MY LOG BOOK OF THE S.S. FRANCONIA

AMERICAN EXPRESS CRUISE AROUND THE WORLD

1923 1924

P·M·S
FRANCONIA

1923-24

diary of Ship's voyage from San Francisco to Hawaii, Japan, China, India, —

(75-

It's like a book, I think, this bloomin' world
Which you can read and care for just so long,
But presently you feel that you will die
Unless you get the page you're readin' done,
An' turn another—likely not so good;
But what you're after is to turn 'em all.

Gawd bless this world! Whatever she 'ath done—
Excep' when awful long—I've found it good.
So write, before I die, "'E liked it all."

—KIPLING

American Express World Cruise

S. S. FRANCONIA

Sailing from New York
November 15, 1923

CRUISE PERSONNEL

Cruise Manager
C. L. BABCOCK
Manager of Tours and Cruises, American Express Co.

Assistant Manager
A. L. MAAS

Educational Director
F. E. MARBLE

Deck Sports and Entertainment
PAUL LENNON

Accountant
F. GROVES

Cashier
G. C. FINEHOUT

Asst. Cashier
C. J. B. DIXON

Staff
A. C. COSMAN
J. E. DONALDSON
G. B. INGRAM
S. T. LASSEN
W. C. RUNDLE
A. ST. THOMAS

Dental Surgeon
DAVID HOUSTON, D.D.S.

Registered Nurses
MISS MARGUERITE WARFIELD
MISS MARIE OLSON

Official Photographer
KENDALL EVANS

R. M. S. FRANCONIA

Captain
G. W. Melsom, O.B.E., R.N.R.

Staff Captain
H. A. L. Bond, R.D., R.N.R.

Officers

Chief Engineer
C. Silverlock

Chief Steward
M. Green

Purser
F. E. Owen

Surgeon
T. G. Maitland

Chief Officer
R. J. Finlow, R.D., R.N.R.

Asst. Purser
J. R. Sell

AMERICAN EXPRESS WORLD CRUISE

S. S. "FRANCONIA"

November 15, 1923—March 27, 1924

(The itinerary will be carried out weather and other circumstances permitting, but the Commander of the "FRANCONIA" and the Cruise Management reserve the right to change the program if conditions render it necessary.)

PORTS	Arrivals	Departures	Miles*	Probable Stay
New York		Thur., Nov. 15, Noon		
Havana	Mon., Nov. 19, A.M.	Tues., Nov. 20, A.M.	1,174	.....
Colon	Fri., Nov. 23, A.M.	Fri., Nov. 23, A.M.	1,004	.....
Panama	Fri., Nov. 23, P.M.	Fri., Nov. 23, P.M.	44	.....
San Francisco	Sun., Dec. 2, P.M.	Tues., Dec. 4, A.M.	3,259	.....
Hilo	Mon., Dec. 10, A.M.	Mon., Dec. 10, Mid't	2,000	.....
Honolulu	Tues., Dec. 11, P.M.	Wed., Dec. 12, P.M.	196	.....

Yokohama	Sun., Dec. 23, P.M.	Sun., Dec. 30, A.M.	3,393	.....
Kobe	Mon., Dec. 31, A.M.	Fri., Jan. 4, A.M.	349	.....
Inland Sea	Fri., Jan. 4,			.....
Miyajima	Sat., Jan. 5, A.M.	Sat., Jan. 5, P.M.	172	.....
Shanghai	Tues., Jan. 8, A.M.	Wed., Jan. 9, P.M.	695	.....
Hongkong	Sat., Jan. 12, A.M.	Mon., Jan. 14, P.M.	820	.....
Manila	Wed., Jan. 16, P.M.	Thur., Jan. 17, P.M.	623	.....
Batavia	Tues., Jan. 22, A.M.	Thur., Jan. 24, P.M.	1,565	.....
Singapore	Sat., Jan. 26, A.M.	Sun., Jan. 27, A.M.	535	.....
Rangoon	Wed., Jan. 30, A.M.	Thur., Jan. 31, A.M.	1,061	.....
Calcutta	Sun., Feb. 3, A.M.	Wed., Feb. 6, P.M.	670	.....
Colombo	Sun., Feb. 10, P.M.	Wed., Feb. 13, P.M.	1,118	.....
Bombay	Sat., Feb. 16, A.M.	Thur., Feb. 21, P.M.	887	.....
Port Sudan	Thur., Feb. 28, A.M.	Thur., Feb. 28, A.M.	2,319	.....
Cairo	Sat., Mar. 1, P.M.	Fri., Mar. 7, A.M.	701	.....
Alexandria		Fri., Mar. 7, P.M.	244	.....
Naples	Mon., Mar. 10, A.M.	Thur., Mar. 13, A.M.	999	.....
Monaco	Fri., Mar. 14, A.M.	Fri., Mar. 14, Mid't	361	.....
Gibraltar	Mon., Mar. 17, A.M.	Mon., Mar. 17, P.M.	773	.....
New York	Thur., Mar. 27, A.M.		3,262	.....

*From outer Harbor Light to outer Harbor Light.

LOG OF THE CRUISE

Date	Course	Position	Run	Remarks

LOG OF THE CRUISE

Date	Course	Position	Run	Remarks

COMMON NAUTICAL TERMS

Aft (abaft).....Toward the stern or end of the vessel.

Forward.....Toward the bow or front of the vessel.

Starboard.....The right-hand side of the ship looking forward.

Port.....The left-hand side of the ship looking forward.

Port Hole.....State-room window.

Larboard.....The opposite of Starboard; an obsolete term, now superseded by "Port."

Weather-side.....The side of the ship toward the wind.

Lee-side.....The side away from the wind.

Fore-and-aft.....Lengthwise with the ship.

Thwartship.....Crosswise to the ship.

Midship.....Toward the middle or "waist"of a ship, equi-distant from the bow and stern.

Keel.....The central longitudinal beam at the extreme under side of the vessel, the foundation of the whole structure.

Bilge.....The flat underwater portion of the body of the vessel, the lowest part except the keel.

Bilge keel.....Strictly speaking, not a keel at all but a fin projecting outwardly from the outer turn of the bilge to prevent rolling.

Bridge.....A railed-in passageway entirely across the ship in front of and connected to the pilot house, for the use of the navigating officers in directing the course of the ship.

Pilot House.....An elevated structure on the boat deck from which the ship is steered and controlled.

Chart Room.....The Captain's office, usually adjoining the pilot house.

Stem.....Extreme forward end of body of ship.

Stern.....Extreme after end of body of ship.

Rudder.....Hinged projection for steering attached to stern port.

Screw.....Propeller.

