika, to Magadi Lake, and to Taveta.

KOBE lies at the east end of the inland sea Hiogo Ken, Japan.

Practical Note.—*Population*: about 748,000, including over 5300 foreign residents, of whom Chinese number 3700, British 750, American 400, German 230, etc. *Climatic Conditions*: October-December, temperate; January-March, cold; April-June, mild to warm; July-September, very warm. *Landing*: Steamers berth alongside Customs jetties or wharves. *Customs and Currency*: See Yokohama. *Local Boat-hire*: Steam launches, 6 to 7 yen per hour; motor-boats,

3½ yen per hour; sampans, per passenger, 40 to 75 sen inside harbour, 50 sen to 1.30 yen outside; 2½ to 4½ yen per boat per day of 12 hours. *Local Conveyances*: Motor-cars, 5 to 7 yen per hour; taxi-cabs, within the city only, 90 sen per mile; rickshaws, 8 yen per day, or 2 yen for first hour and 1.50 yen for every succeeding hour; tram cars, within the city limits, 6 sen for single journey. *Hotels*: Oriental H., Tor H., 14-15 yen per day; Pleasanton H., 12 yen per day. *Banks*: Hong-Kong and Shanghai Bkg. Corp.; Chartered B. of India, Australia and China; International Bkg. Corp.; Netherland Trading Society; Netherland-India Commercial B.; Yokohama Specie B.; Mitsubishi B.; etc. *Railway Communications*: Kobe is on main line from Shimonoseki to Tokyo. *Local Steamship Communications*: Centre of coastal trade; small steamers leave almost daily for principal neighbouring places; frequent sailings to Korean and Manchurian ports; passenger services to Australia, Dutch Indies, Manila, China, Hong-Kong, Formosa, Colombo, Calcutta, Bombay, and Europe.

Tourist Interests.—The Kobe Inquiry Office (Japanese Tourist Bureau) supplies information to tourists. There are beautiful walks in the hills at the back of the town, with well-defined and easily accessible paths. The Twin Waterfalls, usually waterless, Nunobiki-no-Taki, are about 2 miles from Sannomiya railway station. The following temples are worthy of a visit: Ikuta Shrine (close to Sannomiya station), Nanko Shrine (close to Kobe station), Nofukuji Shrine (close to Higo station), with a bronze image of Dalbutsu, 28 feet high. Futatabi Temple, 1600 feet above sea-level, lies about 3 miles from the Settlement. The Moon Temple on Maya San, 2300 feet above sea-level, is another excellent walk, about 4 miles from the Settlement. Rokkosan, the summer resort of Kobe residents, over 3000 feet above the sea, is about 7 miles from the Settlement, and has an 18-hole golf course. Other places of interest in the vicinity of Kobe are Suma (5 miles), Shiroya (7 miles), Taruki (8½ miles), Maiko (9½ miles), and Akashi (12 miles). Takarazuka, two hours, and Arima, about three hours rail journey from Kobe, are popular hot-spring resorts, with hotel accommodation. Osaka, 20 miles, and Nagoya, 141 miles from Kobe are important cities and possess historical castles, museums, temples and shrines of interest to visitors. Kioto, 47 miles, the former capital of Japan, is a centre of considerable historical and other interest. Nara, at an equal distance from Kobe, also a former imperial capital, has a famous Deer Park, ancient temples, museums, and many other attractions.

LAUNCESTON, 40 miles from mouth of River Tamar. Principal town of Northern Tasmania.

Practical Note.—*Population*: 29,000 (British). *Climatic Conditions*: Winter, cold with frosts and bright days; ideal summer, with cool nights. *Landing and Baggage*: Overseas steamers berth at Beauty

Point, smaller steamers at Launceston wharf. Adequate arrangements exist for handling baggage. *Customs and Currency*: See Melbourne. *Local Boat-hire*: Motor-boats available at reasonable rates. *Local Conveyances*: Cabs, taxis and touring cars. Car hire, 1s. 3d. per mile. *Hotels*: Brisbane H., 12s.; Launceston H., 12s. per day, etc. *Banks*: Union B. of Australia, Ltd., B. of Australasia, National B. of Australia, Commercial B. of Australia, Ltd., Commonwealth B., B. of N.S.W., E.S. and A.B. *Railway Communications*: Hobart-Launceston-Burnie-Suburban. *Local Steamship Communications*: Passenger service to Melbourne, twice weekly in winter and thrice weekly in summer.

Tourist Interests.—During the summer excursions and motor tours are arranged by the local Tourist Office for the benefit of the many visitors from the mainland who spend their holidays in "Australia's Garden." The Royal Park, fronting the river, is a popular resort. In it are the Museum and Art Gallery, tennis courts, and facilities for other sports. The Cataract Gorge, one of the most famous Australian "beauty spots," is a few minutes from the city, and easily reached by tram.

LAUTOKA, Fiji, is on the west coast of Viti Levu Island.

Practical Note.—*Population*: European, Fijian, Indian, and Chinese. *Climatic Conditions*: October-December, warm; January-March, hot, and subject occasionally to hurricanes; April-June, cool and fine; July-September, cool and fine. *Landing and Baggage*: Steamers berth at wharf; no baggage charges. *Customs and Currency*: See Suva. *Local Conveyances*: Motor-cars and horse vehicles. Moderate charges. *Hotels*: Shamrock H., C.S.R. Coy.'s Boarding House, from 10s. per day. *Bank*: B. of N.S. Wales. *Railway Communications*: C.S.R. Co. Tramway approximately 100 miles. *Local Steamship Communications*: Fiji Shipping Co., weekly from Suva.

Tourist Interests.—Sugar mill, native villages, fishing, bathing. [See also FIJI.]

LEVUKA, Fiji Islands. **Practical Note.**—*Climatic Conditions*: December, January, February, and March are wet months. During the remainder of year trade winds blow fairly regularly. Temperature ranges from 80 (Fahrenheit) to 90° for December, January, February, and March; other months, 60° to 80°. *Landing and Baggage*: King's Wharf, portage at low rates. *Customs and Currency*: See Suva. *Local Conveyances*: Motor-cars, £1 per hour. *Hotels*: Royal, 10s. 6d.; Polynesian, 10s. 6d. *Banks*: B. of New Zealand, B. of New South Wales. *Railway Communications*: Nil. *Local Steamship Communications*: Fiji Shipping Co., Ltd., to all parts of group.

Tourist Interests.—Levuka is an ideal spot for a holiday, particularly for nerve-racked business men. Away from all the rush and bustle, one can luxuriate in peace and quietness amongst surroundings which

seem especially created for this purpose. Various delightful trips can be made to different parts of the island. The tourist will experience no difficulty in getting a guide. One of the most beautiful spots is Lovoni Valley. Another is Waitovu Falls. Here one can enjoy many a pleasant hour watching the natives diving into the pool from the rocks above. The natives are expert swimmers. There are a number of unspoilt native towns and villages around the coast. [See also FIJI.]

LONDON.—A mere list of the attractions of London would pretty well fill this booklet, so I will mention but a dozen, which will give everybody a chance of telling each other what I have left out—Westminster Abbey, St. Paul's Cathedral, the British Museum, the National Gallery, the Houses of Parliament, the Tower, the Bank of England, Hyde Park, Chelsea Embankment, Piccadilly Circus, the Zoological Gardens, and Kew Gardens. Who sees these will see so many other things that the panorama and personality of London will to some considerable extent have unfolded itself before his amazed senses.

How can one write with calm impersonality or with just conciseness about the greatest and richest city in the world. In its vastness and variety it overwhelms the imagination, and the longer one lives in it, the clearer one perceives the relativity of all knowledge about it. Outside its central decorative streets, it stretches away in mile after mile of drab suburbs, which surround innermost London like an appalling stucco and stone wilderness.

Indeed, London is a wilderness, an ordered wilderness in which a stranger may feel more lonely than in the Sahara. Its size precludes that family feeling which binds the inhabitants of smaller towns together and makes people cognisant of their neighbours. You may live for years in a London flat without knowing the people in the flat opposite. If you want to be really solitary there is no place like London: and the converse is equally true. To a person of wealth and leisure, London is the goal of enjoyment. It is at once national and cosmopolitan, it offers everything that the heart can wish for or that money can buy. Its social splendours, its public art buildings, its beautiful parks—where can such things be seen in similar opulent profusion?

The ideal months for visiting London are those of early spring, when an exquisite feeling of rejuvenation fills the air. Spring always seems to burst upon London in a sudden illumination: one day it is still winter and the next day the breath of spring is about you. Its tremulous faint touch, with the unopened buds like mist upon the trees, has an extraordinary effect upon the teeming city, exhausted and stale after the long winter. Everybody feels it, everybody looks different. The romance of London, which often seems overweighted by its business cares and its material vastness, is suddenly evident, and people stare at one another as though they had come to life again.

There are two ways of knowing London: the first is to see all the things one ought to see, and the second is to absorb its atmosphere. To visit Liverpool Street Station of an evening, to walk over one of the bridges to South London, to wander through Covent Garden in the early hours, to look down from Hampstead Heights on to the spread city—these are experiences which many miss but which are invaluable for impressions.

And the shops, the hotels, the shipping, and the City—how can I begin to speak of their multifarious complexity and concentration, of the ever-moving streams of people, of the strange interest involved, of the intense vitality that broods over all? A library of books has been written about London and a library remains to be written. Not all the writers in the world will be able to say everything.

And the people themselves, friendly, tolerant, self-assured—how is one to understand the London crowd? They belong to too great a city to be much interested in anybody else and yet, strangely enough, they are not much interested in each other. The spectacle of life intrigues them; a procession, a street accident, an original shop-window; but they lead, for the most part, rather narrow lives. They are proud of London, but they are, so to speak, overwhelmed by it.

Facilities for getting about London, railways and tubes, buses and taxi-cabs, are ever on the increase, but nothing seems to lessen the floods of humanity. London has become very restless. The fever of these modern times is in the bones of all and the London is for ever on the move. One's final impression of London might well be an impression of perpetual motion.

LYTTELTON is the official port of Christchurch and one of the four main ports of New Zealand.

Practical Note.—*Population*: 4000 (British). *Climatic Conditions*: October-December, spring to summer; January-March, summer to autumn; April-June, autumn to winter; July-September, winter to spring. *Landing and Baggage*: Steamers berth at wharves; baggage conveyed by licensed carrier at small charge; trains run alongside steamers. *Local Conveyances*: In Christchurch, electric tramways; taxi-cabs, about 2s. per mile or 10s. 6d. for every complete hour. *Hotels*: Warners, 21s.; United Service, 20s.; Clarendon, 20s. *Banks*: Christchurch B. of N.Z., National B. of N.Z., Union B. of Australia, B. of Australasia, B. of New South Wales, Commercial B. of Australia. *Railway Communications*: Lyttelton to Bluff (including Timaru, Oamaru, Dunedin, Invercargill, and way stations). *Local Steamship Communications*: Daily regular service to Wellington irregular service to other ports.

MACAO.—**Practical Note.**—Portuguese Settlement. *Population*: about 84,000 (about 4000 Portuguese, 80,000 Chinese). *Climatic Conditions*: October-December, fine and cool; January-March, cold and damp; April-June, warm and wet; July-September, hot. *Landing and Baggage*: Steamers berth at wharves; baggage is landed without charge. *Customs and Currency*: An ad valorem duty of about 5 per cent is levied on personal effects; landing of guns and ammunition not usually permitted. Hong-Kong, Mexican, and Chinese dollars, normally worth 2s. 4d., are legal tender. *Local Boat-hire*: 20 cents per passenger. *Local Conveyances*: Motor-cars, \$5-\$8 per hour; rickshaws, 50 cents per hour; motor-boats, about \$5 per hour. *Hotel*: New Macao H., \$10-\$12 per day. *Bank*: B. Nacional Ultramarino. *Local Steamship Communications*: Hong-Kong and Canton.

Tourist Interests.—Macao is stated to be the oldest foreign settlement in the Far East, dating back to about 1557. Of interest to visitors are the Façade of San Paulo, the Cathedral, the Lighthouse (which is believed to be the oldest in the East), the Public Gardens, and the fan-tan gambling saloons, etc. The hot springs of Yo-mak are about 16 miles from Macao and can easily be reached by launch.

MADRAS.—**Practical Note.**—Capital of Madras Presidency, India. *Population*: 526,911 (Europeans, East Indians, Native Christians, Hindus, Mussulmen). *Climatic Conditions*: October-December, N.E. monsoon (heavy rains); January-March, winter season; April-June, hot weather season; July-September, S.W. monsoon (light rain). *Landing and Baggage*: Steamers usually berth at wharves, no baggage charges; baggage is brought ashore in lighters when steamers berth in stream. *Customs and Currency*: See Bombay. *Local Boat-hire*: 4 annas per head, minimum 8 annas; 12 annas per boat. *Local Conveyances*: Taxis, open carriages, rickshaws; taxis, 10 annas per mile (12 annas between 10 P.M. and 6 A.M.); carriages, first hour, Rs.1 to Rs.1.8, according to class, each additional hour, 8 annas; or per trip, Rs.1 to Rs.1.8 first mile, each subsequent mile 8 to 12 annas; rickshaws, first mile, 4 annas, each additional, 2 annas. *Hotels*: H. Spencer, Rs.12; Connemara H., Rs.12; Brind's H., Rs.10; H. D'Angellis, Rs.12. *Banks*: P. & O. Bkg. Corp., Imperial Bank of India, National B. of India, Mercantile B., Chartered B. of India, Australia and China, Indian B., Ltd., Madras Central Urban B., Ltd., Tata Industrial B. *Chief Railway Communications*: Madras and Southern Mahratta Rly., to Calcutta, Bombay, Dehli, Nagpur, etc.; South Indian Rly., to Colombo, Calicut, Pondicherry, Negapatam, etc. *Local Steamship Communications*: British India S.N. Co., to all ports on the Indian littoral, to Ceylon, Burma, and the Straits.

