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WESTWARD TO THE FAR EAST

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JAPAN, KOREA, CHINA, SIAM, JAVA, BURMA, AND INDIA.

By Elizabeth Rubamah Scidmore

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WESTWARD

TO

THE FAR EAST

A GUIDE

TO THE PRINCIPAL CITIES OF

CHINA AND JAPAN

WITH

A NOTE ON KOREA

BY

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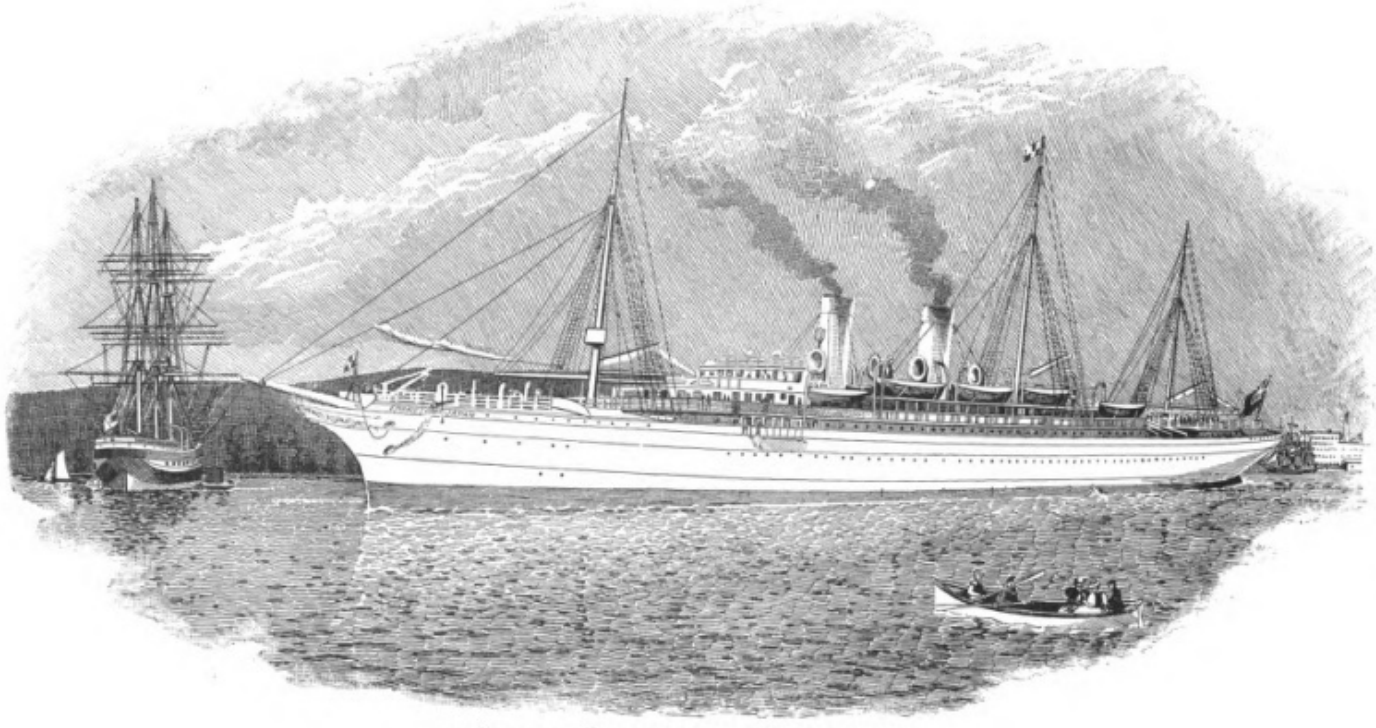

AN "EMPRESS" STEAMER LEAVING VANCOUVER.