Poop.....A raised deck toward the stern.
Fo'castle.....The "fore castle"—seamen's quarters.
Gloryhole.....Stewards' quarters.
Galley.....Kitchen.
Alleyway.....Passageway.
Bulkhead.....Partition.
Scupper.....Channel for water.
Rolling.....Motion of a ship from side to side.
Pitching.....Plunging of a ship's head in the sea causing up-and-down movement.
Scending.....A mixture of rolling and pitching.
Latitude.....Distance directly north or south of the Equator.
Longitude.....Distance directly east or west of the Meridian of Greenwich.
Altitude.....Angular distance of the Sun above the horizon.
Sextant.....An instrument for measuring a required angle by the manipulation of mirrors.
Dead Reckoning...A method of finding a ship's approximate position from the course steered and distance run.
Chart.....A sea map.
Fathom.....Six feet.
Soundings.....Depth of water in fathoms, or feet.
Drift Current.....Movement of the surface of the sea.
Deadlight.....A covering of wood or metal for a porthole used in severe weather.
Bower Anchor....A working anchor, kept ready for immediate use.
Sheet Anchor.....A spare anchor, reserved for occasions of urgency.
Cable.....Anchor chain.
Hawse Pipe.....Openings in bow for anchor chain.
Capstan.....Windlass for letting out or hoisting in the cable.
Log.....An instrument towed by the vessel, by which the distance sailed is ascertained.
Log (Log-book)...Official daily record of the ship's proceedings.

BELL TIME ON SHIPBOARD

The twenty-four hours are divided at sea into "watches," usually of four hours each. Time on board ship is marked by "bells," the ship's bell being struck in single and double strokes, as shown in table.

Bells Struck	Hour	Name of Watch	Bells Struck	Hour	Name of Watch
1	12.30 A.M.		1	12.30 P.M.	
2	1.00 A.M.		2	1.00 P.M.	
3	1.30 A.M.		3	1.30 P.M.	
4	2.00 A.M.	Middle	4	2.00 P.M.	After-
5	2.30 A.M.	Watch	5	2.30 P.M.	noon
6	3.00 A.M.		6	3.00 P.M.	Watch
7	3.30 A.M.		7	3.30 P.M.	
8	4.00 A.M.		8	4.00 P.M.	
1	4.30 A.M.		1	4.30 P.M.	First
2	5.00 A.M.		2	5.00 P.M.	Dog
3	5.30 A.M.	Morn-	3	5.30 P.M.	Watch
4	6.00 A.M.	ing	4	6.00 P.M.	
5	6.30 A.M.	Watch			
6	7.00 A.M.		1	6.30 P.M.	Second
7	7.30 A.M.		2	7.00 P.M.	Dog
8	8.00 A.M.		3	7.30 P.M.	Watch
			4	8.00 P.M.	
1	8.30 A.M.		1	8.30 P.M.	
2	9.00 A.M.		2	9.00 P.M.	
3	9.30 A.M.	Fore-	3	9.30 P.M.	
4	10.00 A.M.	noon	4	10.00 P.M.	First
5	10.30 A.M.	Watch	5	10.30 P.M.	Watch
6	11.00 A.M.		6	11.00 P.M.	
7	11.30 A.M.		7	11.30 P.M.	
8	12.00 Noon		8	12.00 Midnight	

MILES AND KNOTS

A statute mile contains 5,280 feet. It is the United States and English standard of itinerary measure. A nautical mile, or "knot," as it is commonly called, is supposed to be equal in length to one-sixtieth part of the length of a degree of a great circle of the earth, and the English Admiralty has, therefore, adopted, 6,080 feet as the length of a nautical mile, which corresponds with the length of one-sixtieth of a degree of a great circle in latitude 48. The United States Coast Survey has adopted 6,080.27 feet as a nautical mile, the same being "one-sixtieth part of the length of a degree on the great circle of a sphere whose surface is equal to the surface of the earth."

MY LOG BOOK

First Day—Thursday, November 15

Second Day—Friday, November 16

At Sea

Third Day—Saturday, November 17

At Sea

Fourth Day—Sunday, November 18

At Sea

Fifth Day—Monday, November 19

HAVANA

(NOTE: Don't drink unboiled water during the cruise. That supplied on shipboard and at hotel tables is all right—elsewhere bottled water is safest.)

Cuba was a Spanish colony until 1898, when as a result of the Spanish-American War she was given sovereignty as a republic under certain restraining regulations in behalf of United States. The Cuban peso is guaranteed at 50c by the U. S. Treasury. The traveler, however, will use American money. Havana is of late steadily gaining in popularity as a winter resort, partly perhaps because it is 150 miles from United States territory—far beyond the three-mile limit.

Sixth Day—Tuesday, November 20

At Sea

Seventh Day—Wednesday, November 21

At Sea

Eighth Day—Thursday, November 22

At Sea

Ninth Day—Friday, November 23

The Panama Canal

The Canal channel is 42 miles long—from deep water to deep water, Pacific to Atlantic, the distance is 50 miles. On the Atlantic side, it follows the Chagres River valley up to the height of land, cuts through, then descends by the valley of the Rio Grande. The Gatun Dam (on top of which is a 9-hole golf course) was built to flood the Chagres back into a lake (Gatun Lake) in order to lessen the amount of excavating needed on that side of the ridge. The three steps of the Gatun Locks bring vessels up to the Lake's level from the Atlantic. Three locks on the Pacific side lead ships down again to sea level.

The Panama Railroad, completed in 1855, carried the first trans-continental train across the New World (and, moreover, did it from west to east!). It had to be relocated along nearly its whole length while the Canal was building. Cristobal lies at the Atlantic end and is within the Panama Canal Zone (U. S. territory). The town adjoining it is known as Colon. At the other end lies Balboa in the Zone, with Panama just across the Zone line.

Doughty Balboa (not "stout Cortez" gazing in "wild surmise," as Keats' poem had it) crossed the Isthmus 100 miles south of the Canal route, in 1513, discovering "the South Sea," later by Magellan named the Pacific.

General direction of Canal, Atlantic to Pacific, is south *east!* It does not run westward to the Pacific at all!

Tenth Day—Saturday, November 24

At Sea

Eleventh Day—Sunday, November 25

At Sea

Twelfth Day—Monday, November 26

At Sea

Much detailed informative matter appears in the FRANCONIA Cruise Handbook under captions of the ports and cities to be visited. Reference to it will be of interest as we go along. (Copies will be available at the Cruise Office on board.)

Thirteenth Day—Tuesday, November 27

At Sea

Fourteenth Day—Wednesday, November 28

At Sea

Fifteenth Day—Thursday, November 29
Thanksgiving Day

At Sea

Sixteenth Day—Friday, November 30

At Sea

Seventeenth Day—Saturday, December 1

At Sea

Eighteenth Day—Sunday, December 2

San Francisco

Spanish pioneers from San Diego happened upon this fair harbor in 1769, and gave it its fairer name. Spaniards made a settlement here at the same time that the Declaration of Independence was being signed 3,000 miles away. The Presidio, now a federal military barracks and reservation, was the original site; the little Mission these Spanish settlers erected in 1776, now stands at 16th and Dolores Streets. Gold in 1848 put San Francisco "on the map"; now the city's "area" holds nearly one-third of California's population. "Most uniform climate in the world," they tell you. We shall see a great deal of the city while we are her guests.