Tourist Interests.—Madras, the headquarters of the Governor of

the Presidency, dates back to A.D. 1639, when the East India Company was first formed.

Situated opposite the harbour is the business quarter called George Town, a densely populated portion of the city containing Customs House, Banks, Mercantile Offices, High Court of Judicature, and Colleges.

To the south of George Town is Fort St. George, a mile from the harbour, dating back to 1639. The fortifications, as they now exist, were completed in 1787. Inside the Fort are a number of interesting buildings, principally Saint Mary's Church, the oldest Anglican Church in India, dating from 1678. The walls of the church were built bomb-proof and inside are many old Regimental Colours, including those which belong to the 102nd Madras Fusiliers, Clive's regiment, now the Dublin Fusiliers. Among the interesting entries in the old Church Register is that of the marriage of one of Milton's daughters.

Other places of interest in Madras are the Government Central Museum (4 miles from harbour), the Marine Aquarium (3 miles), and the People's Park and Zoological Gardens (2 miles).

Hill stations within easy reach of Madras are Ootacamund (7300 feet)—the summer residence of the Madras Government—Coonoor, Yercaud, Kotagiri, and Kodaikanal.

The train service connecting Madras with the south of India and Ceylon will be found most convenient by tourists wishing to visit the old and famous Hindu shrines at Chidambaram, Tanjore, Trichinopoly, and especially those of Madura. Guides can be engaged at these places at the rate of Rs.2 per day.

MALTA.—Valetta, the capital of Malta, lies on a narrow arm of the sea running nearly two miles inland. Between the forts of Bicasoli and St. Elmo, the town, perched about a steep wall of yellow-white rock and hidden from sight behind imposing fortifications—a combination of the natural and the artificial—slopes and twists in quaint medieval style. The great rocks of Malta, in which are embedded masses of masonry, tower straight up from the sea and give to the whole place an air of impregnable strength. But these fortifications are now out of date and the ramparts behind have been turned into public gardens.

St. George's Square, in which are the Governor's Palace, the Main Guard and the Garrison Library, is the centre of Valetta's life. Along the crest of the promontory on which the town stands is the popular Strada Reale; five streets run parallel to it on either side and eleven more cut it at right angles. The town is uncommonly steep, and from different corners entrancing views of the Mediterranean and of the harbour with its shipping may suddenly be obtained. Sometimes, again, there are shoreward views, with, as it were, inset glimpses of the undulating countryside dotted with villages and churches.

There is a fine Opera House in Valetta, and this, together with the Casino Maltese (formerly the Treasury of the Order of the Knights of St. John of Jerusalem), the Union Club, St. John's Church, and the Public Library, is situated in the Strada Reale, where of an afternoon people stroll up and down and listen to the band playing in St. George's Square.

Although the Maltese are an individual race and descended from the Phœnicians, there is nevertheless a strong Italian air about Valetta. The buildings look Italian, the people look Italian, and the blue sky and the heat are strongly reminiscent of Southern Italy. Fountains play in the courtyards of the houses, there are gardens of oleander and orange and lemon, and there are balconies and green-shuttered windows where a sight of charming ladies may perhaps be caught.

The women of Valetta wear a curious national dress called a *faldetta*—a black shawl and whalebone-stiffened hood combined, which is of Arab origin—and the whole population delights in *festas* and processions, which reach their apotheosis in the four days' carnival that precedes Lent.

Valetta is full of a vitality that seems half-Italian and half-Eastern. To the stranger the white glare of its streets is sometimes trying, and he is glad to escape into the cool darkness of the Cathedral or into one of the numerous shops where such souvenirs of the island as Maltese lace can be bought.

Not only Valetta, but the whole of Malta—and of its neighbour Gozo—deserves attention. The island is full of historical associations. Phœnicians, Greeks, Carthaginians, Romans, Arabs, and Normans have all ruled there at different times, and its history has been a strange medley. It is, of course, particularly associated with the religious-military order of the Knights of St. John of Jerusalem, and many memorials of that Order are still extant.

The gayest season is from November to March, but spring and summer have their charm in the exquisite wild flowers that bloom about the country roads. The small fields and the gardens of Malta are enclosed within high walls and are terraced to prevent the rain eroding the thin soil; these terraces give a peculiar, quaint charm to the appearance of the country.

Finally, Malta, through its geographical position, is of far greater importance to the British Empire than its size would suggest.

For Practical Information see under VALETTA.

MANILA.—On the west coast of the island of Luzon, which is one of the Philippines, lies Manila, the capital and principal port of the whole group. It is situated at the mouth of the Pasig River and covers 20 square miles of low ground, intersected by the river and a number of tide-water creeks. On the south bank of the Pasig and fronting the bay for about a mile is the old Spanish walled town of

Intramuros. Its walls are nearly two-and-a-half miles long and they attain a height of 25 feet, the bastions being composed of huge blocks of stone.

These walls were built towards the close of the sixteenth century as a protection against sea-pirates, and at the north-west angle of the enclosure the celebrated fortress of Santiago uprears itself. The space that remains contains the Cathedral, various churches, schools, and Government buildings.

The modern city of Manila lies outside the walls and is really a conglomeration of various towns which have been joined together and whose names are still retained as the names of districts. Two modern steel bridges cross the river, and beyond them, the stone Bridge of Spain leads to Binondo, the principal financial and shopping district, whose main thoroughfares are the busy Escolta and the Rosario, with its quaint Chinese shops.

Manila is a very Spanish-looking city—a walk through the densely thronged district on Tondo night makes one believe one had been translated to a provincial Spanish town—and most of the architectural effects have been reserved for the churches. The streets are narrow and cobbled, and the low two-storied houses—the lower story usually of stone and brick and the upper of wood—are roofed either in red Spanish tiles or in corrugated iron. The upper story, in which are the living rooms, projects over the lower and the walls are fitted with sliding panels.

In the suburbs the greater part of the inhabitants dwell in native bamboo houses, whose roofs and sides are constructed of nippa palm. Here Spain seems to have vanished in the tropic south, though even in the suburbs the streets are narrow, and navigable streams are often used as highways. The best residential districts are found towards the north.

It may be freely admitted that old-world Manila has undergone immense material improvement since the Americans took it over in 1898, but nevertheless it has lost something outwardly of its dream-like picturesqueness. There are now electric tramways and a proper system of sanitation. The island railway service has been extended and Manila harbour has been deepened. The "push" and up-to-dateness of the Americans are visible in many directions, but the personality of Manila, with its centuries-old atmosphere of Spanish domination, is still triumphantly averse from the spirit of to-day. The improvements have been, so to speak, grafted on to it, they have not altered the inner spirit of the town.

Manila exports vast stores of sugar, copra, and tobacco, but, above all, it exports hemp. Manila is, indeed, without a doubt, the greatest hemp market of the world.

Practical Note.—*Population* : 285,000 (Cosmopolitan). *Climatic Conditions* : Tropical. *Landing* : Steamers berth at pier, a 12-cents

(Philippine Currency) tramway ride from centre of town. *Customs*: Personal effects, free of duty; guns and ammunition, which may not be landed without police permit, are subject, respectively, to an ad valorem duty of 40 and 30 per cent; the Peso (roughly equal to 2s.) is the unit of currency. *Hotels*: Manila H., P.12; H. de France, P.8; Delmonico H., P.6, etc. *Banks*: Chartered B. of India, Australia and China; Hongkong and Shanghai Bkg. Corp.; International Bkg. Corp. *Chief Railway Communications*: Manila R.R. Co. connects with Baguio, mountain holiday resort. *Local Steamship Communications*: To all parts of Southern Philippines and N. Luzon. E. & A. Line to Borneo, Australia, China and Japan.

Tourist Interests.—The old walled city contains much in the way of historical treasure, and traces of early Spanish occupation dating as far back as 1571. The aquarium, adjoining the gates of the walled city, is well worth a visit. Both in Manila and in the surrounding districts there are many places historically and otherwise interesting and several resorts noted for their medicinal springs and baths.

MARSEILLES.—The approach to Marseilles in the dawn, with, as Conrad writes, "the pellucid colourless atmosphere bathing the drab and grey masks of that southern land, the livid islets, the sea of pale glassy blue under the pale glassy sky," is beautiful and never to be forgotten. The town, tucked in there beneath its hills at the head of the stormy Gulf of Lyons, seems to sleep in the delicious, cold sunrise of the south.

But by the time you have passed the Château d'If and have come alongside, the dusty heat of Marseilles will have begun to get hold of you, and as you drive along the quays, with great warehouses on one side, dock-gates on the other, and huge horse-drawn lorries rattling over the stone pavements, you will begin to realise that Marseilles, far from sleeping, is one of the towns of all the world most full of vitality and eager life.

The street to make for is the famous Cannebière, with its prolongation, the Rue Noailles. The busy hum of Marseilles seems to concentrate there, and as you sit at a round table at one of its open cafés, all Marseilles appears to pass before you. There are the work girls in their black dresses (which show their neat ankles so amply), there are the clerks wearing straw hats and little black moustaches, there are the staid business men, the vague old women, the blue-bloused workmen who stare leisurely from right to left.

It is a wonderful pageant, and all touched with an electrical air of vivacity and purpose. If Marseilles be not very rich in "sights"—some old churches, and especially the ancient Cathedral, which dates from the twelfth century and is built upon a Roman foundation, are perhaps the most noteworthy—it must be remembered that the crowds are the real "sight" of Marseilles.

Its situation, too, gives it a striking prominence. Northwards along the coast stretches the Corniche Road, and for four and a half miles it is lined with villas and bathing establishments. From above, this huge city of some half million people seems to hug the water's edge in a vast semicircle. A far-flung panorama! Looking thus upon the outspread vista of Marseilles one cannot but regret that to most people it is no more than a stepping-stone outwards from home or inward bound. How well it deserves in itself the recognition of an exploring mind.

Being the next city in France to Paris, Marseilles has the authentic atmosphere of France's southern capital. In its shops can be bought everything that could tempt extravagance, and in its restaurants can be eaten meals that have the true Parisian gloss.

If Marseilles be beautiful in the clear morning, it is equally beautiful as you steam out in the rosy afternoon. Still, from the distance, it wears that look of dreaming. Gradually the white houses fade into the mist, gradually the hills are swallowed up. Later on, if you could but see it, it would present a fairyland of trembling lights which, circling the bay and climbing up the slope, appear like sparks thrown out from a great central glow. Marseilles by night is, in its atmosphere of energy, but the transfiguration of Marseilles by day.

Practical Note.—The ancient Massilla founded by the Phœceans from Asia Minor about 600 B.C. The first port of France. *Population*: 750,000. *Climatic Conditions*: As mild as on the Côte d'Azur, except when the Mistral is blowing. *Landing*: P. & O. and B.I. steamers berth at Mole C, in the Bassin National. *Local Conveyances*: Taxi-cabs, tramcars, and horse-drawn vehicles. *Hotels*: H. du Louvre et de la Paix, H. Noailles, H. Splendide, and many others. *Banks*: Branches of all leading banks. *Railway Communications*: From Gare St. Charles, to all parts of France and beyond. *Local Steamship Communications*: To all ports of the Mediterranean and beyond.

MELBOURNE.—Melbourne, the capital of the State of Victoria and the second largest city in Australia, is situated on Hobson's Bay, which is a northern arm of the large harbour of Port Phillip. Port Melbourne, some two and a half miles from the centre of the city, is connected with it by rail and tramway. Alongside its two big piers, vessels of almost the greatest tonnage can lie. Smaller ships, however, can steam up the Yarra River into the very heart of the city.

Melbourne has developed round the mouth of this river and has spread southward for over 15 miles along the flat tree-covered shore. Its appearance from the sea cannot be called remarkably beautiful, and in this respect it differs much from its rival city, Sydney. When, however, one walks about its streets, one gains a new impression. Being built on numerous little hills, its noble public buildings are seen to good advantage. Its streets are wide, many of its office buildings

are from ten to fourteen stories in height, and there is an atmosphere everywhere of genuine prosperity.

The middle of the town is known specifically as the city, and is constructed on two hills between which, in the valley, runs Elizabeth Street. Swanston Street is parallel to this, and at right angles stretches Bourke Street, which is undoubtedly the busiest in Melbourne. But the most fashionable street for shoppers is Collins Street, and one of the most interesting from the seaman's point of view is Flinders Street, which is devoted to maritime trade.

The great building of the Parliament House, with its pillared façade and its wide flight of steps, stands on the eastern of the two hills in the "city" and is particularly memorable for its library of over 50,000 volumes. The Treasury is at the summit of Collins Street, and fronting it are the enormous Government offices. On the western hill are the Law Courts, whose architecture is in the classic style. A great building in Swanston Street contains the Art Gallery, museums of ethnology and technology, and a Public Library of over 100,000 volumes.

About a quarter of a mile from the busiest part of the city are the range of University buildings, with the three affiliated colleges, Ormond, Queen's, and Trinity. Melbourne is a great educational centre, and many state-schools abound there.

The city also contains many large parks, which add greatly to the amenity of life in that flourishing city. Fitzroy Gardens, in the centre, are a delightful medley of trees, avenues, ponds, classic temples, and fountains. On the outskirts of Melbourne are the five great parks, Yarra Park, Albert Park, the Botanical Gardens, Royal Park, which contains the Zoological Gardens, the Studley Park, which has been left in its wild state.

The environs of Melbourne consist of residential suburbs, and at Flemington there is a race-course where the famous Melbourne Cup is competed for every November. The excitement which this event arouses throughout the whole of Australia is typical of the almost incredibly keen interest in sport, and, above all, racing, which the Australians display. Visitors who are so fortunate as to be in Melbourne when the Cup is run will never forget either the crowds or the excitement.