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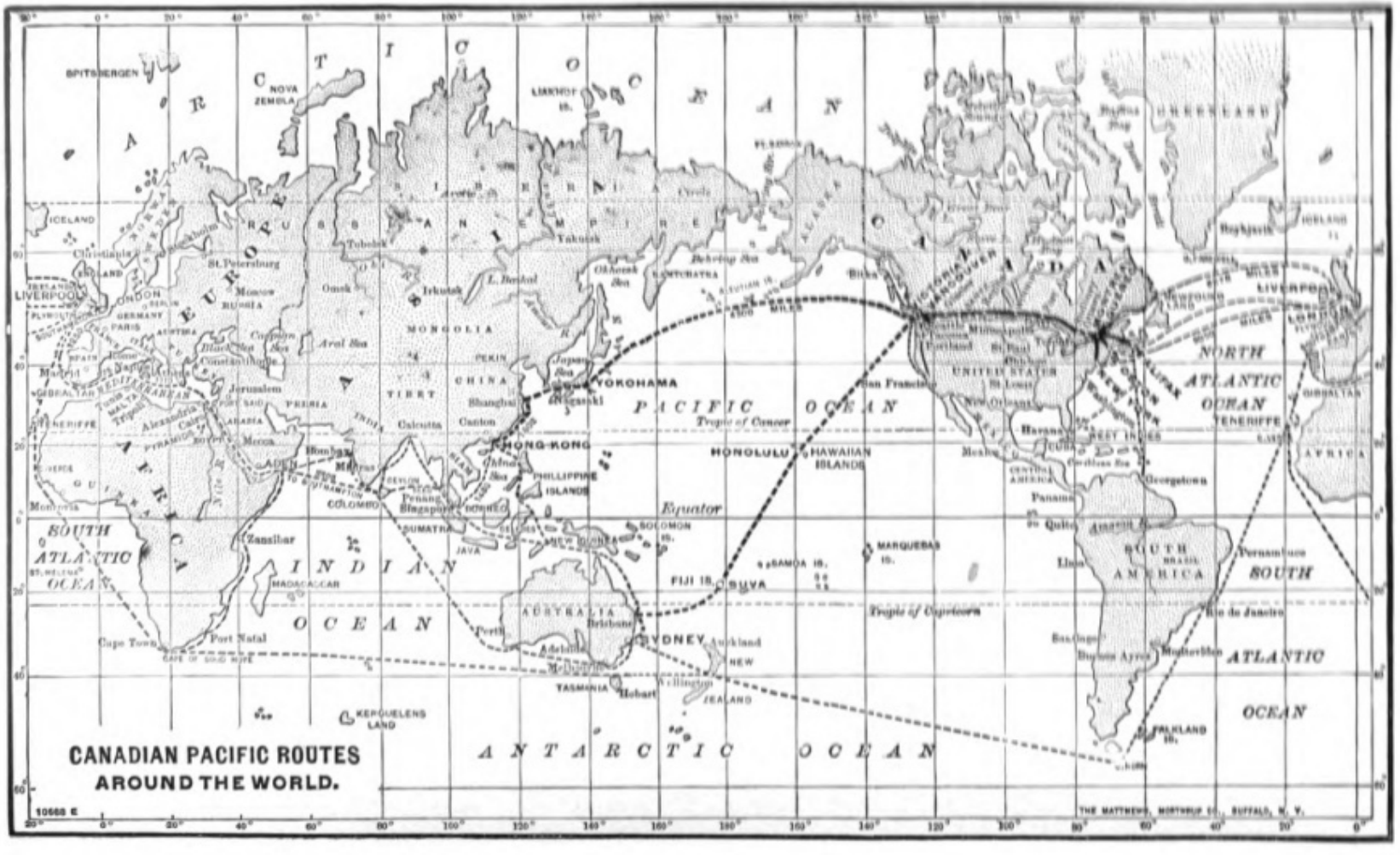