Nineteenth Day—Monday, December 3

Father & I got on here.
Nelson - Marjory & Maud
drove up with us - and
after a day together. We
came aboard for the night -
a beautiful ship full of
confused people rushing in
& out direction. We found
our staterooms full of flowers
fruit - telegrams - letters and
packages.
Much fun in opening them.

Twentieth Day—Tuesday, December 4

AT SEA

A long deep swell.
which keeps us rather
a little uncertain.
Met Dr. Babcock whom I knew
in Berlin. Met Mrs Anderson
from Brookline - through a
letter from Lisson - Met Mr &
Mrs Donaldson. He is a very
able conductor of the Cruise
also met Dr Noble & wife.
He is the educational
director.

Twenty-first Day—Wednesday, December 5

AT SEA

Rather stormy—
Lectures on Hawaii
with slides by
Dr. Marble—&
Mr. Donaldson
also a Mission study
class on Japan—
Met Mrs Strachfold
from Detroit.

Twenty-second Day—Thursday, December 6

At Sea

Twenty-third Day—Friday, December 7

At Sea

Twenty-fourth Day—Saturday, December 8

At Sea

Twenty-fifth Day—Sunday, December 9

At Sea

Saw Hawaii Island to-day and cruised along side all day. It was most beautifully green - The sun came out & the sugar cane fields - the mountains to the sea - the shiny green cliffs & bays - the color of the water - the volcano cones - the snow caps & sugar refineries were ~~the~~ most interesting - We were thrilled with the beauty of it all.

We arrived in the bay at Hilo & were met by Hawaiian singers who came aboard and sang for about an hour.
Had a drive to Volcano at 5 with Father & Mrs Anderson in rain
We had lovely supper and went to a lovely pageant arranged by the native villagers - Some interesting old dances - Hula Hula - chants by an old priest - some quite rhythmic work by the older women - Ceremony for Queen Liliokalani - native singing dancing - playing - acting - etc. Very interesting.
Back to the ship for the night - having a buffet supper after we arrived - Early start to morrow

Twenty-sixth Day—Monday, December 10

HILO

The "Crescent City by the Sea," second city in the Hawaiian Islands (11,000 inhabitants), main seaport of the Island of Hawaii, easternmost and largest of the Archipelago, one of the eight inhabited islands of the group. Originally known as the Sandwich Islands, after an Earl of Sandwich; so named in 1778 by their English discoverer, the famous Captain Cook, killed here, to whose memory a monument stands on the western side of Hawaii. Its native inhabitants are Polynesians, closely allied to the Samoans, the Maoris of New Zealand and the Marquesans; "a stalwart, hospitable, courteous, pleasure loving people," whose beautiful liquid language needs but 12 letters. Hilo is 190 sea miles from Honolulu.

On Hawaii Island (Hah-wy-ee) is the famous Kilauea Volcano. Its open fiery pit of molten lava is "one of earth's most stupendous spectacles."

This morning we went to the great volcano - through most interesting hills covered with beautiful tree ferns by the tree moulds - by extinct volcanoes

to the Volcano House for lunch.
Steam - and gas - and
interesting vegetation all
over the hills. In the afternoon
we went to the crater - going
through Lava cotta fern tree glade
of green moss & through and alongside
them to the marvellous ever inspiring
volcano - seething & boiling - like
the beginning of the world.
We returned to see the most
dramatic and overwhelming
and beautiful sight I ever
expect to see - the volcano -
in action eruption in the night.
As we drove home in the
night the crater of fire illuminated
the great clouds hovering
over it.

Twenty-seventh Day—Tuesday, December 11

HONOLULU

On Oahu Island. Capital of Territory of Hawaii; as much a part of U. S. politically as Brooklyn or San Francisco. Population 75,000. It lies 2,100 miles from San Francisco, 3,400 from Japan.

A busy American-style city. After skirting Maui, Koko Head and Diamond Head of Oahu are passed as we approach. Then comes famed Waikiki Beach, behind it the Punch Bowl. The Pali (cliffs) are on the opposite side of the Island.

The Island's main export is sugar; with pineapples a poor second, coffee third. Oahu is lush with crops of the first two.

We shall see many Japanese at this City of Flowers—many in their homeland kimonos. The Aquarium's collection is a gem, in spite of its small size.

Approaching Honolulu - encircled by beautiful mountains with Diamond Head on one side - it was raining in the mountains & a rainbow was flung from one side to the other - very beautiful

Twenty-eighth Day—Wednesday, December 12

AT SEA

at Honolulu we shopped for the home folks for Xmas. Ate many new & interesting foods. turtle steaks papai - fresh pineapple - strange fish - poi - taro - not so good.

Honolulu's natural beauties are wonderful - exotic lush - green. Tropical. The buildings of a poor type of architecture - the down town district like Californian cities - with Japanese and Chinese sections

The Ward girls met us - + dined with us at Waikiki Hotel.

Twenty-ninth Day—Thursday, December 13

AT SEA

Lazy day — getting over
our strenuous and
interesting sight
seeing of the last
few days.

Thirtieth Day—Friday, December 14

AT SEA

The captain changed our course & so avoided a bad storm. Had a fine morning listening to a Japanese language class by Mr. Donaldson then going to the gym for exercise & thence good long swim
another lecture on Japan by Mr Donaldson in evening. Long talk with Dr Weatherbee and Mrs Anderson in afternoon

Thirty-first Day—Saturday, December 15

At Sea

Thirty-second Day—Sunday, December 16

At Sea

Thirty-third Day—Monday, December 17

AT SEA

Today was the missing day –

Thirty-fourth Day—Tuesday, December 18

AT SEA

A fine day - Lots of classes and lectures on Japan - China - & Korea - & the Japanese language - Also a game of mah jongg and Mrs Lawler and Mrs Walk for dinner in the evening. Lecture & bridge afterwards.

Thirty-fifth Day—Wednesday, December 19

At Sea

The Missing Day
Crossing "The Date Line"

For uniformity in calendars, the "International Date Line" was established by convention in 1839. It coincides with the 180° Meridian (0° is at Greenwich, England) except for some island groups below the Equator.

When it is noon at Greenwich it is midnight on the line, and a new day *by common consent* "begins." At 1 P. M. at Greenwich, January 1, it is 1 A. M. January 2, on the Line. When, on the Line, it is 11:59 P. M. January 2, January 1 is just ending on the eastern side of the Line. A minute later it is January 3rd—hence a vessel going west skips from January 1 to January 3rd. Vessels going west skip a day; those going east enjoy two of the same date.