Practical Note.—*Population* (1924): 885,700 (mostly British). *Climatic Conditions*: October-December, spring; January-March, summer; April-June, autumn; July-September, winter. *Landing and Baggage*: Princes Pier; railway takes passengers to city, single fare 3d., return 5d.; cabin baggage by private conveyance or rail. *Local Conveyances*: Motor-cars and taxis, from 1s. 3d. per mile; special rate for tours. *Hotels*: Menzies, £1:6s.; Oriental, £1:6s.; Scott's, £1:5:6. *Banks*: B. of Australasia, Union B. of Australia, B. of Victoria, Commonwealth B. of Aust., English, Scottish and Australian B., B. of N.S. Wales, B. of N.Z., National B. of Aust., Commercial B.

of Aust., Royal B. of Aust., Queensland National B., Ltd. *Chief Railway Communications*: To West Aust., South Aust., N.S. Wales, and Queensland. *Local Steamship Communications*: To Tasmania and New Zealand.

MOMBASA.—See under KILINDINI.

NAGASAKI, situated on S.W. coast of Island of Kyushu. Ship-building centre and coaling port, opened to foreign trade in 1858.

Practical Note.—*Population*: About 200,000 (about 100 Europeans). *Climatic Conditions*: October-December, fine; January-February, cold and unsettled; March-May, fine; June, rainy; July-September, fine and hot. *Landing and Baggage*: Customs' Landing-stage. Launch service to ships free of charge; hotel baggage, boats land baggage at small charge. *Customs and Currency*: See Yokohama. *Local Conveyances*: Rickshaws and motor-cars; former about 80 sen per hour, latter about 6 yen per hour. *Hotel*: H. du Japon. About 7 yen per day. *Banks*: Hong-Kong and Shanghai Bkg. Corp., Chartered B. of India, Australia and China, Yokohama Specie B. *Chief Railway Communications*: Through railway line to Tokyo via Moji, Kobé and Yokohama. *Local Steamship Communications*: To all Japan ports, and fast express service to Shanghai.

Tourist Interests.—First-class swimming facilities outside harbour. Motor-boats or sampans can be hired from the hotel. Mount Unzen, a popular health resort, distant three hours by motor-car, contains natural hot sulphur springs. Public tennis courts and 9-hole golf course situated in magnificent scenery.

NEWCHWANG, treaty port, South Manchuria. Near the mouth of the Liao River.

Practical Note.—*Population*: About 18,000 (Chinese, small Occidental community, and about 3000 Japanese). *Climatic Conditions*: October-December, cold and bracing; January-March, very cold, but bracing; April-June, pleasant, breezy, rain; July-September, rain (moderately hot, July-August). *Landing and Baggage*: Steamers berth at wharves; baggage is landed at small charge, by local coolies. *Local Conveyances*: Rickshaws, 50 cents (silver) per trip. *Customs and Currency*: See Canton. *Hotel*: One, under native management and very inferior. *Banks*: Yokohama Specie B., Ltd., Russo-Asiatic B. *Chief Railway Communications*: with Dalny, Mukden, Harbin, etc., by South Manchuria Rly.; with Tientsin and Peking by Chinese Rly. *Local Steamship Communications*: Numerous coast lines.

NOUMEA, capital of the Island of New Caledonia, South Pacific.

Practical Note.—*Population*: 9000 (French, British, Japanese, Chinamen, Arabs, natives of island), 50,000 whole island. *Climatic*

Conditions: October-December, fairly cool months; January-March, summer months hot (max. 90° F.); April-September, cool and pleasant. **Landing and Baggage:** Steamers berth at quay; no charges. Porters are available. **Customs and Currency:** No personal effects are dutiable; French francs and centimes are legal tender. **Local Conveyances:** Horse-cabs and motor-cars, charges according to distance; special charges per day. **Hotels:** H. de la Gare, H. Montaigne, H. de France; from Frs. 40 to Frs. 70 per day. **Bank:** B. de l'Indo Chine. **Railway Communication:** Government railway to Paita (20 miles). **Local Steamship Communications:** Messageries Maritimes, monthly from Sydney; and Compagnie Navale de l'Océanie.

Tourist Interests.—Fishing, deer-shooting, sight-seeing, fine scenery, good roads in interior, native tribes, mission stations, sea-bathing, etc., etc.

PAPEETE.—See TAHITI.

PEKING, North China, capital of Republic of China, situated in the Province of Chili, about 80 miles from coast.

Practical Note.—**Population:** 1,300,000 (1917). **Climatic Conditions:** October-March, cold, fine; April-June, warm, wet; July-September, very hot, with rain. **Customs and Currency:** See Canton. **Local Conveyances:** Rickshaws, 30 cents per hour, \$2 per day. **Motor-cars,** per morning, \$20; per afternoon, \$25; per day, \$45. **Hotels:** Grand Hotel des Wagon Lits, Grand Hotel de Peking, from \$10 per day. **Banks:** Hongkong and Shanghai Bkg. Corpn., Chartered B. of India, Australia and China, International Bkg. Corpn., B. l'Indo Chine. **Chief Railway Communications:** Peking-Mukden Rly. to Tientsin; Peking-Hankow Rly. to Hankow.

Tourist Interests.—Very many places of great historical interest, such as palaces, museum, temples, the Forbidden City, the Great Wall of China, etc.

PENANG.—The ideal hour to approach Penang from the sea is in the early morning, when a mist wreathes the hill behind Georgetown—Penang, strictly speaking, is the island, not the town—and when all the city looks mysterious and enticing in the cool breath of the enchanted dawn. It is a lovely sight, and the whole town stands out beautiful and statuesque in its rich setting of tropical vegetation. To reach Penang from India is like reaching another world, a world freed from sombre thoughts and from the spirit of exhaustion.

It is essentially a Chinese town, and the ideographs above the shops, the rickshaw coolies in their peaked straw hats and blue dungarees, the bespectacled merchants rolling citywards in their cars, all remind one of China and the Far East. An Oriental bustle fills the streets

of the centre, but out towards the country the quaint palaces of wealthy merchants, embowered in palm trees and facing the sea, have an air of discreet serenity. This is the paradise of retired Chinese; they come to Penang when they have made their fortunes as if they would surely find there the goal of their sweetest dreams.

No one has really seen Penang who has not wandered through the Waterfall Gardens. They lie in their wild profusion three miles outside the town, set jewel-like amid the scenery of steep and wooded hills. The twisting paths lead one further and further into the recesses, and in the deep forest about monkeys can be heard scrambling and swinging among the branches.

Some excellent hotels along the sea-front, with strips of garden looking on to the Straits, make of Georgetown a comfortable place for a visit. The sea rolls in with a faint lap, and the Chinese servants in their white duck, moving noiselessly to and fro with iced drinks, give one curiously that sense of romance which comes from the vivid contrast of two civilisations. The hours of the afternoon pass softly in tropic gardens; everything is subdued, and even the sounds of the street without seem deadened to your drowsy ears. And then, taking you unawares, swift dusk and a green afterglow; and then darkness and riding-lights trembling on the water and strange flares on distant promontories. Exotic perfumes, as though loosened by the night, float lingeringly past, and the whole town appears to breathe afresh.

Penang is certainly a place to remember. As you leave it in your wake, steaming for the mainland, like a dim shadow amid glittering lights, it seems desirable and strange as the enigmatic, tender smile of a beautiful woman.

Practical Note.—Island on west coast of Malay Peninsula. *Population*: 169,300 (Europeans, Malays, Chinese, and Tamils). *Climatic Conditions*: During N.E. monsoon, from November to March, clear settled weather; during S.W. monsoon, from April to October, rains. *Landing and Baggage*: Steamers berth at Swettenham Pier, whenever possible. Passengers' baggage is landed in Harbour Board lighters if vessel anchors in Roads, while passengers are landed free in the Company's launch. Landing charges, 31 cents (from Roads, 56 cents). *Customs and Currency*: See Singapore. *Local Boat-hire*: 18 cents per passenger; 5 cents per package under 1 picul. *Local Conveyances*: Rickshaws, 52 cents per hour, or 12 cents per mile. Motor-cars, \$4 per hour, or 35 cents per mile. *Hotels*: Eastern and Oriental H., \$10-12 per day; Runnymede H., \$10 per day. *Banks*: Chartered Bank of India, Australia and China; Hong-kong & Shanghai Bkg. Corpn.; Mercantile B. of India, Ltd.; Netherland B. *Chief Railway Communications*: Penang to Singapore (daily, 24 hours), Penang to Bangkok (bi-weekly, 36 hours). *Local Steamship Communications*: British India S.N. Co. to all ports on the Indian littoral, to Burma, Ceylon, Singapore, Bangkok, etc.; Straits Steamship Co. to Port

Swettenham and Singapore; Koninklyje Paketvaart Maatschappy for Java and Sumatra.

Tourist Interests.—The town of Georgetown, founded in 1786 by Captain Francis Light, is situated on an eastern headland of the island of Penang.

The island is noted for its beauty. A drive of four miles will take one through a succession of gardens and cultivations to the Waterfall Gardens, site of great natural beauty—a green hollow nestling in the hill foot, with a waterfall at its far end. Other drives are to Relau (10 miles), to Bayan Lepas (12 miles) through coconuts, padi and open country, and along the coast road to Tanjong Bungah (6 miles). The Chinese Temple at Ayer Itam is of interest to visitors. The Penang Hills Railway rises 2500 feet (24 minutes) to the hill-top, whence a magnificent view is obtainable. The Crag Hotel on the hill belongs to the Federated Malay States Railways.

A drive round the island takes about 3 hours. P. & O. vessels usually stay from 6 to 14 hours.

PERTH.—On Swan River. Capital of Western Australia.

Perth, like so many of the Australian cities, has been a town of rapid growth. It became a municipality in 1873, and there are now three municipalities within the compass of the city. Anybody who walks about the streets must be struck by the comfortable aspect of the houses and by the well-fed, well-clothed appearance of the inhabitants. And, indeed, there appears to be almost no poverty. If the town cannot compare in size or wealth with the great cities of East and South Australia, it seems, nevertheless, to be just as prosperous in its own more subdued key. From the primary schools to the university, education is free to all: apart from more academic tuition, every boy is given manual training and every girl is taught cooking and domestic economy.

Practical Note.—*Population*: 171,859 (Metropolitan area includes Perth, Fremantle and suburbs). *Climatic Conditions*: October-December, spring; January-March, summer; April-June, autumn; July-September, winter. *Arrival and Departure*: See Fremantle. *Customs and Currency*: See Melbourne. *Local Conveyances*: Motors, 1s. 3d. per mile. Cabs, 1s. 3d. per mile for two persons. *Hotels*: Esplanade, Palace and Savoy, 15s. to £1 per day; £4: 15s. to £7 per week. *Banks*: B. of Australasia, Union B. of N.S.W., Commercial B. of W.A., Royal B., National B., English, Scottish and Australian B., B. of Adelaide, and Commonwealth B. of Australasia. *Chief Railway Communications*: Connected services all over state by Government Railways and Midland Co. *Local Steamship Communications*: S.S. Zephyr and S.S. Perth ply on river.

Tourist Interests.—King's Park, Zoological Gardens, Swan River.
(See also FREAMANTLE.)

PORT LOUIS, Mauritius Island, British Crown Colony.

Practical Note.—*Population* (1922): 377,594. *Climatic Conditions*: Summer from September to April; winter from May to August. *Landing and Baggage*: Steamers moor in stream; passengers make own arrangements for landing in boats. *Customs and Currency*: Personal effects are free, with the exception of sporting guns, on which duty of 12 per cent ad valorem is levied. Indian rupees and cents of 100 to the rupee are legal tender. *Local Boat-hire*: Rs.2 per trip, or Rs.6 per day. *Local Conveyances*: Taxi motor-cars, Rs.1 per mile; carriages, Rs.2 per mile. *Hotels*: Goder's H., Rs.10 per day. Several private boarding-houses, charges reasonable. *Banks*: Mauritius, Commercial B., Mercantile B. of India, Ltd., National B. of S. Africa. Ltd. *Chief Railway Communications*: Government railways throughout the island.

Tourist Interests.—Principal places of interest are: Pamplemousses Gardens (luxuriant tropical vegetation), Paul and Virginia's Tomb, the Mare-aux-Vacoas, Le Réduit (Governor's residence), the Museum, Chamarel Coloured Earths and cascade, etc., Mahebourg (old capital and excellent sea-bathing).

PORT SAID.—Port Said seems to me to be a very different place from what it used to be; it is cleaner, more respectable, and appears to have rid itself with fair success of that scum of East and West which at one time battered upon the population of passing ships.

In itself there is little enough that is picturesque about Port Said, but, lying as it does at the Mediterranean opening of the Suez Canal, it is the very door between Europe and Asia, and everybody who travels East is bound to visit it. Even when it was most pestilential a coaling ship was more pestilential yet, and now when so many ships receive oil-fuel from a pipe—a blessed innovation—Port Said has become miraculously more presentable, and people can find a reasonable pleasure in wandering for a few hours about its streets.

I think the pleasantest way of spending a morning in Port Said is to walk from the quay to the Hotel that looks out upon the Mediterranean and there sit and drink iced beer, while jugglers perform before you and a sea-breeze blows in your face. It is very agreeable, and as the hotel is sure to be full of wanderers one may see many curious and even dubious types of one's fellow-humanity.

Tales of Port Said are apt to be lurid, but—possibly in my innocence—I imagine that such tales are now a trifle *vieux jeu*. The last time I was in that seaport it appeared to me to be eminently respectable. Its pink and white houses take all the glare of the Egyptian sun, and now and again its climate can give you a very fair foretaste of the Red Sea. The inhabitants of Port Said are naturally anxious to sell you things—they still exist on ships—and perhaps that is why there is a parasitical atmosphere about the town. That alternate bluster

and cringing which the Levantine and Egyptian riff-raff seem to consider a necessary part of making a livelihood, does not induce the restful feeling which such a heat suggests. Still, the bores and touts are not very difficult to shake off.