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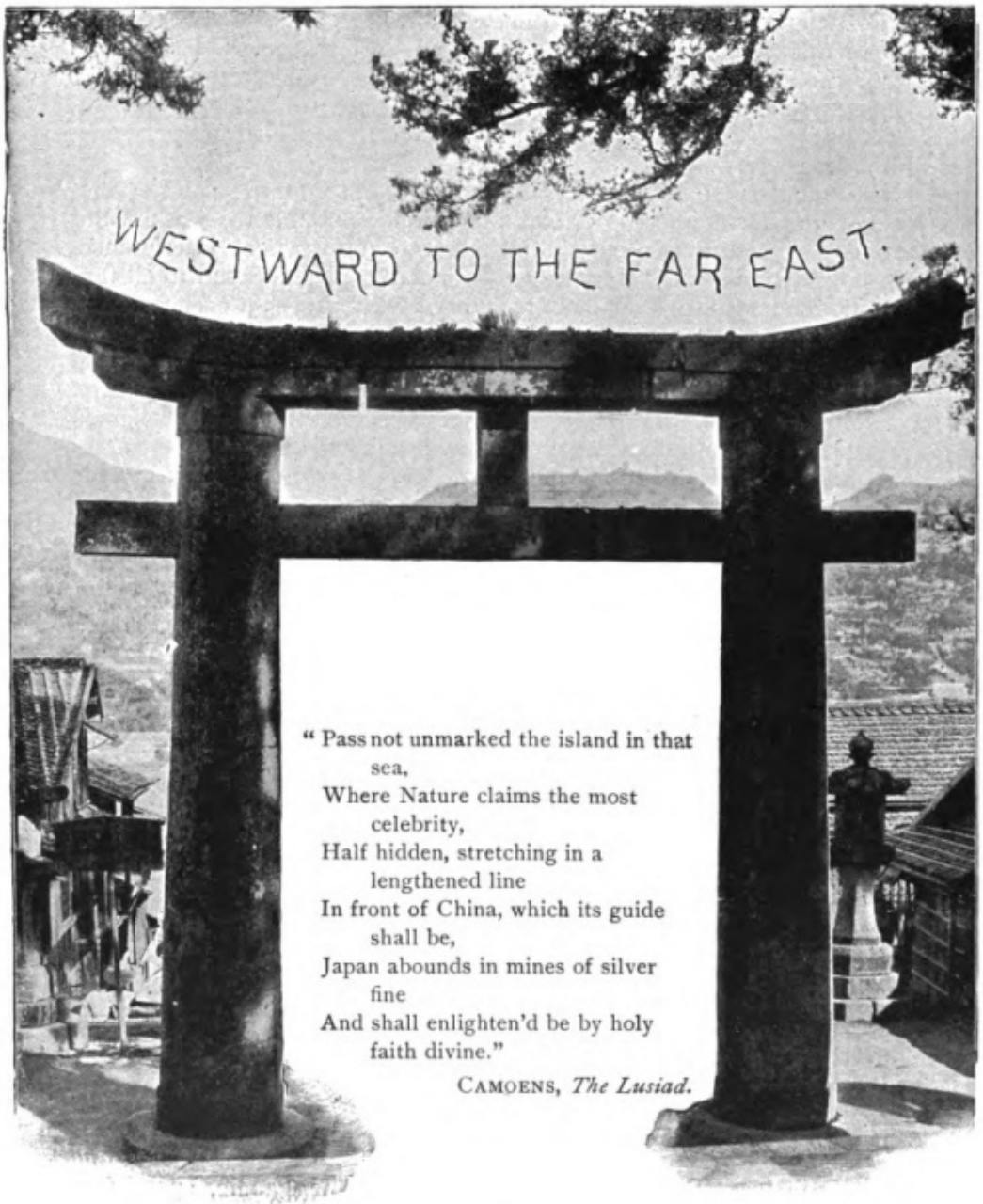

"Pass not unmarked the island in that sea,
Where Nature claims the most celebrity,
Half hidden, stretching in a lengthened line
In front of China, which its guide shall be,
Japan abounds in mines of silver fine
And shall enlighten'd be by holy faith divine."