In the course of the sun, its advent at each meridian on the earth's surface marks the hour of noon for all places on that meridian. Therefore, one travelling from West to East or with the sun will "get the sun up earlier"; he will find at the instant the sun arrives at his meridian (that is, noon), that it must not yet be noon at the place he left yesterday and past noon at the place he wants to reach tomorrow. It is just the contrary if he sails westward or "with the sun." In other words, as he goes eastward he shortens his day and as he goes westward he lengthens it with the proportion of one hour in advance or behind of the original time, to the difference of 15° of longitude.

Suppose a navigator starts eastward from the meridian of Greenwich. On arriving at the meridian of 180° at *one o'clock* on the morning of THURSDAY, May 25th (ship's time) he will find it *one o'clock* in the afternoon of WEDNESDAY, May 24th, at Greenwich, twelve hours earlier. By thus half-circumnavigating the globe he will find the sun *twelve hours* in advance of Greenwich time. Let us again consider he continues on in the same direction and completes the circumnavigating voyage without altering his date, he will have gained another *twelve hours* on his arrival at Greenwich NO MATTER HOW LONG HE MAY TAKE IN GETTING THERE; he imagining the day of his return to be, say a THURSDAY *noon,* when in reality it will be WEDNESDAY *noon.*

Thirty-sixth Day—Thursday, December 20

At Sea

Thirty-seventh Day—Friday, December 21

At Sea

Thirty-eighth Day—Saturday, December 22

At Sea

Ship's Christmas - a very
gay but quite rough day -
The sea was beautiful - and
the wind blew a gale.
But the ship was fine
and steady.

Thirty-ninth Day—Sunday, December 23

Earthquake practically disregarded as we sail on. September 1—

YOKOHAMA

Coming into the Harbor, we pass several strongly fortified islets. In the city we will see modernized Japan—a great cosmopolitan seaport of 500,000 people. Baseball a popular sport. Mt. Fuji can be seen from ship's deck on clear mornings. 1,000 Americans reside here.

Commodore Perry began Japan-American History in this Harbor in 1853 when with the persuasive influence of a U. S. naval squadron he put into the Shogun's hand President Fillmore's "request" (that was virtually a demand) for a commercial treaty. This was first treaty ever made with a western land. The Bay far to the left of our dock, beyond "Treaty Point," is "Mississippi Bay" (we cross it on the way to anchorage), named after Perry's flagship. "Treaty Day" is a sort of Japan-American 4th of July.

"The Settlement" is the area chiefly dwelt in by Europeans and Americans. Tokyo is 18 miles away; excellent electric- and steam-roads connecting.

Monetary system simple: 100 sen=1 yen (about 50c U. S. currency). Letters to America, 20 sen, postcards 10 sen. Mails go twice monthly to Seattle or Vancouver, taking 10 days.

Yokohama is "a good place to shop" (as are also Kyoto and Kobe, where there will be less time for doing it).

(Be careful not to lean back suddenly while in rickshaws.)

Arrived on time, a beautiful Day

the bay full of cross-rigged sampans

Fujiyama was magnificent

Arrived - accative volcano on the Island - northwestward

Fortieth Day—Monday, December 24

KAMAKURA

Fourteen miles southwest of Yokohama, especially famed for a great bronze Daibutsu standing in the open It is cast in the "Amida form of Buddha"; i. e., the Supreme Buddha of the Paradise of the Pure Earth of the West. "A deity of consolation, help, and deliverance." It was cast in 1222, of one-inch plates joined with extraordinary skill. It is 50 feet high.

Kamakura, once the seat of empire, has a flourishing past to compensate for its small size at present and its relative insignificance. In the 15th Century it is said to have harbored a million people. Now a charming seaside resort convenient to Tokyo and Yokohama.

Christmas Day

Forty-second Day—
Wednesday, December 26

TOKYO

Japan's present capital, owning over two million inhabitants; and because of its one and two-story character covers a vast area. So devastating and frequent are its fires that they have a saying, "Fire is Tokyo's flower." Earthquake disasters no less catastrophic occur from time to time. It is a centre of learning and trade. Fiji can easily be glimpsed from Tokyo and Yokohama on clear days. The Emperor's castle, admittance to which is forbidden the populace or casual tourists, is a wide-flung collection of strongholds and parks. A parliamentary system somewhat like that of the German Empire exists; the Emperor being both political and spiritual head of the nation. There is now no state religion, although Shinto was for a time so decreed, but holds at present equal popularity with Buddhism.

Forty-third Day—Thursday, December 27

Forty-fourth Day—Friday, December 28

Forty-fifth Day—Saturday, December 29

NIKKO

Nikko is ninety miles north of Tokyo; about four hours' run by train from Ueno Railway Station in the capital. It is noted as the burial place of two of the mightiest of the Shoguns, the first of whom died in 1624. A twenty-five-mile avenue of towering weathered Cryptomeria (Japanese giant cedar) trees once formed part of its elaborate approach. By leaving our train at Imaichi, we shall get a six-mile motor trip thru the best remaining part of the avenue to the charming hotels at Nikko. The Parisians say "See Paris and die"; Japanese say, "Do not say splendid (kekko) until you have seen Nikko."

The oft-pictured Sacred Red Bridge of Japan (Mihashi) is at the entrance to the Mausolea grounds, a curving, vermillion, eighty-three-foot span, gracefully arching the unruly river Daiyagawa that plunges seaward deep in its gorge from Lake Chuzenji. Nature, too, has seemed to meet mankind much more than half way at Nikko.

Forty-sixth Day—Sunday, December 30

At Sea

Forty-seventh Day—Monday, December 31

At Sea

Kobe

A seaport surpassing Yokohama in activity. Nearly half the exports of Japan pass through Kobe. Fifth city in Japan in population—500,000—rapidly increasing. The "Inland Sea" begins here, stretching westward. Kobe boasts 41 banks, 90 Buddhist temples, 74 Shinto shrines and 32 match factories! In 1868 it was a hamlet. It has one of the three ponderous bronze Daibutsus of Japan (the others at Kamakura and Nara).

New Year's Day

KYOTO

Capital of Japan, after Nara, for more than a thousand years (until 1868). It is to Japanese what Paris is to the French, or Florence to Italians. Fourth in size of the Empire's cities. When the residence of the Emperor was moved to "Yedo" in 1868, the latter was renamed Tok-yo (Kyoto's syllables reversed).

Kyoto is the art centre of one of the world's most artistic peoples. Its parks, shops, temples, festivals are dreams of quiet beauty. Many travelers acclaim it the most important art centre outside Europe. It is two hours' train ride from Kobe; an hour from Osaka; and lies on the Yokohama-Shimonoseki railway trunk line.

Forty-ninth Day—Wednesday, January 2

NARA

Founded A. D. 710 as Japan's capital; continued as such until 784. "Japanese art, literature and history may be said to have begun here." 600 tame deer roam at will. The famed Nara Park contains 1,250 acres. More than 3,000 stone and metal lanterns scattered throughout. Third largest bell in Japan hangs in this Park, with a surpassing volume and tone. One of the three gigantic bronze Buddhas and the largest (Daibutsu—pronounce "su" as the German "tz"); the others are at Osaka and Kamakura. One of the most venerated of Shinto Shrines—Kasuga no Miya—goal of thousands of pilgrims annually, stands in the Park, and has existed for 1,210 years.