Port Said's water frontage, with the fine official buildings of the Canal Company and the crowd of ships fuelling or lined up to enter, is a sight worth seeing. The Suez Canal calls up vistas of the East, and it is exciting to see its blue waters opening before you, and more exciting yet when once you are steaming slowly between its banks, and the shaded paths give way to the desert.

But it must be remembered that to those who come direct from England, Port Said has much to offer as the Gateway to the East. When your ship is moored a crowd of boats will swarm about it, crowded with petty traders and picturesque ragamuffins. They sell necklaces, cigarettes, picture-postcards, Turkish delight—indeed, most of the things which one buys, not because one wants them, but because one is too weak-minded. The excitement of the sellers is intense, and it is amusing to watch their last-minute efforts, continued from their boats below, even when the ship is moving away, to clinch a bargain by rebating some of their shameless demands. And then, as the steamer moves down the canal, you see their craft bobbing in its wake, their interest in you utterly subsided, their eyes straining for fresh victims.

Practical Note.—Northern entrance to Suez Canal. *Population*: 86,000 (mostly native. Also Italians, Greeks, French and English). *Climatic Conditions*: October-March, mild; April-June, warm, no rain; July-September, hot, no rain. *Landing and Baggage*: Passengers and their baggage are landed free of charge of Customs House. *Customs and Currency*: See Alexandria. *Local Boat-hire*: 5d. from ship to shore; double fare at night. *Local Conveyances*: Carriages, 12 piastres (2s. 6d.) per hour; local journeys in town, 4 piastres (10d.). *Hotels*: Casino Palace H., and Marina Palace H., from 100 piastres; Eastern Exchange H. (English), 100 piastres; H. de la Poste, 60 piastres. *Banks*: National B. of Egypt, Anglo-Egyptian B., Comptoir National d'Escompte de Paris, Imperial Ottoman B., Crédit Lyonnais. *Chief Railway Communications*: Kantara—Suez—Cairo—Luxor—Alexandria and Jerusalem. *Local Steamship Communications*: Khedivial Mail Line—Cyprus, Syrian Coast, Piræus, and Constantinople.

Tourist Interests.—Statue of Ferdinand de Lesseps at the entrance of the Canal. A few mosques are worthy of a visit. Facilities are available for golf, bathing, tennis, squash rackets, cricket, etc.

PORT SUDAN, half-way down the Red Sea on the African coast; main outlet for the Sudan.

Practical Note.—*Population*: About 10,000 (mostly Sudanese).

Climatic Conditions: January-March, cool, breezy; April-June, warm; July-September, very hot; October-December, less hot. *Landing and Baggage*: Landing at quay, ferry to town side of harbour, charge Pt.1 per passenger (2½d.); railway charge for portorage from ship to train (on quays), Pt.1½ per package. *Customs and Currency*: Personal effects are free, if used. Egyptian pounds, approxim. worth £1:0:6, equal to 100 piastres, are legal tender. *Local Conveyances*: Taxis, Pt.8 per short trip; or per hour. *Hotels*: Sudan Government Railways H., Pt.110 per day. *Banks*: National B. of Egypt, Barclays B. (Dominion, Colonial and Overseas). *Chief Railway Communications*: To Suakin, Atbara, Khartoum, etc., and to Cairo via Khartoum. *Local Steamship Communications*: Khedivial Mail Line to Red Sea ports. The B.I. Company and East Africa steamers and Australia steamers of the P. & O. Company make four-weekly calls in each direction.

Tourist Interests.—Port Sudan was founded in 1907. Camel rides may be had, or motor trips around the town and into the surrounding country. In the native quarters of the town native shops, etc., may be seen, also the picturesque members of the "Hadendowi" tribe, the original "Fuzzy Wuzzles" of Kipling. It should be noted that even in winter Europeans should never go ashore without wearing topees.

PORT SWETTENHAM, Selangor, Federated Malay States. A completely landlocked harbour at the junction of the Klang and Langat rivers. Much used for the handling of cargo to and from the Federated Malay States.

Practical Note.—*Population*: 5000 (Malay, Chinese, Tamil, etc.). *Climatic Conditions*: Unvarying. *Landing and Baggage*: Passengers and baggage landed free of charge in launches. *Customs and Currency*: See Singapore. *Local Boat-hire*: Sampans, 10 cents, from ship to shore. *Local Conveyances*: Motor-cars and rickshaws; the latter charge 14 cents per passenger per mile. *Banks*: Chartered B. of India, Australia, and China (Klang and Kuala Lumpur); Mercantile B. of India, Hong-Kong and Shanghai B. (Kuala Lumpur). *Railway Communications*: Federated Malay States railways. *Local Steamship Communications*: P. & O. and Straits Steamship Co.

Tourist Interests.—Excellent motor roads. Kuala Lumpur, the capital of the Federated Malay States, is 28 miles by road. The drive takes one through rubber plantations and jungle.

RANGOON.—Rangoon is situated 22 miles up its river, and the first sight of it the traveller perceives is the golden dome of the great Shwe Dagon Pagoda towering upon its little hill. Indeed it is this famous Buddhist shrine, dating back in tradition to 588 B.C. and certainly unchanged in appearance since 1564, that is the real centre

of the town, although it lies beyond its true borders in the green sumptuousness of the outer suburbs. For Rangoon itself is a modern city, more Indian than Burmese in appearance, and perhaps more European than either. The business quarter, stretching back from the river in broad streets of tall houses, has little of the East about it, save in the crowds of coolies who not only work in the streets but seem to live there, crouching over masses of curry at meal-times or curled up in sleep, like white-wrapped corpses, in secluded corners.

If it were not for the teak logs that fill the creeks, for such occasional buildings as the Sule Pagoda, and for a minority of Burmese in bright silks, you would scarcely know that you were in Burma. But as you move out towards the suburbs the Burmese atmosphere grows stronger. Little bands of holiday-making Burmese, beating gongs whose notes sound strangely ominous in that still air, are strolling round the Royal Lakes, beyond whose wooden shores the glittering Shwe Dagon rises like a very symbol of Buddhist Burma. The crows are cawing from the trees—there appear to be more crows in Rangoon than in the rest of the world put together—kites circle mazelily in the pale blue sky, fussy little mynalds hurry past, and a string of white egrets is winging over the lakes making for the paddy fields along the river.

But who shall speak of the Shwe Dagon itself and of the plous crowds that make for it each evening? The Rangoon that is British flocks at dusk to the Pegu and the Gymkhana Clubs, the Rangoon that is Indian haggles and sweats in the close heat of the bazaars, but the Rangoon that is Burmese, laughing and gaily robed, pours out to the steps and platform of the Shwe Dagon. They come from the city in trams, in gharris, in motors, and on foot—pretty girls smoking cigars, shaven priests in yellow robes and carrying parchment umbrellas, strange, absorbed devotees from the uttermost parts of Asia. The Shwe Dagon receives them all—on the great platform above, raised 166 feet above the ground and reached by flights of covered stairs lined with booths, the crowd slowly perambulates. The 1500 tiny pagodas that surround the central dome give to the whole scene rather the appearance of a fantastic country. The Shwe Dagon shoots up 370 feet into the air, covered thick with solid gold plates and burnished gold leaf. At twilight it takes on a fairly lemon tint, and as the night advances the tiers of electric light are switched on and it can be seen gleaming far out across the plain like a lighthouse of the One Faith.

Practical Note.—Capital and chief port of the Province of Burma. *Population*: 340,000 (Europeans, Burmese, Indians and Chinese). *Climatic Conditions*: October-December, damp and rather warm; January-March, cool, becoming warm in March; April-June, hot; July-September, S.W. monsoon, heavy rainfall. *Landing and Baggage*: Steamers berth at wharves, but passengers disembark by tender. No charges for landing baggage, but pass must be obtained from a Customs

officer and presented at wharf gate before baggage can be removed. *Customs and Currency*: See Bombay. *Local Boat-hire*: 2 annas per person, from ship to shore, within harbour limits. *Local Conveyances*: Taxis, 12 annas for first mile, 2 annas for subsequent sixth parts of a mile. Waiting charges, Rs.1.14 per hour. *Hotels*: Strand Hotel, October-March, Rs.22, April-September, Rs.16 per person; Minto Mansions, November-March, Rs.20, April-October, Rs.15 per person. *Banks*: Allahabad (P. & O. Banking Corp.), Imperial B. of India, Chartered B. of India, Australia and China, Hongkong and Shanghai B., Mercantile B. of India, and National B. of India. *Chief Railway Communications*: Burma railways to Upper Burma, etc. *Local Steamship Communications*: British India S.N. Co. Ltd., to all Indian ports, Straits Settlements and Far East.

Tourist Interests.—The Royal and Victoria Lakes and the Shwe Dagon Pagoda; The Irrawaddy River to Mandalay and Bhamo. The Irrawaddy Flotilla Co. Ltd. have regular mail sailings to Mandalay, and comfortable steamers also run as far as Bhamo, which is 1000 miles from Rangoon.

RAROTONGA.—Rarotonga, a very fertile island, is the most important of the numerous group of which the Cook Archipelago is composed. Like so many islands of the Southern Pacific, it is completely surrounded by a reef, which almost emerges at low tide, and seen thus from the shore it gives one a strange feeling of inaccessibility.

Avarua, on the northern shore, is the only port; the rest of the coast offers no anchorage of any value. Like many other islands of the Pacific, Rarotonga is mountainous and volcanic, though no individual peak rises to a height of 3000 feet. The population lives along the sea-coast—mainly in four villages: Avarua in the north, Ngatagila in the east, Titikaveka in the south, and Arorangi in the south-west—where there is a rich alluvial belt from one to two miles in width, which stretches all round the island like a girdle. This belt, whose fertility is very great, is planted with oranges, bananas, tomatoes (in the season), coconuts, and other tropical fruit. The wealth of the island may be said to be concentrated almost entirely in this strip.

The interior, if of little agricultural value, is glorious in the wild loveliness of its scenery and seems like the very epitome of the varying charm of Polynesia. Waterfalls, magical with their overhanging green, pour into the valleys, and the forests are like the enchanted forests of a fairyland. The scarce native huts one meets with seem half-buried in the teeming vegetation, and no island more than Rarotonga can give one the exotic flavour of the Southern Seas.

Practical Note.—Cook Islands. *Population*: about 3000 (150 Europeans). *Climatic Conditions*: October-December, good; January-March, wet season; April-June, good; July-September, good. *Landing and Baggage*: Small wharf for discharging lighters

at Avarua; baggage landed by lighters without charges. *Currency*: British. *Local Conveyances*: Motor-cars, £1 an hour. *Hotel*: Government Accommodation House, "Whare Manuhiri," 10s. per day. *Local Steamship Communications*: Union Mail Line steamers from New Zealand and San Francisco call every four weeks, remaining about ten hours.

Tourist Interests.—A good motor road of 22 miles runs round the island. Motor buses carry passengers at 5s. each; four-seater cars charge £2 per car for the run. The road passes through several interesting villages with quaint old churches and primitive native life. Beautiful tropical vegetation shades and borders the road throughout. Excellent sea-bathing is to be had in the lagoons. At Avarua, the principal village, off which the steamers anchor, are the old London Missionary Society's Mission House and Church, tennis courts in beautiful setting, and many picturesque walks up the valley roads. Native dancing can be seen. Light refreshments are to be obtained at the Government Accommodation House. Fresh tropical fruit is obtainable. There are large general stores on the island where native goods can be purchased at reasonable prices.

SAIGON, French port, capital of Cochinchina. **Practical Note.**—*Population*: 120,000 (French, Annamites, Chinese, and Indians). *Climatic Conditions*: October-May, dry season; May-September, rainy season. *Landing and Baggage*: Ships berth at quay; coolies handle baggage at small charge. *Customs and Currency*: Personal effects are duty free; guns and ammunition can only be imported by permission of local authorities and are subject to a duty. Indo-China dollars are legal tender. *Local Conveyances*: Rickshaws, 10 cents per ordinary drive, 30 per hour; motor-cars, \$5 per hour. *Hotels*: Continental Palace, Hotel des Nations, Rotonde, Casino, Saigon Palace (from \$8 to \$10 per day). *Banks*: B. de l'Indo-Chine, Banque Franco-Chinoise, Hongkong and Shanghai Bkg. Corpn., Chartered B., Yokohama Specie B. *Railway Communication*: Saigon-Mytho, Saigon-Thudaumot, Saigon-Nhatcang (Annam). *Local Steamship Communications*: Messageries Fluviales, to Mytho, Vinhlong, Sadeo, Chaudoc, Cantho, Pnom-penh, Cap St. Jacques.

Tourist Interests.—The Trian Falls (65 km. from Saigon, motor-cars, \$30) Cap St. Jacques. Pnom-penh: the Royal Palace. Angkor: the Ruins of Angkor.

SAMARANG, on the north coast of Java, is the seat of a Residency and chief town of Middle Java.

Practical Note.—*Population*: 5 000 Europeans, 125,000 natives (Asiatics). *Climatic Conditions*: Tropical. October, dry; November and December, commencement of S.W. monsoon; January-March, much rain and N.W. wind; April-June, dry, occasional showers;

July-September, dry. *Landing and Baggage* : Landing stage is within ten minutes ride by motor-car of centre of the town. Passengers and baggage are disembarked free of charge. *Local Conveyances* : Motor-cars, 4 to 8 guilders an hour. One-horse carriages, minimum, 25 cents up to quarter hour; one hour, approximately, 1 guilder 25 cents. *Customs and Currency* : Import of firearms and ammunition without authorisation is strictly forbidden; personal effects free. Paper and silver guilders are legal tender. A guilder, normally worth 1s. 8d., has 100 cents. *Hotels* : Pavilion, Gl.11 per day, or Gl.215 per month; Jansen, Gl.6.50 per day, or Gl.150 per month; Tjandi, Gl.8 per day, or Gl.175 per month; Smabers, Gl.7.50 per day. *Banks* : Javasche B., Ned. Indische Handels B., Taiwan B., Ned. Handel Maatschappij, Hong-Kong and Shanghai Bkg. Corpn., Chartered B. of India, Australia and China. *Chief Railway Communications* : Netherlands Indian Rly., to Batavia, running south in connection with State line at Solo (Central Java); another communication with Batavia is maintained on north by Samarang Cheribon Rly. Sourabaya is reached either by Netherlands Indian Rly., via Goendih, or by the line running south to Solo, in connection with the State Line express from Bandoeng to Soerabaya. *Local Steamship Communications* : The Royal Packet Navigation Co. maintains a fast weekly service between Singapore—Batavia—Samarang—Sourabaya, in both directions.

Tourist Interests.—Samarang possesses many fine buildings. A large number of the European inhabitants have moved to the hills at the back of the town on account of the healthy climate and the beautiful view of the sea and of the mountains. Salatiga, a hill resort (2000 feet), is 30 miles from Samarang and can be reached by motor car in about an hour and a half (swimming bath, lawn tennis, mountain climbing, first-class hotel). Wonosobo, a hill resort (3000 feet), is 70 miles from Samarang and can be reached by car in from three to four hours (swimming bath, lawn tennis, mountain climbing, etc.). The Boro-Budur temple near Mageland, 60 miles from Samarang, is a beautiful and imposing example of Hindu architecture (fourteenth century).

SAN FRANCISCO.—San Francisco, the largest and most important town on the Pacific coast, lies at the end of a vast bay, 50 miles long, with a shore-indentation of 300 miles. The city is built on a series of rugged hills which rise crescent-shaped across the 6- to 8-mile wide peninsula on which it stands. Although San Francisco is hilly, its site was originally more hilly; huge masses of hill have been blasted into the bay and cuttings have been made through the steep rocks.

The new city, rebuilt since the earthquake of 1906, is full of fine buildings and handsome parks whose sub-tropical vegetation give to the whole a setting of Latin richness and romance. Market Street, the principal business thoroughfare, is 3 miles long and 120 feet broad.

Almost destroyed in the earthquake, its picturesque wooden buildings have been replaced by great reinforced concrete structures eight to eighteen storeys in height.

A noble drive of 20 miles carries one along the Pacific front through the Golden Gate Park, constructed out of what was once barren sand dunes, and through some of the chief streets of the west end. Beautiful seaward views spread before one—much of the shore-line is somewhat tame—and finally one arrives at the far-famed Seal Rock, where hundreds of sea-lions disport themselves.

There is evidence in San Francisco of a revival in the Spanish-Moorish style of "mission" architecture, and this style seems admirably to suit the air of California and the tempered heat. Few of the old buildings—if one may use such a word as "old"—remain. Not only the earthquake but many fires have done their worst in San Francisco. A Spanish military post and Franciscan missions were built in 1776 near the northern end of the peninsula, and it is round these that the city has grown. Of later buildings, the Pioneer Hall of 1850, where the Society of Californian Pioneers has its home, Portsmouth Square, where criminals used to be executed in the 'fifties, and Union Square, now a fashionable shopping centre, all deserve attention.

The city is extremely cosmopolitan. Although it contains, unlike some other American cities, relatively few Germans or Irish, it has large Jewish, Italian, and Spanish quarters, and an enormous Chinese quarter. This last, which with its opium dens and its Oriental atmosphere, is one of the most striking things in San Francisco, covers no less than twelve city blocks, and lies at the foot of Nob Hill. China-town has never been more fully created out of the East than in the China-town of San Francisco.

San Francisco, although located more than 600 miles north of the Mexican border, enjoys the same gloriously and gratefully warm winters as does Southern California. However, the summers in San Francisco are invigorating and pleasantly cool, the difference between seasons being scarcely perceptible—in fact, the temperature is more uniformly even throughout the year than that of any other large city in the world. The mean temperature for twenty years for December, January and February was 50·8; for the months of June, July and August, 56·5; there being a difference of only six degrees between the winter and summer months. Sunstroke never occurs.

The same weight clothing is generally worn by the residents of San Francisco the year round, usually medium weight.

Practical Note.—*Population*: 750,000. *Climatic Conditions*: October-March, mild winter, no snow; April-June, spring; July-September, summer. *Landing and Baggage*: Pier 33, foot of Sansome Street, north end of city; Union Transfer Co. handle baggage, charges trunks, \$1; hand baggage, \$0.75. *Customs and Currency*: Personal effects to value of \$100 free from duty; an ad valorem duty of 50

per cent is levied on guns, plus a duty of \$10 for each gun. Currency, American dollars and cents. *Local Conveyances*: Taxi-cabs, meter rates, 25 cents per mile; short trips to centre of town, 75 cents; also electric street cars to all city points, fare 5 cents. *Hotels*: Palace, \$5; St. Francis, \$3; Fairmount, \$8; Whitcomb, \$3.50; Clift, \$5; Bellevue, \$3; Stewart, \$3; Plaza, \$3. *Banks*: American National B., Anglo and London, Paris National B., B. of California, B. of Italy, Canadian B. of Commerce, Crocker National B., British-American B., First National B., Mercantile National B. and Trust Co., Wells, Fargo Nevada National B.

SANDAKAN, British North Borneo, principal port in that portion of Borneo governed by the British North Borneo Chartered Company.

Practical Note.—*Population*: 12,000 (Chinese, Malays, and natives). *Climatic Conditions*: October-March, wet; April-September, fine. *Landing and Baggage*: Government Wharf, nominal charge for portorage. *Customs and Currency*: Personal effects are free. Duty of \$5 levied on each gun barrel and 1 cent on each round of ammunition. Dollars and cents are legal tender; one dollar is normally worth 2s. 4d. *Local Boat-hire*: 50 cents per trip. *Local Conveyances*: Motor-cars, \$3.50 per hour. *Hotel*: Sandakan, \$8 per day. *Banks*: Hong-Kong & Shanghai Bkg. Corp., State B., Taiwan B., Chartered B. of India, Australia, and China. *Local Steamship Communications*: Sahah Steamship Co., Straits Steamship Co. Eastern and Australian Steamship Co., to Australian ports and Manila, China and Japan.

SHANGHAI.—Shanghai lies sixty miles from the sea on the Whangpoo river, which flows into the Yangtze. Modern steamers come up the river and dock at the wharfs on either side of the stream. The river is one of the most picturesque in China, on which craft of all character, from ancient sampans and queer junks to the most modern ocean liners, ply. The Bund is lined with office buildings and banks, architecturally so advanced as to give the skyline of Shanghai the appearance of a great and prosperous European metropolis.

Shanghai consists of the International Settlement, the French Concession, and a group of Chinese cities, the population of the whole amounting to more than 2,000,000. Broad and modernly paved streets radiate in all directions from the foreign settlement to the Chinese cities, where one comes immediately into contact with the teeming life of the Orient.

The central street of Shanghai is the Nanking Road, upon which are situated large and small shops in which the tourist can purchase interesting products of the Chinese loom and workshop, as well as Paris gowns and jewelry of the finest craftsmanship.

Much of the picturesqueness of Nanking Road has disappeared in the development of modern department stores.

A continuation of Nanking Road is the Bubbling Well Road, which leads to the residential section of the city, where Chinese and foreigners have built themselves palatial residences.

On the Avenue des Deux Republiques, which separates the French Concession from the Chinese city and marks the change from an ancient to a modern civilisation, are a large number of curio shops which cater to foreigners, where one can purchase gifts and souvenirs of the Orient such as are welcome at home.

The Chinese shops of Shanghai have a character of their own. Some are shut in behind doors, others have their whole front open to the street. One notices with astonishment hundreds of ham shops—the Chinese adore the flesh of pigs—roast-duck shops, bakery shops, where the whole process is carried on in the view of the public, and drug shops, whose commodities include weird roots, insects, herbs, seaweed, and bones. Other shops that attract notice are the silver shops and the curio shops. The real charm of shopping in Shanghai is to be found in the side streets, where everything is genuinely and typically Chinese. One may observe there, with a certain melancholy amusement, that the shops most gaily decorated are those which sell funeral trappings. China is, indeed, different from Europe.

Shanghai is the metropolis of China. Here is the banking centre. Large mills, which employ almost 250,000 workers, lie in the suburbs of the city. Palatial hotels, cafés, and cabarets provide amusement to the foreigners, who often, however, prefer Chinese theatres and Chinese restaurants, many of which are accessible from the hotels. The most satisfactory of Chinese restaurants for foreigners (providing a menu which is palatable to the European taste and which is unique) are the Cantonese.

There are more than seventy-five clubs in Shanghai, catering to every taste and every form of amusement and sport. The tourists who visit Shanghai can find in this city every want and every need satisfied.

Practical Note.—Treaty port in the province of Kiangsu, on the River Whangpoo. *Population*: 1,687,967 (British, American, Japanese, and other foreigners, 26,869). *Climatic Conditions*: October-December, very good, fine; January-March, cold and windy; April-June, mild and rainy; July-September, very hot, typhoon rains. *Landing and Baggage*: Vessels from south go alongside wharf; vessels to south moor in river. Baggage is landed at wharf, or at Customs jetty from vessels in stream; charges, 5 to 10 cents per package. *Customs and Currency*: The Customs usually examine baggage and charge five per cent *ad valorem* duty on other than personal belongings. The currency used in Shanghai is the Mexican dollar. The rate of exchange fluctuates constantly, but the official rate is published daily in the newspapers, and numerous exchange shops engage in the business of changing money. The market rate of exchange is posted in

a conspicuous place in each shop in the International Settlement, in accordance with the municipal regulations, for the protection of the customer. Exchange may also be effected at the banks and hotels.

Local Boat-hire: Launches and sampans are available. *Local Conveyances*: Motor-cars, \$4 per hour; rickshaws, 10 cents per mile. *Hotels*: Astor House, Palace H., Kalee H.; about \$7 per day. *Banks*: P. & O. Bkg. Corpn., Hong-Kong & Shanghai Bkg. Corpn., Chartered B., International Bkg. Corpn., Yokohama Specie B. *Local Railway Communications*: To Peking, Tientsin, Hankow, Tsingtau. *Local Steamship Communications*: To all coast and river ports.

Tourist Interests.—The Chinese native city, Bubbling Well and Temple. The Loonghwa Pagoda. Good shops, both foreign and Chinese. Silk is both good in quality and reasonable in price.

SINGAPORE.—Singapore shares with Colombo, in proud and popular parlance, the title of "The Clapham Junction of the East." And it is not a claim that strikes one as unreasonable when one sees, as it were, all the shipping of the world lying in its roadstead, the steamers dotting the blue ocean, and the native craft, with their forest of thin masts, hugging the shore. The tonnage of Europe, Asia, and Australia concentrates upon this gateway, and the town, lying about the harbour, lives, in all its 400,000 inhabitants, upon the commerce and passengers of the Seven Seas.

Singapore is both a town and an island, and, strangely enough, though the town is civilised and rich, the remainder of the small island is mostly wild and wooded. The esplanade of Singapore town is one of the most magnificent sights of the Europeanised East. This immense white city, whose stately buildings stretch level along the margin of the sea, looks in the tropic glare as if it had been raised by the sumptuous imagination of an enchanter's wish. It is impossible to believe that the country behind is virgin bush. Motor-cars whiz by (there are 6000 of them in Singapore), guests from the steamers sip iced drinks on the verandahs of "The Europe," "Raffles," or the "Adelphi," Chinese pass noiselessly upon their affairs.

Of course, there is another aspect of Singapore, and that is the aspect of the native quarter. There the East comes before you without any veneer of Europe on its drowsy face. It is no more like the Esplanade than it is like the business and shopping quarter, which, again, is only Europe in a different guise. He that would know the East must escape from the pleasant ease of hotels to wander solitary in queer side streets and nolsy bazaars, where the immemorial, mysterious, crowded life of the Orient goes on unchangingly from day to day. In such places its flavour will veritably assail him in a double sense, and he will discover old Asia at his very elbow.

The gardens of Singapore are celebrated among the great gardens of the world. They lie away back behind the city, and the time to

visit them is in the cool of the short twilight, when you may loiter through their winding paths and enjoy the exquisite vista of their green variety. It was here that the first rubber seeds, brought from Brazil, were planted, so that these gardens may be called the cradle of Malaya's modern prosperity.

As in all Eastern cities, night is the supreme magician. It seems to erase the very dross and languor of the fiery day. The riding-lights of ships gleam upon the darkened roadstead, electric lamps glitter along the front, naphtha-flares blaze about the native stalls, and, up above, the vast dome of the sky is all pricked with the pin-points of the Southern stars. A laden breath comes off the sea and passes over you like a faint sigh. Singapore is settling to rest.

Practical Note.—*Population* : 433,398 (estimated in 1922) (European, Chinese, Malay, Arab). *Climatic Conditions* : Little change in temperature throughout the year, but rain is more continuous from November to February, when it is slightly cooler. *Landing and Baggage* : Singapore Harbour Board's Wharves. No charges for landing. *Customs and Currency* : Nominal duty of about \$2 is levied on guns, and of about \$5 on ammunition, which cannot be landed without a licence; other imports are duty free. Dollars and cents are legal tender; normal worth of dollar, 2s. 4d. *Local Conveyances* : Motor-cars, \$3 (7s.) per hour. From wharf to town, about 3 miles, \$1 to \$2. *Hotels* : Europe, Raffles, and Adelphi are the principal hotels. Charges about \$8-\$12 per day per person. *Banks* : P. & O. Banking Corporation, Hong-Kong and Shanghai B., Chartered B. of India, A. and China, Mercantile B., International B., B. de l'Indo Chine, Netherlands India Commercial B., Yokohama Specie B. *Chief Railway Communications* : Singapore, Kuala Lumpur and Penang, and also to Bangkok. *Local Steamship Communications* : Frequent sailings to Java and Sumatra and F.M.S. coast ports. B.I. passenger service, Singapore-Bangkok. The P. & O. Office is situated at 11 Collyer Quay. Messrs. Boustead & Co., Agents of the British India Steam Navigation Co., and Messrs. Adamson, Gillfillan & Co., agents of the British India Apar Line, are situated respectively in the Union Building and Hong-Kong Chambers, both in Collyer Quay, within a short distance of the P. & O. office.