A city of beauty, antiquity and peace.

Fiftieth Day—Thursday, January 3

Fifty-first Day—Friday, January 4

On The Inland Sea

Fifty-second Day—Saturday, January 5

MIYAJIMA

One of the everywhere recurring motifs of Japanese art for centuries has been a big red torii standing knee-deep off a lovely strand at sunrise. Its proportions are exquisite. The original we shall see at Miyajima. At high tide not only does the red gate stand islanded, but the several structures of Itsuku-shima temple appear floating on the waters.

Miyajima is popularly elected greatest of "the three great sights of Japan," as over Matsushima and Amanohashidate.

But let us get our bearings: Miyajima, correctly speaking, is the town and railway station on the mainland, thirteen miles west of Hiroshima. Our ship anchors off Hiroshima. Itsuku-shima is the five-mile-long island to which we are ferried,—often also called Miyajima. A village on the island bears also the same name.

Mt. Misen is the central height; Momiji-dani, Valley of Maples, is the quiet nook beside the brook in the trees where the tea houses are.

Quite un-Japanese are the very special restrictions as to what is tabu on this revered island.

No dogs	No births
No gasoline	No deaths
No rickshas	No telegraphs

Fifty-third Day—Sunday, January 6

At Sea

Fifty-Fourth Day—Monday, January 7

At Sea

Fifty-fifth Day—Tuesday, January 8 + 9.

SHANGHAI

From two Chinese words meaning "Approaching the Sea." Practically all the large "ports" of China were established securely a few miles inland up a river, while a small city at the sea front received the shocks of pirate (and "foreign devil") visitations. Shanghai, however, was not a large city until recently, but lies 14 miles up the Whangpoo River from Woosung, where both this stream and the 3,200 mile yellow Yangtze reach the coast. Through Soochow Creek which flows into the Whangpoo at Shanghai, the city communicates with the Grand Canal—one of the world's wonders—a 900 mile construction from Hangchow to Tientsin. These two mighty waterways have made Shanghai China's premier foreign trade city.

"Mex" dollars are Shanghai's commonest tender, although there are many other monies. The silver currencies of China are so complicated as to require a careful study to master.

We arrived in Shanghai latest night and went to the Grand Hotel. Dr. Arthur Ewart Stuart Reid to the hospital on the ship - desperately ill with pneumonia. We are all so sorry! and greatly moved. Mrs Anderson & I roomed together.

Ce-M of the 9th - le Marise Moore came over and we joined the Franconia group for a rickshaw ride & walk through old Shanghai. Narrow streets - dirty - poorly stricken - people Temples where the paper money is being burned to the gods. Buddhism in a most corrupted & superstitious form. Bird markets - westlors - over the the little bridge to the Willow Tea House - talks with the natives - bought a Nah Jongg set. Disease - squalor drop - interesting & grand anything. Little shops of all kinds. Food being cooked. Beggars women with our babies as means of arousing sympathy. Poor, old China!! Great wealth Great poverty.

Fifty-sixth Day—Wednesday, January 9

Father and I met in the old market for the first time since I came back from Peking & I was so glad to see him. He had been sick. We lunched together at the Hotel-Clarice Moise with me. We drove in the P.M. Mrs Boyle & Mr Gordon with us. We went out Bubbling Springs Rd. and around the Circular to a fine old Temple now being used for a barracks as well. Down a little market street. Thousands of people live in sampans on the little rivers & canals thru the city. Had a most charming tea with Clarice & Mr. in her most attractive Chinese rooms and took the tender to the boat

Fifty-seventh Day—Thursday, January 10

AT SEA

at 5.30. She had an amah – who served us. Mr. was most interesting, though very bitter toward the Chinese. He was born in China. They are editing an very fundamental Journal called the Chinese Journal of Art + Science. Much visiting and comparing notes on our various trips. Mr. Reed is holding his own + that is all.

Fifty-eighth Day—Friday, January 11

At Sea

Fifty-ninth Day—Saturday, January 12

Hong Kong

Hong Kong's harbor is one of the world's "great three" (with Rio de Janeiro and Sydney, Australia). Almost sheer above it, forming the topmost point of Hong Kong Island, rises the Peak, 1,500 feet, most of the city (officially "Victoria," popularly never anything but "Hong Kong") clinging along its narrow strand at sea-level. Kowloon is the mainland city across the Harbor.

Formerly a part of the Chinese Empire, first occupied in 1839 by British traders withdrawing from Canton and Macao on account of troubles attending the opium dispute. Name most probably corrupted from Heung-Kong, meaning "fragrant streams." Ceded to Great Britain in 1841. The peninsula of Kowloon already occupied for several years as a military sanitarium, formally ceded by treaty in 1861. At present time the island holds 500,000 people of all races. In 1839 it was a tiny fishing hamlet. The point of first attempted settlement was on the opposite side of the island—the spot we shall see on our motor trip to Repulse Bay.

Side Trip to Canton

At present the capital of "South China Republic"; (President, Dr. Sun Yat Sen) which owns no allegiance to Peking. Probably 150,000 human beings live their cycles on board sampans on the river and canals —never sleeping ashore. A vast rabbit-warren of a city which must have more than a million people. The "Shameen" is the little area on which all foreigners live, five minutes from the docks—a mile from the railway station. "In all the world no city like this!" Hong Kong currency passes readily in Canton.

Sixtieth Day—Sunday, January 13

At Hong Kong

Sixty-first Day—Monday, January 14

Sixty-second Day—Tuesday, January 15

At Sea

Sixty-third Day—Wednesday, January 16

MANILA

Magellan, with two ships—Laconia's last predecessors—discovered and so-named the Philippines away back in 1521 on that well-known circumnavigating voyage which he in person did not complete. He was killed near where he landed on the island of Cebu (of the Philippine group). At the spot there is a memorial Cathedral. Manila is yet more Spanish than American, since it grew under Spain 400 years and under U. S. but 20 years.

Cavite, the U. S. naval base, and point off which Dewey's attack was made, we pass on the way into anchorage.

The peso has been made standard with the American half-dollar. Purchases (say of hats, embroidered garments, lace and the like) may be sent home by parcel post advantageously, for there is no duty to be paid.

Sixty-fourth Day—Thursday, January 17

Sixty-fifth Day—Friday, January 18

Sixty-sixth Day—Saturday, January 19

The Southern Cross

The "Southern Cross" is always eagerly looked for as the Equator is approached. Mark Twain's "Following the Equator" comments on the tenseness of feeling aroused on shipboard over the controversy as to which (of the four candidates) is the true cross, are not too exaggerated. Many a friendship has been shattered upon the argument! The cross can be seen about midnight between Manila and the Equator—it will be the *lowest* and *smallest* of the several. It *has not changed* for several hundred years—despite assertions to the contrary likely to crop up.