Tourist Interests.—Mail steamers stay twenty-four to thirty-six hours. The Museum is close to the hotels and deserves a visit. The Botanical Gardens, about 5 miles from the town. Roads are good, and passengers who have the time should motor to the Gap (about 8 miles), where there is a glorious view, just before sunset, of the adjacent islands. There is a picturesque drive to Johore, about 16 miles by motor-car.

SMYRNA, seaport situated in the Gulf of Smyrna, on the coast of Asia Minor, Aegean Sea; one of the principal cities of Turkey.

Practical Note.—*Population*: 250,000 (principally Turks; Europeans, 30,000). *Climatic Conditions*: October-November, mild; December, cold; January-March, cold and rain; April-June, fine, dry, cool; June, warm; July-August, hot; September, fine, cool. *Landing and Baggage*: Custom House Jetty; good open boats for landing, charge 2s. 6d. per passenger; baggage landed with passengers. *Customs and Currency*: See Constantinople. *Local Boat-hire*: 5s. per person, 2s. per package. *Local Conveyances*: Cabs, 7s 6d. per hour (minimum fare, 2s.). *Hotel*: Splendid, 25s. *Banks*: Imperial Ottoman B., Crédit Lyonnais, B. di Roma. *Chief Railway Communications*: Ottoman (Aidin) Rly., Smyrne-Cassaba & Extensions. *Local Steamship Communications*: Khedivial Mail Line to Levant ports, Greece, Egypt and the Red Sea.

Tourist Interests.—Visit to Ephesus, to bazaars, etc.

SOURABAYA.—**Practical Note.**—Port on the east coast of Java. *Population*: Nationalities various. *Climatic Conditions*: October-March, wet; April-September, dry and cool. *Landing and Baggage*: Steamers berth in wharf or anchor in the roads. *Customs and Currency*: See Samarang. *Local Boat-hire*: Launch, G.1.50, for one trip from ship to shore; sampan, G.0.75, for one trip from ship to shore. *Local Conveyances*: Taxis, G.3 per hour; electric tram, G.0.20 per section (about 2 miles); steam tram, ditto. *Hotels*: Oranje H., G.12; H. Simpang, G.10 per day. *Banks*: Netherland Trading Co., Ned. Ind. Handelsbank, Hong-Kong & Shanghai Bkg. Corpn. *Local Steamship Communications*: Per Koninklyje Paketvaart My. steamers.

SUEZ.—**Practical Note.**—Southern entrance of Suez Canal. *Population*: 37,000 (Egyptians, Greeks, Italians, British, French, etc.). *Climatic Conditions*: October-December, cold; January-March, pleasant; April-June, warm; July-September, very warm and damp. *Landing and Baggage*: Port Ibrahim, Passport Office Landing Stage; passengers conveyed by steam launch at 5s. per passenger, by native craft hire, 15s.; baggage by steam launch, or by lighter, charges for small pieces, 1s. each, large 2s. *Customs and Currency*: See Alexandria. *Local Conveyances*: Taxis, 2s. for the run between Suez and Port-Tewfik. Cab hire, 2s. 6d. per run between Suez and Port-Tewfik; 3s. per hour. *Hotels*: H. Bel-Air (Suez), H. Sinal (Port-Tewfik), 18s. 6d. per day. *Banks*: National Bank of Egypt, Anglo-Egyptian Bank, Ltd. *Railway Communications*: Egyptian State Railways. *Local Steamship Communications*: Khedivial Mail Line to and from Red Sea ports, Levant ports, Greece, Egypt, Turkey, etc.

SUVA, capital of Crown Colony of Fiji, situated on south-east coast of Island of Viti Levu.

Practical Note.—*Population*: About 13,000 (European, Fijian, and

Indian). *Climatic Conditions*: October-December, beginning of warm weather; January-March, summer months, rainy season; April-September, fine and cool. *Landing and Baggage*: Steamers berth at wharf. Wharfage charges vary, averaging about 3d. per package. *Customs and Currency*: Personal effects, if accompanied by owner, are free; duty on most other effects is 15 per cent when of British origin, and 27½ per cent when of foreign origin. Fiji Government notes (pounds, shillings, and pence) are legal tender. *Local Boat-hire*: When U.S.S. Co.'s steamers work at anchorage, a motor launch maintains frequent communications between steamer and wharf; no charge. *Local Conveyances*: Motor-cars, one to two passengers, 10s. per hour (within the municipality); three or more passengers, 15s. per hour. *Hotels*: Union S.S. Co.'s Grand Pacific H., 18s. 6d.; Club H., 12s. 6d.; Pier H., 12s. 6d.; M'Donald's H., 12s. 6d.; Melbourne H., 10s. 6d. per day. *Banks*: B. of New Zealand, B. of New South Wales. *Local Steamship Communications*: Canadian-Australasian Line, Suva to Honolulu and Vancouver; Suva to Auckland and Sydney; Union Line, Suva to Samoa and Tonga, Suva to Auckland; A.U.S.N. Co., Suva to Sydney direct; Fiji Shipping Service to all parts of Fiji Group; Oceanic Co. to Pago Pago, Honolulu, San Francisco, and to Sydney.

Tourist Interests.—Albert Park, Botanical Gardens, and Museum. Drive around Suva Point. Drive along Colo Road on top of hills—splendid views of harbour, ocean, mountains, and forest. Drive to Nausori to Colonial Sugar Refining Company's Mill. Drive along foreshore of harbour to Bay of Islands. If visitor stops at Suva for a few days more extensive tours can be arranged to the nearby Islands of Beqa, Kadavu, and Ovalau, and if time permit, to many of the other islands of the group, particularly to Taveuni and Vanua Levu. Trips inland can also be arranged and magnificent views of mountains and rivers be obtained. Contact with Fijian natives, settlers, planters, etc., will prove interesting.

SYDNEY.—Sydney harbour is justly celebrated for its grandeur and its beauty, and few capitals can rival Sydney in the natural advantages of its site. The capital, with its suburbs, stands on undulating land, extending for a distance of 10 miles north, south and west, and the harbour is bordered on the east by the Pacific Ocean.

Of all Australian towns, Sydney has the most old-world appearance. It was Robert Louis Stevenson who said that he loved Sydney "for its bits of old London and Paris." But much rebuilding has been going on of recent years, and in time Sydney is doomed to lose its inner and ancient charm, though it can never lose the splendour of its surroundings.

Sydney, like the cities of Europe, but unlike most cities of modern

growth, has evolved on no particular plan. Many of its streets are narrow and irregular, and those leading to Darling Harbour are inconveniently steep. George Street, which runs for a couple of miles north and south, is Sydney's principal thoroughfare, and certainly it contains shops and buildings to rival those of the northern hemisphere.

Sydney, indeed, is full of dignified edifices. One may mention in this respect the Post Office, the Town Hall, the Anglican Cathedral, and the Roman Catholic Cathedral, which last is a Gothic structure of considerable splendour and the finest of its kind in all Australia. Gothic, too, in style are the three colleges grouped around the university, which is memorably rich in manuscripts dealing with the early history of the Island continent. On the other hand, Government House, situated in the park-like domain, is modelled on Tudor architecture. Of recent years many magnificent business premises—some of them rising to fourteen storeys in height—have been built.

One of the greatest charms of Sydney is the number of its open spaces. Hyde Park—a sort of plateau in the centre of the town—Cook Park, Philip Park, the Domain, and the Botanical Gardens, besides many smaller parks, give to this busy town an invaluable breath of the fresh country. And it is all the more delicious to retire to these parks from the crowded streets, because the climate of Sydney, mild and equable, tempts one to taste the joys of the open air.

The finest view of the city is to be obtained from the water. A series of a hundred little harbours opens around the bay, and all the slopes of the town are crowded with houses, whose gardens come down to the water's edge. Large suburbs hem the city about, interspersed with greenery and trees, and on hot summer nights the inhabitants flock on to the water of the harbour, all-beautiful with the riding-lights of ships. Save at Marly Beach, where bathing and surfing are indulged in, the presence of sharks makes bathing dangerous. But many of the houses have triple-line supplies of sea-water, and this to some extent compensates for the lack of sea-bathing.

Sydney is certainly one of those towns which do not disappoint imagination. The incomparable beauty of its harbour, its quaint old corners, and its air of prosperity and spaciousness, make it, indeed, a queen among the cities of the south and an ideal place in which to taste the flavour both of vanished and of modern Australia.

Practical Note.—Capital of New South Wales, and largest city in Australia. *Population*: 1,038,950. *Climatic Conditions*: October-December, spring, mild to warm; January-March, summer, warm; April-June, autumn, mild to cold; July-September, winter, cold to mild. *Landing and Baggage*: P. & O. steamers berth at wharf practically in Woolloomooloo Bay; no landing or baggage charges. If desired, P. & O. agents will pass baggage through Customs to its destination at passengers' expense, or tranship baggage of passengers

booked through to New Zealand, etc., free. *Customs and Currency*: See Melbourne. *Local Conveyances*: Cabs, 2s. for first quarter hour and 1s. for each additional quarter hour; taxis, 1s. 9d. for the first third of a mile and 6d. for each additional third of a mile; tram, 2d. per section; trains, first-class, about 1½d. per mile, second-class, about 1d. per mile; ferry boats, between 2d. and 6d. to any part of harbour. *Hotels*: Australia, 14s. (meals extra); Usher's, 23s. 6d.; Wentworth H., 25s.; Carlton H., 24s. 6d.; Petty's H., 22s.; Metropole H., 6s. 6d. (meals extra); Grand Central H., 5s. (meals extra) *Banks*: B. of N.S.W., Commercial Banking Co., B. of Australasia, English, Scottish and Australian B., Australian B. of Commerce, Union B. of Australia, Commonwealth B. of Australia, etc. *Chief Railway Communications*: With all important cities throughout Australia. *Local Steamship Communications*: N.S.W. coast, Tasmania, Queensland coast and the East, Pacific Islands, New Zealand (except Bluff and Dunedin), and America.

Tourist Interests.—The harbour, Parramatta and Lane Cove rivers, Zoological Gardens, Surfing Beaches, Hawkesbury River, Blue Mountains, Jenolan Caves, Mount Kosciusko and Bulli Pass.

TAHITI.—The South Sea Island of Tahiti is curiously divided into two halves, Great Tahiti and Little Tahiti, joined by the isthmus of Taravao, which is only about a mile wide and nowhere more than fifty feet above sea-level, although the island as a whole is extremely mountainous, with one peak, Orohena, over 7000 feet in height.

Around the coast, however, there is a strip of flat but fertile land which is singularly charming, with villages set among palm groves and gardens intersected by streams. A good road runs round the coast, and it is not difficult to get a faithful idea of Tahiti in a short time.

The capital of the island is the Europeanised town of Papeete in the extreme north. It faces the Bay of Mutavai, with its curving harbour, which ends in bright green groves of palms. This cheerful little town, whose houses are shaded by trees and flowering shrubs, and over whose streets the greenery almost meets in an arch, is not only the principal trading centre of Tahiti, but in the whole of the Eastern Pacific. The town, which is approached from the sea by two channels through the reef, has a quaintly French aspect in a tropical setting. It possesses a cathedral, barracks, Government buildings, and charming Botanical Gardens. The visitor, eager for local colour, should not fail to visit both the Chinese quarter and the native settlement.

The most exciting thing that ever happened to Papeete was, it may be worth while recalling, its shelling by the Germans some little time before the battle of Coronel.

Tahiti is a typical island of the Pacific, and its somnolent and luxurious beauty is not easily to be described in words. Perhaps the

most remarkable sight, as apart from the whole southern richness of the isle, is the waterfall of Fantauau, some few miles out of Papeete. It can be approached along the border of the Fantauau River, sometimes shallow and sometimes a torrent, and then by a narrow and precipitous path up the mountain.

Tahiti is divided into a number of districts, and communication between them, or rather between the different villages, is usually made by sea or river. While the native houses are thatched with the leaves of sugar-cane, such buildings as churches and schools are covered with the useful, but far from ornamental, corrugated iron or by crude-looking tiles.

The inhabitants are of Polynesian stock, and though in appearance they closely resemble those belonging to certain other groups of the Pacific Islands, they have their own very different customs.

Both heat and rainfall are great, and the seasons are not defined with any particular clearness. But, generally speaking, most rain falls between December and April, and in these months, especially, one may find it difficult to keep the mildew from one's clothes.

Practical Note.—*Population*: 12,500 (French, British, and many Chinese). *Climate*: November-March, rainy season; April-October, dry season. *Landing and Baggage*: Passengers and baggage are landed at wharf in centre of city. *Customs and Currency*: No duties are levied on passengers' effects. French francs, British pounds, and American cents are current. *Local Conveyances*: Motor-cars can be hired at \$2 per hour. *Hotels*: Good hotels, rates from \$2.50 to \$3.50. *Bank*: Banco Indo-Chine. *Railway Communications*: None. *Local Steamship Communications*: Union Steamship Company of New Zealand, Ltd., to Australia and New Zealand, Rarotonga, and San Francisco.

Tourist Interests.—Launch rides to adjacent reefs. Interesting native markets and shops. Drives to Papara, passing through one of the finest vanilla plantations in Tahiti, to the Tomb of Pomare, past Pomare's Palace, to Point Venne, on the northernmost headland of the island.

TANGA, port on the east coast of Africa, about equidistant from Mombasa and Zanzibar.

Practical Note.—*Population*: About 11,000 (Swahili, Arab, and Indian). *Climatic Conditions*: January-March, moist; July-September, wet. *Landing and Baggage*: By small boat; baggage, 50 cents per load of about 60 lbs. *Customs and Currency*: See Kilindini. *Local Boat-hire*: Sh.1.50 to Sh.1, according to distance. *Local Conveyances*: Rickshaws, Sh.1 per hour; and by distance. *Hotel*: Grand H., Sh.20 per day. *Banks*: National B. of India, Standard B. of South Africa, Ltd., National B. of South Africa, Ltd. *Chief Railway Communications*: Tanga to Moshi; thence by Uganda

Rly. to Mombasa. *Local Steamship Communications*: British India S.N. Company, Coastal Service, connecting with Mail Service to India, Aden, and Europe.

TANGIER, Morocco. International town, with small hinterland of about 144 sq. miles at the north-west corner of Africa, surrounded by Spanish zone of Morocco.

Practical Note.—*Population*: About 50,000 (about 1000 British, 1000 French, 8000 Spanish, 8000 Jews, and 30,000 Moors). *Climatic Conditions*: October-December, fine, warm, occasional rain; January-March, ditto; April-June, mild and warm; July-September, warm to hot, always fine. *Landing and Baggage*: Passengers conveyed ashore in motor launches; hand baggage landed free, larger packages 1 peseta each. *Customs*: Personal effects not dutiable; permit required for import of guns and ammunition. *Currency*: Spanish peseta and French francs are used. *Local Boat-hire*: 1 peseta per passenger, 5 pesetas per boat. Motor launches by arrangement. *Local Conveyances*: Cabs, 2s. 6d. per hour; taxis, 7d. per km. *Hotels*: H. Cecil, H. Continental, 12s. summer, 14s. winter. *Bank*: B. of British West Africa. *Local Communications*: Daily motor services to Tetuan, Arzila, Larache; daily to Rabat, Fez, etc. *Local Steamship Communications*: Bland Line to Gibraltar, Mondays and Fridays, and to Casablanca every Tuesday. Daily service of Spanish steamers to and from Algeciras and Gibraltar. Service to Cadiz every Friday and Tuesday; to Ceuta on Thursdays.

Tourist Interests.—Tangier is an old Roman agricultural colony, which afterwards became Portuguese and later British. It has recently been reconstituted under an international municipality. Roman remains still exist. Modern European buildings surround the old Moorish town. Amusements include golf, tennis, riding, visits to the Casino, etc. Excursions can be made into the interior. During a short stay the native Courts of Justice, markets, and various other points of interest can be visited. Climatically, Tangier is delightful throughout the year, with a lively society. The passing visitor may divide his day by a morning ramble on mule back, preferably with a native guide, through the native quarter and environs of the town and an afternoon motor run to Cape Spartel, the caves of Hercules, olive groves, and other places.

TELUK ANSON, situated on the Perak River, 30 miles from the sea. Port of the State of Perak.

Practical Note.—*Population*: Malay, Chinese, and Indians. *Climatic Conditions*: Moderate summer climate throughout the year with occasional rains. *Landing and Baggage*: Landing-place, one mile from town; steamers berth alongside quay; transport available. *Customs and Currency*: See Singapore. *Local Conveyances*: Rickshaws

and hired motor-cars. *Hotel*: Government Rest House, \$4 per day. *Bank*: Chartered B. of I.C. & A. *Railway Communication*: With all ports on Peninsula. *Local Steamship Communications*: To Penang, Singapore, P. Swettenham, P. Dickson, etc.

TIENTSIN, "The Ford of Heaven." Treaty port. Situated at the junction of the Grand Canal of the Peiho (North River) leading north to Peking and of the Haiho (Sea River) emptying into the Gulf of Pechihli. Distance from sea, 35 miles by Chinese road, and approximately 47 miles by river.

Practical Note.—*Population*: Approximately 900,000 (Chinese, Japanese, British, American, French, Russians, Germans, Italians, etc.). *Climatic Conditions*: October-March, very cold; April-June, warm; July-September, hot. *Landing and Baggage*: Hotel runners meet train and boat at Tientsin Bund, in centre of English settlement; baggage, no charges other than coolie hire; or T. Cook & Son or American Express attend luggage if requested. *Customs and Currency*: See Hong-Kong. *Local Boat-hire*: Local steamers moor alongside Bund; ocean steamers moored off Taku Bar, passengers make own arrangements with the Lighter Co.'s tugs. *Local Conveyances*: Motor-cars, \$3 per hour; rickshaw, 20 cents per hour. *Hotels*: Court H., \$12; Astor House H., \$12; Imperial H., \$8. *Banks*: Hong-Kong and Shanghai Bkg. Corp., Chartered B. of India, Australia and China, International B., Yokohama Specie B., l'Indo Chine, B. Belge. *Chief Railway Communications*: Peking-Mukden Railway and Tientsin-Pukow Rly. *Local Steamship Communications*: Indo-China S.N. Co., Ltd., China Navigation Co., Ltd., China Merchants Steam Navigation Co.

TRIPOLI, Grand Liban (formerly Syria) port on Syrian coast for Homs, Hama, and Aleppo.

Practical Note.—*Population*: [45,000 mostly Moslems, 6000 Christians (Grand Libanais)]. *Climatic Conditions*: See Beyrout. *Landing and Baggage*: At Customs Quay, El Mina, landing by sailing-boats, charge 2s. 6d. to 3s. 6d. per person; baggage landed with passengers at 1s. per trunk. *Customs and Currency*: See Beyrout. *Local Conveyances*: Carriages or cars. *Hotel*: Royal H., 10s. per day. *Banks*: B. de Syrie, Banca di Roma, Henry Heald & Co. *Railway Communications*: Terminus of a broad gauge railway which joins the Rayak-Aleppo line at Homs. Aleppo is on the Bagdad Rly. (completed as far as Nisibin only). Rayak is on the narrow-gauge Beyrout-Damascus railway line which connects with the Hedjaz line and with the Palestine railways. *Steamship Communications*: Khedivial Mail Line, weekly, southward to Cyprus and Egypt and northward to North Syrian ports, with correspondence at Alexandria and Smyrna and Constantinople; Lloyd Triestino, weekly service from

Trieste via Egypt and Palestine to Tripoli, thence to North Syrian ports, Smyrna, Constantinople, Piræus, Adriatic, and Trieste; Sitman Line, fortnightly service to and from North Syrian ports, Smyrna and Constantinople.

TSINGTAO.—**Practical Note.**—North China. *Population*: 50,490. *Landing and Baggage*: Wharves one mile from town; hotel runners meet all steamers and trains and pass baggage through customs. *Customs and Currency*: See Hong-Kong. *Local Conveyances*: Motor-cars, carriages, and jinrikishas. *Hotels*: Grand H., Strand H. (summer only), \$10 per day. *Banks*: Hong-Kong and Shanghai B., Chartered B. of I., A. and C., Yokohama Specie B. *Chief Railway Communications*: Shanghai, Peking, Tientsin. *Local Steamship Communications*: All ports of China, Japan, Korea.

Tourist Interests.—Tsingtao is a modern town built by the Germans during their occupation, which ended in the Great War. From the Yawatayama, a hill in the centre of the town, a fine view can be obtained of Tsingtao. The Asahi Park is very beautiful. The bathing beach with its hotel and bathing sheds is unrivalled in the Far East, and well protected. Behind the beach rises the famous German fort of Hulsingchas.

VALETTA, capital of Maltese Islands. British Colony, self-governed since 1920. Most important naval base in the Empire. Fine harbours, important Air Force station and commercial air station.

Practical Note.—*Population*: About 225,000 (Maltese, about 213,000; Fleet garrison, about 20,000; about 2300 foreigners, all nationalities). *Climatic Conditions*: October-March, mild, but some rain and cold winds; April-September, dry, and at times very hot. *Landing and Baggage*: Passengers and baggage are landed in boats; charges vary with distance and time of day. *Customs and Currency*: Personal effects are free; guns and ammunition are subject to 20 per cent ad valorem duty. *Local Boat-hire*: 6d. per person. *Local Conveyances*: Motor-cars, about 10d. per mile for five-seaters, and 1s. 3d. for seven-seaters; arrangements may be made for special trips or by the day; small horse-driven cabs, taking four, according to tariff, about 6d. per mile. *Hotels*: Great Britain H. (under English management), 10s. to 14s. per day; Osborne H., 10s. to 14s. per day; Royal H., about 10s. to 14s. per day. *Banks*: Barclay's (Dominion and Colonial) Bank, Anglo-Maltese, B. of Malta, G. Solieluna & Figli, B. di Roma, Crédit Foncier d'Algérie et Tunisie. *Railway Communications*: Small, narrow-gauge line, about 15 miles long. *Local Steamship Communications*: Regular mail service three times a week to and from Syracuse. Other lines to Gibraltar, Tunis, Marseilles, Alexandria, etc.

Tourist Interests.—Malta can boast of a place in history at the very dawn of civilisation. Her unique position on the highway from

East to West, in the very centre of the Mediterranean, and her fine harbours have given Malta a special character.

Of the sacred island of the ancients we have evidence in magnificent temples and in the absolutely unique Hypogeum dug in the rock. The Knights of St. John have left wonderful buildings, including the Church of St. John, lavishly decorated with pictures, tapestries, and mosaics, the palace of the Grand Masters containing a fine armoury, tapestries, and pictures, many fine auberges or hostels of each section of the order, and a wonderful system of fortified lines. A feature of the countryside are the numerous wandering herds of goats, whose presence is due to the fact that the Maltese require the goats to be milked at their doors to ensure that their milk is unadulterated.

Servants are good, and English is generally spoken or understood. Men with interrupted service as naval stewards are usually available and make good valets and cooks.

A Government Tourist Bureau gives free information and help to tourists.

See also MALTA.

VANCOUVER.—On the southern side of Burrard Inlet, is an arm of the Gulf of Georgia, stands the city of Vancouver. It possesses the finest deep-water harbour on the Pacific coast, which is, indeed, one of the most magnificent natural harbours of the world. Vancouver is the chief Canadian port for the East, and is the centre of the vast timber industry of British Columbia.

One talks about modern cities as if it were natural enough that they should, so to speak, spring up overnight, but even so, it is almost unbelievable that up till 1835 the site of this busy, up-to-date town should have been the virgin forest, merely broken by a village of wooden houses, called Granville. It owes its sudden rise to the decision of the Canadian Pacific Railway to make Vancouver their terminus, and one may mention in this respect that four years later the village of shacks had developed into a town of 1000 people, with stone and brick houses, paved streets, four churches, and five schools.

Now, of course, it is infinitely larger and entirely modern. It possesses a cathedral and all the social paraphernalia of banks, hotels, and clubs, and its suburbs spread down the opposite side of the inlet, and to New Westminster on the other side of the city. The richer inhabitants own villas on the steep shores of the romantic North Arm and among the beautiful foot-hills that lie on the north side of the Inlet.

In the town itself, apart from such a building as the McGill College, perhaps the most attractive sight is Stanley Park with its 900 acres of pleasure ground. The maples, which flourish there in profusion, have a loveliness in the autumn which can scarcely be believed until it is seen.

The island itself is extremely fertile owing to the warm, moist winds of the Pacific. There is a large fruit-growing industry in apples, pears, and plums, and dairy-farming is also carried on with considerable success. The island is also remarkable for its industrial interests. Its foundries and steel works, its flour, lumber, paper and pulp mills, its salmon canneries and sugar refineries, which, concentrated in the city and its vicinity, are representative, to a great extent, of the island's wealth.

The Canadian Pacific Railway owns several handsome hotels, and, as the climate is the mildest in Canada, people can live on the coast in comfort, even during the winter. What is likely to surprise the visitor most of all will be not only the signs of busy prosperity where so recently there was the stillness of the forest, but the extraordinary number of Orientals he will encounter. Something like 35,000 Indians, Chinese, and Japanese live in Vancouver, and though they are perhaps not very popular with the Canadians, their hard-working activities have nevertheless helped considerably towards the prosperity of the island.

Practical Note.—B.C., Canada. *Population*: Greater Vancouver, 235,000; Vancouver, 120,000 (British, Irish, Canadian, Americans, Japanese, Chinese). *Climatic Conditions*: October-March, cold, with rain; April-June, showery, mild; July-September, fine and warm. *Landing and Baggage*: Pier A, C.P.R. Docks. C.P.R. and C.N.B. baggage agents join vessel at Victoria, check baggage on trip up, and transfer it to railway free of charge. *Customs and Currency*: Personal effects are free; 30 per cent duty on guns and ammunition. Canadian dollars and cents are legal tender. *Local Conveyances*: Taxis, \$3 per hour. *Hotels*: Vancouver Hotel, \$2.50 to \$5 per day; Grosvenor H., \$1.50 to \$4. *Banks*: B. of Montreal, B. of Commerce. *Chief Railway Communications*: Canadian Pacific Rly., and Canadian National Rlys. *Local Steamship Communications*: Canadian Pacific Steamships, Ltd., Canadian-Australasian Line to Honolulu, Fiji, New Zealand and Sydney.

Tourist Interests.—Vancouver, a large and growing city, lies amid beautiful surroundings and is popular both in winter and in summer as a holiday resort. Both the town itself and its immediate neighbourhood offer unusual attractions to tourists.

Travellers often wish to spend a few days on Vancouver Island before going across to the mainland. Here is the city of Victoria, the capital of British Columbia; Little Saanich Mountain, on which is built the second largest telescope in the world; Malahat Drive, through scenery unsurpassed on the Pacific coast; the Island Highway, a motor road of entrancing beauty; and Nanaimo, a flourishing city, famed for its coal deposits.

WEI-HAI-WEI (Port Edward), British naval base. Small port on coast of Shantung.