Sixty-seventh Day—Sunday, January 20

sick

At Sea

Sixty-eighth Day—Monday, January 21

At Sea

sick

Sixty-ninth Day—Tuesday, January 22

BATAVIA

Tandjong Priok, where we anchor, is the seaport of Java's capital and largest city, six miles distant. Frequent train service connects, but we shall motor up along the perfect roads of the locality. Portuguese and English touches are common in hot, placid commercial Batavia, since Java's last three centuries have been varied.

Early in the 16th Century Portuguese dominion began; to give way soon to common Dutch and British exploitation; three centuries then follow of Dutch control; in 1800 English troops occupied the island; after which ensues an interregnum by a French army; next the English came again; in 1816 restoration to Holland was made for good and all.

The guilder (or florin) worth now about 38c U. S. gold, is divided into 100 "cents." Java is an agricultural garden from end to end, except in some completely mountainous sections. The densest population in the world inhabits Java—there are over 40 millions subsisting upon the lavishness of nature on the island.

Buitenzorg (literally "without care"), the summer capital, is some 50 miles up into the hills to the south.

Seventieth Day—Wednesday, January 23

BUITENZORG

sick

Established primarily as an experimental plantation for the Java Government, the renowned Botanical Gardens at this summer capital are as complete and striking as any tropic gardens in the world. It is to be noted that plant families are grouped together in separate areas—a feature unique to Buitenzorg. Insist on seeing and smelling the orchids in the unique "orchid orchard."

The railway journey of 40 miles up into The Hills takes one from the sea level humidity of Batavia into the clear altitudes 800 feet where it is always May.

Seventy-first Day—Thursday, January 24

BANDOENG

This is the capital-city of the province called, "The Preanger" (Pre′-angar). It is over two thousand feet above sea-level. The population is largely seasonal as far as the Dutch are concerned, but about eight thousand call it home. One hundred and eight miles on the railway from Batavia.

A tropic "spotless-town" of delightful air, charming scenery. A sort of Javan Saratoga and Dutch Baden-Baden combined. Its shops and clubs give the illusion of a European city; however, no other feature can be said to second that impression.

The best of Java's tea gardens lie in this region. The city itself seems enclosed in a cordon of cloud-hung ever-changing mountains. Ages ago the plain of Bandoeng was one wide lake. Suddenly the waters ate thru a rock ledge—the place is plainly evident today —and the lake in a twinkling became the upper reaches of the present river Tjitaroem (jita′ rum).

The Dr. let me get up and go ashore to a most interesting drive through the clean Dutch - beautiful - green city of Batavia. The natives were lovely brown skin people in batik sarongs - white coats etc. Bullock carts - bathing in the canals - beautiful homes made. Wonderful. many poor people who seemed happy.

Seventy-second Day—Friday, January 25

AT SEA

Father asked Mrs. Bird to buy me peanut native water buffalo skin figures - marionettes - and batiks. Very dear of him!! The brought lovely things. Everyone now raves over the beauty of Java. The crude industry of the people make every thing is done by hand - impressed them. Great baskets of rice paddies built up in tiers - all over the mountains. The merchants here are Chinese. Many native women are also merchants. Men and women seem to work together - here. (in Java) Still feel pretty weak - but mighty glad to have a glimpse of Java

Seventy-third Day—Saturday, January 26

SINGAPORE

First place of European settlement in Malaysia. Straits dollar (100 cents) is now about 51c U. S. gold. Letter postage 12c. One of the world's great shipping centres—headquarters of rubber and tin production of the world. American Consulate. International Banking Corporation branch here. Famous "Raffles Hotel." Sir Stamford Raffles responsible for British establishment on this Island—all colonial history connects with his policies and indefatigable energy. The most numerous race on Singapore Island is the Chinese; although a Malay country. Straits Settlements include also Malacca, Penang, Labuan, Cocos Islands, Christmas Island, Dinding Islands. The "Independent" State of Johore lies on the tip of the Malay Peninsula across the narrow Strait north of Singapore Island. The Federated Malay States (Pahang, Perak, Selangor, Negri Sembilan and others) are not nominally British protectorates—but virtually so. Parts of the coast line of southeastern Malay Peninsula have never been mapped, and much of the Peninsula is yet unexplored.

Dr a.m. too wobbly to go on drive - so took auto with Mrs Donaldson, Mrs Teverdie - Mrs. Anderson - & poked around the different part of the city. Every type of human under the sun - (literally) & every shade & type of skin & costume. Took an interesting drive in the afternoon to Rubber factory Chow

JOHORE

From Singapore by train (which is the last link in the long Federated Malay States Ry.) we go 20 miles to Woodlands Ferry. Here, in July, 1923, the bridge was finished, where before the crossing was by boat. We cross the half mile strait and land in Johore City. The whole "City" lies before us as we are crossing. If on the Palace turrets floats a white flag with a blue star-and-crescent, His Highness is "in residence." To enter the modernly built Mosque (four tall towers) entails shoe-doffing. "The Monte Carlo of Asia" is now ruled by and regally supports H. H. Sultan Ibrahim, D. K., K.D.M.J., K.C.M.G., etc.

Jungles - Many chinese - near are alligators. Leopards - monkeys - just a short way from the road. Owned by J. B. Many beautiful places — mosques - cathedrals - shrines of all kinds. Drive through great rubber plantations - owned by J. B & U. S. Corporations.

Snake charmers fortune tellers - merchants - dancers - etc - on the lower of the hotel.

Raffles Hotel very good. Wanted to go to native theatre but had to go back to hotel.

Seventy-fourth Day—Sunday, January 27

AT SEA

a beautiful day - as usual -
as we sailed through the
Straits of Malacca. It is
too maddening to
so near so many interesting
countries and sail by so
many thousand miles
away.

Seventy-fifth Day—Monday, January 28

At Sea

Seventy-sixth Day—Tuesday, January 29

At Sea

Seventy-seventh Day—
Wednesday, January 30

RANGOON

The first milepost on "the road to Mandalay" —a city of 293,000 souls. A noteworthy people are the Burmans, cheerful, capable, unhurried. Status of women quite highest in Asia.

Currency of India and Burma (not Ceylon): 12 "pies" make an "anna" (contrary to revered American custom, travelers ignore pies in India); 16 annas make a "rupee." A rupee is today worth about 30c, an anna 2c in our money. Postage to America: letters require 2½ annas, postcards 1½ annas.

Rangoon is not on the great Irrawaddy, but the Rangoon River. By train 21 hours to-Mandalay; by river steamer 4 days.

We are now *roughly 12,000* miles from Chicago, almost exactly halfway around the earth. At home it is "yesterday."

Seventy-eighth Day—Thursday, January 31

At Sea

Seventy-ninth Day—Friday, February 1

At Sea

Eightieth Day—Saturday, February 2

At Sea

Eighty-first Day—Sunday, February 3

CALCUTTA

100 miles from Bay of Bengal up the fickle Hooghly River, India's metropolis; second only to London under the British flag, housing over 1,200,000—beside thousands unhoused. It is the capital of Bengal Presidency and was until 1911 capital of India, which prominence now rests with Delhi. The great city is as notable as a British colonial creation as it is for being the metropolis of the Indian peoples. We can see sharp contrasts between the palatial, busy, modern European quarters, and the vast native city. Alone, the one Calcutta does not give a true picture of its dual nature. As all India is, Calcutta is a city of wide contrasts, a place where extremes meet.

Eighty-second Day—Monday, February 4

In Calcutta

Night on train to Benares—
Mrs & Miss Cushing & Miss
Curtis in the compartment with me

Eighty-third Day—Tuesday, February 5

IN ~~CALCUTTA~~ Benares.

A few hours on the sacred Ganges in a little old prehistoric boat - from the great bathing and burning Ghats. It was a pilgrims deep & Crusaders from all over India we then in there beautiful sarees - of all colors - with the priest under their umbrella's reading to the pilgrims - The people were bathing and praying - and moving about - in their almost fanatical devotions. We passed the burning Ghats - where they burn their dead and scatter their ashes and bones on the Ganges so they need not return to this earth. A most interesting drive through the absolutely Indian city to Monkey Temple of Holy Ox - 105 weaving shops - brass shops - Masses & masses of people - beggars - holy men - pilgrims -

Eighty-fourth Day—Wednesday, February 6

IN CALCUTTA

Train - last night in Calcutta early this A.M. a delicious rest fast. I took auto (Father talking tired) + joked around the native quarter - talking to the people about their ideas of life. Found Mahatma Gandi has been released this day before and all of India is mad with joy. They worship him. Our driver is a Eurasian or Anglo Indian, as he is called. + in a sad plight half way to museum. Went to museum too big to get much in so short a time. Lunch at Palaces.

Left at 3 o'clock for the

fast.

Eighty-fifth Day—Thursday, February 7

Leaving Diamond Harbor

Sailed off early to-day down the Hooghly River with the interesting and picturesque crafts of the natives going round. Natives bathing along the banks. Big jute mills on the banks.

Eighty-sixth Day—Friday, February 8

At Sea

Eighty-seventh Day—Saturday, February 9

At Sea

Eighty-eighth Day—Sunday, February 10

Eighty-ninth Day—Monday, February 11

COLOMBO

Ceylon is not politically a part of the Government of India. The Ceylon rupee is at par with India's but is divided into 100 cents, instead of 12 annas. The Island's coast was from 1656 to 1796 under a Dutch regime, before that Portuguese—there are ruins of fortifications of both extant. Until English dominion, interior Ceylon was unconquered by Europeans. Ceylon like Burma is mainly Buddhist, while Brahmanism predominates in India.

Ninetieth Day—Tuesday, February 12

LINCOLN'S BIRTHDAY—AT ~~COLOMBO~~ Kandy

Ninety-first Day—Wednesday, February 13

KANDY

Colombo.

Capital of Ceylon, 1592-1798. It is 75 miles by rail from Colombo, railway passing through Peradeniya, where the famous Botanic Gardens are. It is 1602 feet above the sea level of Colombo. So often burned and sacked by the European freebooters of the 17th and 18th centuries that much of its splendor had gone when the English took it in 1815. The Temple of the Tooth is perhaps the most interesting structure to be seen in Ceylon. Here, in naive absurdity, is exhibited an enormous tooth as one of Buddha's own!

Sailed at 6. Into the sun set.

Ninety-second Day—Thursday, February 14

At Sea

Ninety-third Day—Friday, February 15

At Sea

Ninety-fourth Day—Saturday, February 16

BOMBAY

An island city; as a "colonial city" perhaps the finest in the world; surpassed architecturally by few places in Europe.

"Royal and Dower-royal, I the queen,
Fronting the richest sea with richer hands."

A striking skyline from the isle-dotted harbor; a beautiful spectacle from Malabar Hill. Its population is fully a million—50,000 Parsees (Persians) comprise a feature of unique interest here. The rainy season begins about June 12 and lasts until October 1; at other times it rarely rains. Its annual average temperature is 79° F. Bombay is a famous pearl market. Our landing place is Apollo Bunder. The once famed Taj Mahal Palace Hotel is a short walk south.

Ninety-fifth Day—Sunday, February 17

At Bombay

Ninety-sixth Day—Monday, February 18

Elephanta Island

Off to the north end of Bombay Harbor lies Elephanta Island. Among the neighboring islands and mainland hills, it is not striking—one would readily pass it by unnoticed. Land at a crude pier of great stones, mount the crumbling stone stairway for ten minutes and you reach one of the most interesting relics of India. Out of the solid rock was hewn, long ago, this great cave probably as a place of hermitage and meditation for Brahman priests and devotees. It may have been begun in the eighth century. Impressive and masterly carvings in half relief adorn the walls and great pillars of stone seem to support the ceilings. Latterly it came to be a famed Shrine to Siva—today it is given over to religious purposes only on stated occasions—but is a point of pilgrimage for nearly all visitors to Bombay.

Ninety-seventh Day—Tuesday, February 19

At Bombay

Ninety-eighth Day—Wednesday, February 20

Towers of Silence

The Parsees who long ago began to emigrate to Persia are Zoroastrians. Sacred fire which Zoroaster was said to have brought from heaven is kept burning in consecrated spots and certain temples and built over subterranean fires. "God, according to Parsee faith, is the emblem of glory, refulgence and light and in this view a Parsee while engaged in prayer is directed to stand before a fire or to direct his face towards the sun as most proper symbols of the Almighty."

So as not to desecrate the four elements which are to them sacred, Parsees do not bury or burn their dead, but expose the bodies to be devoured by birds. There are five Towers of Silence in Bombay where such disposal is practiced. Only a selected group of hereditary caretakers ever enter these Towers, though the beautiful grounds are usually open as a courtesy to travelers. A visit is certainly not to be neglected; the experience is moving but not grewsome.

The Parsees are leaders in business, culture, philanthropy, and education throughout Eastern India. In the Presidency of Bombay there are nearly 90,000 of these superior people—in the rest of India they are not numerous.

Ninety-ninth Day—Thursday, February 21

Leaving Bombay

One Hundreth Day—Friday, February 22

WASHINGTON'S BIRTHDAY

One Hundred and First Day—
Saturday, February 23

At Sea

One Hundred and Second Day—
Sunday, February 24

"The Indian Ocean sets and smiles,
"So soft, so wide, so bloomin' blue;
"There aint a wave for miles n miles
"Except the jiggle from her screw."

One Hundred and Third Day—
Monday, February 25

At Sea

One Hundred and Fourth Day—
Tuesday, February 26

At Sea

One Hundred and Fifth Day—
Wednesday, February 27

At Sea

One Hundred and Sixth Day—
Thursday, February 28

Port Sudan

The Sudan occupies an anomalous political status; it is governed jointly by Egyptian and British officials, with flags together wherever displayed. Khartum (30,000 people) is its only large town. Egyptian currency circulates here. The Sudan is as large as India; two-thirds the size of China.