Practical Note.—*Population*: about 4000 (about 30 British, remainder Chinese). *Climatic Conditions*: October-December, mild to cold; January-March, very cold; April-June, warm; July-September, hot. *Landing and Baggage*: Landing charges in sampan, about 50 cents; in hotel launch, which runs only in summer months, \$1. Hotels must be advised for launch to call at ship. *Customs and Currency*: See Hong-Kong. *Local Conveyances*: Rickshaws, 20 cents per hour. Carriages, \$4 per day. *Hotels*: King's H., and Annex on mainland; Island H. on the Island (closed in winter). Summer rates from about \$10 per day. *Banks*: Chartered B. of India, Australia, and China; Hong-Kong & Shanghai B. *Local Steamship Communications*: British steamers to Shanghai, Tientsin, and Hong-Kong.

WELLINGTON.—On a land-locked basin, backed by a fringe of mountains, stands Port Nicholson, on which the town of Wellington is situated. It is built up over hills, and its position on the south of North Island enables it to command the shores of both the New Zealand Islands.

Wellington is up to date, with harbour and wharves in a high state of efficiency, and this is as it should be, because it is the largest exporting and distributing centre of the Dominion and has an immense shipping trade. Not only do many of the big New Zealand firms and banks make it their headquarters, but it is also the home of the Governor-General and the ministers, and the headquarters of all the Government Departments. It is a cosmopolitan place, and visitors in a constant stream are always coming and going.

Wellington is a well-built town with fine public buildings, such as Government House, overlooking the city, the Town Hall, and the new Parliament House. There is a university, a Roman Catholic Cathedral, a museum, stored with Maori relics, and on the higher ground Botanical Gardens, from which a fine view of the town beneath can be obtained.

Most of the city, as has been said, is hilly: the only flat portions are those comprising old Wellington, Te Aro Flat, and Thorndon, and the modern district of Newtown, which extends southward in the direction of Cook Strait.

Wellington is the political, social, and educational centre of the Dominion, and it seems to be assured of steady growth in size and importance. Its social season lasts during the session of Parliament, from May till October. Its vigorous, hard-working inhabitants are fond of sport and recreation, and bring to them the same qualities of thoroughness with which they invest their work. The New Zealander gets out of life what life has to give, both of endeavour and of enjoyment.

Racing is, perhaps, the most popular pastime, and the yearly race-meetings are the principal social functions. The racecourse of

Wellington is delightfully situated at Trentham in the Hutt Valley, 18 miles away, and an excursion there on a big race day is an experience not easily forgotten.

The interest of Wellington lies chiefly in its surroundings and in its population. Its history goes back but a short distance. But it is full of life, and one's envisagement of a great future for it is as fascinating to the imagination as the great dead past of other cities.

Practical Note.—Capital of New Zealand. On Port Nicholson at south-eastern end of North Island. *Population*: 112,000 (with suburbs). *Climatic Conditions*: September-November, spring; December-February, summer; March-May, autumn; June-August, winter. *Landing and Baggage*: Steamers berth at wharves. Baggage is discharged into Harbour Board sheds for Customs examination. No charges. *Customs and Currency*: See Auckland. *Local Conveyances*: Municipal electric tramways in city and suburbs. Taxicabs, 1s. 3d. per mile, or £1 per hour. *Hotels*: Midland, 25s.; Royal Oak, 22s. 6d.; Empire, 22s. 6d.; Cecil, 18s. *Banks*: B. of N.Z., B. of Australasia, Union B. of Australia, National B. of N.Z., B. of N.S. Wales, Commercial B. of Australia. *Railway Communications*: N.Z. Government railways. *Local Steamship Communications*: Daily ferry service on week days between Wellington and Lyttelton in South Island.

Tourist Interests.—Ample facilities are available in Wellington for sport of all kinds, including racing, golf, tennis, fishing, motoring, etc. There are numerous excellent bathing beaches within easy reach of the town. Excursions can be made to Tararua Ranges (beautiful bush scenery and climbs on snowy slopes), the Marlborough Sounds, reached by ferry boat to Picton; Tongariro and Wilton's Bush. The Botanical Gardens can be reached by cable-car to Kelburn terminus. Frequent trams run to the Zoo at Newtown Park.

YOKOHAMA, the gateway of Tokyo, is connected with the latter by steam and electric trains.

Practical Note.—*Population* (1918): Before the earthquake, 446,097 (Europeans, 6766). *Climatic Conditions*: October-December, very fine and mild; January-March, cold and wet; April-June, mild, but wet; July-September, very hot and humid. *Landing and Baggage*: Steamers berth at pier when space is available; or passengers are landed in Company's launch (no charge). *Customs and Currency*: Personal effects free; a high ad valorem duty is levied on guns, ammunition, tobacco and cigarettes. The gold yen (100 sen) is nominally worth 2s. ½d. *Local Boat-hire*: Sampans and launches are seldom available. A charge of 1 yen is usually made per passenger. *Local Conveyances*: Motor-cars, 6 to 7 yen per hour; jinrikishas, about 1 yen per hour. *Hotels*: the Tent; the Club; the Bluff; charges from 10 yen per diem. The Imperial H. at Tokyo charges

from 12 to 18 yen per day without meals; breakfast, 2 yen; lunch, 3 yen; dinner, 4 yen. *Banks*: Hong-Kong and Shanghai Bkg. Corpn., Chartered B. of India, Australia, and China, Yokohama Specie B., International Bkg. Corpn. *Railway Communications*: Electric and steam State railways to various parts of the islands. *Local Steamship Communications*: Passengers must travel locally by Japanese ships.

Tourist Interests.—There is little or nothing to be seen in or around Yokohama, as the town was entirely destroyed by earthquake and fire in September 1923. Kamakura, at the seaside, some 15 miles away, is a popular resort, and possesses a good foreign hotel.

Tokyo, the capital of Japan, which is 18 miles away, is connected with Yokohama by electric and steam trains which run regularly every 12 minutes. The journey takes 30 minutes by steam train and 50 minutes by electric train.

Yokohama with its wooden huts gives, at the present time, the impression of a large mining town. Numerous large and modern earthquake-proof buildings are, however, already completed, or under construction. Many of the former inhabitants have returned to the port and have opened up businesses again. The number of the present population is 405,389, of which 1092 are Europeans. A steadily increasing number of Europeans and Americans carry on their businesses still under somewhat trying conditions. A few have migrated to Tokyo, which they have made their headquarters.

Should accommodation be required at the Imperial Hotel, Tokyo, passengers are advised to reserve rooms some time ahead by wire, as the hotel is now usually full of Japanese and European and American tourists.

ZANZIBAR.—Like its neighbouring island of Pemba, Zanzibar is one of the chief clove-growing centres of the world, and when the clove harvest is in progress the off-shore breeze carries out to sea a spicy odour. As approached from the water, with this exotic smell in your nostrils, there is something curiously appropriate about the sight of the palm-fringed, undulating hill, the white sandy beaches above the deep blue of the sea, and the little emerald-coloured islands that spring up around you as you move inshore.

The channel runs close to the north of the island, where are the ruined palaces of former Sultans, and about you are the queer local fishing-craft and squat Arab dhows from the Persian Gulf. Altogether it is a romantic and memorable approach.

Zanzibar town, built on a low promontory, with its white houses, appears to rise straight from the water's edge. The present town dates from the eighteenth century and is a maze of narrow and tortuous streets. The blazing sunshine above seems to deepen the dark purple shadows of the alleyways and to lend an added air of mystery to the

vast doorways and the barred windows and the strange staircases. On the ruined walls peacocks sun themselves, and in the streets the strangest conglomeration of Africa and Asia passes by.

Indeed, Zanzibar is fantastically cosmopolitan, although its ruling atmosphere is Arab. Not only does every European nation appear to be represented, but there are Africans from the Congo, Abyssinians, jet-black Nubians, Syrian Jews, Chinamen, Turks, Singhalese, Hindus, and goodness only knows what else. But the three main peoples are the Arabs, the Swahills, and the Indians, and it may be mentioned here that the Europeans, the Indians, and the Africans all have their own separate quarters.

Zanzibar is a highly picturesque town. Though the buildings are not strikingly fine—the Mohammedans of Zanzibar favour austerity in the architecture of their mosques—yet the lay-out and the population, the sense of teeming life, the spell of the East, all help to create a feeling of delicious strangeness in the traveller. The Government market, which lies between the Darazani Bridge and the English Cathedral (itself reared upon the site of the old slave-market), is singularly attractive. About ten in the morning is the ideal time for a visit; all the produce of the open country is heaped up there, together with outlandish fish from the tropic sea.

The Arabs, as has been said, are the real lords of Zanzibar. Their women are invisible, but the men, bearded and grave, move in dignified slowness through the narrow lanes, with their gold-braided blue robes over their flowing white cotton dress and with their striped turbans. Their whole appearance is extraordinarily impressive and fits in most effectively with their surroundings.

Motor-cars can be hired in Zanzibar—where can they not be nowadays?—and an agreeable drive can be taken round the island. Two roads leave the town, and the southern one is the more picturesque. Through clove and coconut plantations, past villages shaded by palm and orange trees, the car winds its way in the bright sunlight. It is like driving through an immense garden. The fertile zone in Zanzibar is cultivated up to the hilt, but probably in other parts, as probably also in Pemba, there lie undiscovered ruins of the old Arab and Persian architecture of a bygone age. As to the remains of the Portuguese, these are fewer than most visitors imagine. Perhaps really the most fascinating of such are the two bronze cannons of the fourteenth century which stand outside the palace of the Bat-el-Ajaib.

Practical Note.—Island State on the east coast of Africa (British Protectorate). *Population* (1924): 115,016 (Europeans, Arabs, and Asiatics). *Climatic Conditions*: October-December, hot, with short rains; January-March, hot; April-June, long rains; July-September, cool and dry. *Landing and Baggage*: Passengers land at the beach; baggage is landed by the African Wharfrage Co., Ltd., at Rs.9.25 per ton, or by local boats on hire. *Customs and Currency*: A flat rate

**HOUSE FLAGS AND FUNNELS
OF THE ASSOCIATED LINES**



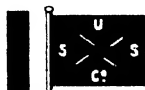
P. & O. S. N. Co.



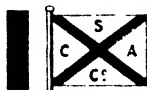
B. I. S. N. Co. L^{td}



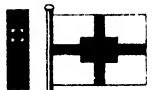
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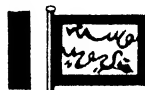
**UNION ROYAL MAIL LINE
(SAN FRANCISCO ROUTE)**



**CANADIAN-AUSTRALASIAN
ROYAL MAIL LINE (VANCOUVER
'ALL RED' ROUTE)**



FEDERAL S. N. Co. L^{td}



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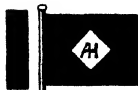


JAMES HOULSE L^{td}



HAIN S. S. Co. L^{td}

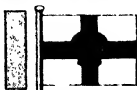
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TICKETS ARE INTERCHANGEABLE**



**BLUE FUNNEL LINE
(ALFRED HOLT & Co.)**



**ABERDEEN WHITE
STAR LINE**



ORIENT S. N. Co. L^{td}

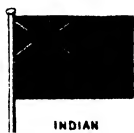


**UNION-CASTLE
MAIL S. S. Co. L^{td}**

BRITISH AND COLONIAL FLAGS



GIBRALTAR



INDIAN
EMPIRE



MALTA



CEYLON



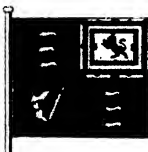
UNION FLAG



STRAITS
SETTLEMENTS



WHITE ENSIGN



ROYAL STANDARD



RED ENSIGN



CANADA



BLUE ENSIGN



UNION OF S. AFRICA



HONG KONG

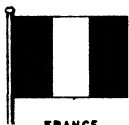


AUSTRALIAN
COMMONWEALTH



NEW ZEALAND

**COLOURS WORN BY MERCHANT VESSELS OF
DIFFERENT COUNTRIES**



FRANCE



UNITED STATES



GERMANY



RUSSIA



SWEDEN



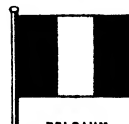
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DENMARK



HOLLAND



BELGIUM



PORTUGAL



ITALY



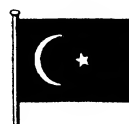
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SPAIN



GREECE



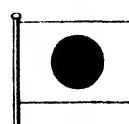
TURKEY



EGYPT





























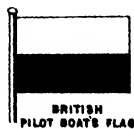
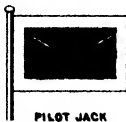
SIAM



JAPAN

**FLAGS AND PENNANTS TO BE USED IN
THE INTERNATIONAL CODE**

A 	H 	O 	U 
B  <i>The Powder Flag</i>	I 	P  <i>The Blue Peter</i>	V 
C  <i>Also signifies 'Yes'</i>	J 	* N. B. <i>is the signal for all persons to repair on board, in this respect hoisting it is about to proceed to sea.</i>	W 
D  <i>Also signifies 'No'</i>	K 		Q 
E 	L 	R 	Y 
F 	M 	S  <i>The Pilot Flag</i>	Z 
G 	N 	T 	 CODE FLAG AND ANSWERING PENNANT



of 10 per cent ad valorem is levied on all imports. Indian rupees and annas are legal tender. *Local Boat-hire*: 8 annas per head per single trip. *Local Conveyances*: Motor-cars, Rs.1 per mile rickshaws, 12 annas per half-hour. *Hotel*: Africa, Rs.10 per day. *Banks*: National B. of India, Ltd., Standard B. of South Africa, Ltd. *Railway Communications*: To Bububu (7 miles). *Local Steamship Communications*: British India S.N. Company's Coastal and Government steamers to and from Pemba, Dar-es-Salaam and other East African ports, and to India, South Africa, and Europe.

Tourist Interests.—Churches—Anglican Cathedral, Roman Catholic Church, and several mosques. Sultan's Palace and Government Offices on sea-front. Native and Indian bazaars. Clove and copra shambas, inland, easily visited by good roads. Licensed guides are available.

From...

to

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