Ostrich feathers and unmanufactured ivory bear a 20 per cent export tax.

One Hundred and Seventh Day—
Friday, February 29

At Sea

One Hundred and Eighth Day—
Saturday, March 1

Port Tewfik

The Suez Canal actually ends two miles south of Suez City, the location of the quays and harbor being called Port Tewfik. It has but recently had the railroad line extended to it from Suez. The ship anchors perhaps a half mile from the great canal's end. The railroad to Cairo goes north from here for some two hours to a place called Ismailia where it turns west for Cairo. Tewfik is interesting mainly as a place to go somewhere else from. The Canal channel is 88 miles long, 25 miles more of the route crosses the Bitter Lakes. It was begun in 1859 by the French engineer De Lesseps (who later failed miserably at Panama) and brilliantly finished in 1869. All nationalities' ships pay the same fixed tolls per passenger and per tonnage. The "Franconia" will go through without her passengers to receive them again at Alexandria.

One Hundred and Ninth Day—Sunday, March 2

CAIRO

The most "cosmopolite" city in the world. 60,000 Europeans (which includes a predominance of Greeks, Italians, Turks and French) reside here, beside 66,500 other souls. This city of the Caliphs is about 1,000 years old. Dominated on the one side by the beautiful Citadel, on the other by the impressive Pyramids (beyond which lies the wide Sahara); dowered with the Nile's great stream through its precincts; vaulted by the azure sky of Egypt; inhabited by divers races whose raiment is picturesqueness itself; Cairo as a place of tourist pilgrimage admits no peer.

The Egyptian Pound (£ E) is fixed practically at par with the English sovereign (at £ E 97½ to £ 100). A hundred piastres (P. T.) make a £ E. There are ten milliemes in a piastre. (Letter postage to America ten milliemes.)

One Hundred and Tenth Day—Monday, March 3

JERUSALEM

Now a city of 70,000 of whom 45,000 are Jews. To instance the extraordinary historical background of this ancient city, "Urusalim," since B. C. 1400, follows a partial list in chronological order of its conquerors:

Israelites	"Maccabeans"	Saracens
Egyptians	Syrians	Egyptians
Philistines	Porthians	Turks
Arabians	Romans	Franks
Israelites	Zelots (Jewish)	Turks
Babylonians	Edomites	Franks
Macedonians	Romans	Turks
"Jews"	"Christian Syrians"	Franks
Egyptians	Persians	"Osmanli" Turks
Romans	Byzantine "Romans"	British

One Hundred and Eleventh Day—Tuesday, March 4

At Cairo

One Hundred and Twelfth Day—
Wednesday, March 5

At Cairo

One Hundred and Thirteenth Day— Thursday, March 6

At Cairo

One Hundred and Fourteenth Day—Friday, March 7

ALEXANDRIA

One of the Great Cities of long ago. Place of contact between Egyptian culture and that of the Northern Mediterranean border, founded B. C. 332 by Alexander. Now a quiet city of nearly half a million. Not as spoiled as Cairo by years of tourist invasion.

A fine marble shaft nearly 100 ft. high, called "Pompey's Pillar," (a misnomer) stands upon a hill in the city, the last relic of its ancient greatness.

One Hundred and Fifteenth Day—Saturday, March 8

At Sea

One Hundred and Sixteenth Day—
Sunday, March 9

At Sea

One Hundred and Seventeenth Day—Monday, March 10

NAPLES

Italy's largest city. Once capital city of "Kingdom of Naples," which joined with united Italy in the sixties. Vesuvius is usually smoking above the blue sweep of the Bay of Naples—completing a location of rare beauty.

"Vedi Napoli e poi muori"—see Naples, and die.

Pompeii is 15 miles off—Herculaneum about half way. Capri lies far out in the Bay, one of Earth's loveliest islands. The long curving peninsula to the left as one looks seaward is Sorrento.

One Hundred and Eighteenth Day—
Tuesday, March 11

At Naples

One Hundred and Nineteenth Day—Wednesday, March 12

At Naples

One Hundred and Twentieth Day—
Thursday, March 13

AT SEA

One Hundred and Twenty-first Day—Friday, March 14

MONACO

Eight square miles of earth's surface where no taxes are paid, the Principality of Monaco inevitably holds the fervent allegiance of 19,000 people. The executive head of the state is a hereditary Prince of Grimaldi. French territory entirely surrounds it on the land side—French postage rates and money are standard. The upper city, Monaco proper, and the lower La Condamine, are the two towns of the realm. Monte Carlo is a gambling resort in one section of Monaco City. (Note: it is the *visitor* who pays the taxes.)

One Hundred and Twenty-second Day—Saturday, March 15

At Sea

One Hundred and Twenty-third Day—Sunday, March 16

At Sea

One Hundred and Twenty-fourth Day—Monday, March 17

GIBRALTAR

The northern of the two Pillars of Hercules —the other being Ceuta on the African side. The contour of the Rock has been made familiar by the Prudential Life Insurance Co. to every American—only its abrupt side faces inland and not towards the straits, as we all have thought. The Rock is a hollowed-out fortress of vast gun-power; and by causeway and swinging international bridge connects with the Spanish mainland.

British currency official; but shops take also Spanish.

Gibraltar has stood 12 important sieges. The last, a four year affair 1779-83, in which the French were quite unable to subdue it. Named after the Moor Tarikibn-Zijad, who in A. D. 711 established a fortress there as a foothold from which to harry Spain: "Gebel-al-Tarik"—or "Hill of Tarik"—easily became Gibraltar. 1462 saw its possessors Castilians. English took it in 1704 during the War of the Spanish Succession, and have held it since.

One Hundred and Twenty-fifth Day—
Tuesday, March 18

HOMEWARD BOUND

One Hundred and Twenty-sixth Day—
Wednesday, March 19

HOMEWARD BOUND

One Hundred and Twenty-seventh Day—
Thursday, March 20

HOMEWARD BOUND

One Hundred and Twenty-eighth Day—
Friday, March 21

HOMEWARD BOUND

One Hundred and Twenty-ninth Day—
Saturday, March 22

HOMEWARD BOUND

One Hundred and Thirtieth Day—
Sunday, March 23

Homeward Bound

One Hundred and Thirty-first Day—
Monday, March 24

HOMEWARD BOUND

One Hundred and Thirty-second Day—
Tuesday, March 25

HOMEWARD BOUND

One Hundred and Thirty-third Day—
Wednesday, March 26

HOMEWARD BOUND

One Hundred and Thirty-fourth Day— Thursday, March 27

Arrive at New York where the cruise ends and delightful memories begin.

AUTOGRAPHS

AUTOGRAPHS

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Form No. 1671—Oct. 1923—Printed in U. S. A.