CAMOENS, *The Lusiad.*

I

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

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view of the continent beside him, and with his own pencilings by the way on its blank leaves, it becomes the complete journal and record of his days on the overland train. There is a new object lesson in geology and botany to be studied through car windows each day, and much of ethnology as well. For the first day the train races through a half-covered glacier garden, and the marks of the great ice sheet that ground down the Laurentian slopes are so plain that one expects some next turn to show a rumpled ice stream pouring through a ravine, rather than another lake encircled by the forest.

On the second day, the glacier garden continues on a larger scale, and on the left the view ranges out over that inland sea, the vast blue Lake Superior. The north shore is the paradise of sportsmen and anglers, and one glimpses lakes, clear white streams and rushing rivers whose names are synonyms for trout — six-pounders, too. At Fort William, the travelers who have chosen the lake route from Owen Sound across Lake Huron and through the picturesque Sault Ste. Marie to Lake Superior, join the train, and at Moose Jaw, away out on the prairie, the Chicago and St. Paul and Middle States contingent via the "Soo Pacific" Route are waiting. As the train fills with other trans-Pacific voyagers, each tourist is convinced that all the world is bound for Japan, and that his particular party is but a fraction of some great excursion.

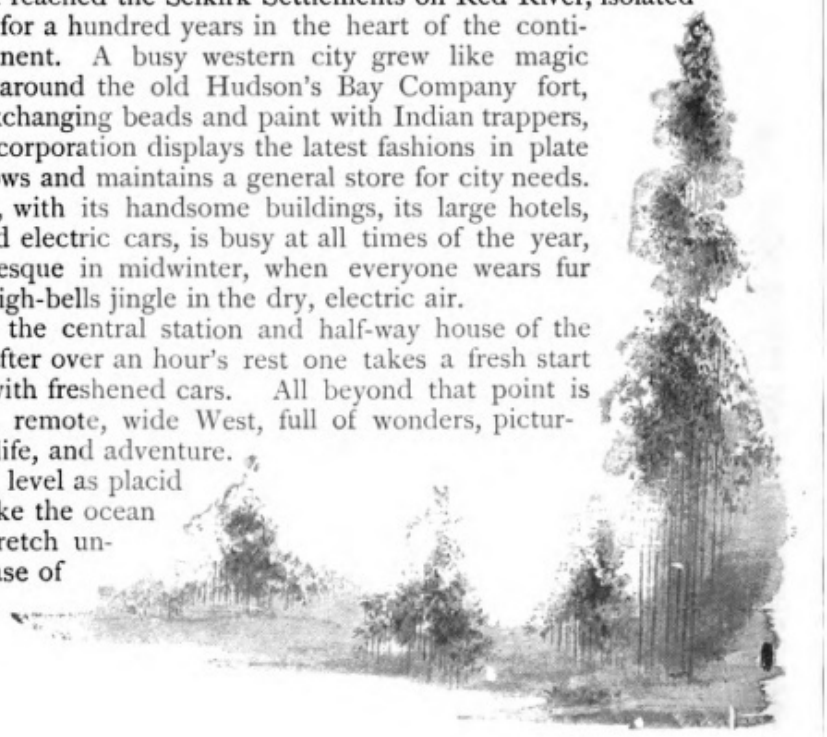
LAKE SUPERIOR.

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

WINNIPEG.

Winnipeg is the central station and half-way house of the continent, and after over an hour's rest one takes a fresh start on the journey with freshened cars. All beyond that point is the far, golden, remote, wide West, full of wonders, picturesqueness, wild life, and adventure.

The prairies, level as placid seas or rolling like the ocean in its storms, stretch unbroken to the base of the Rockies.



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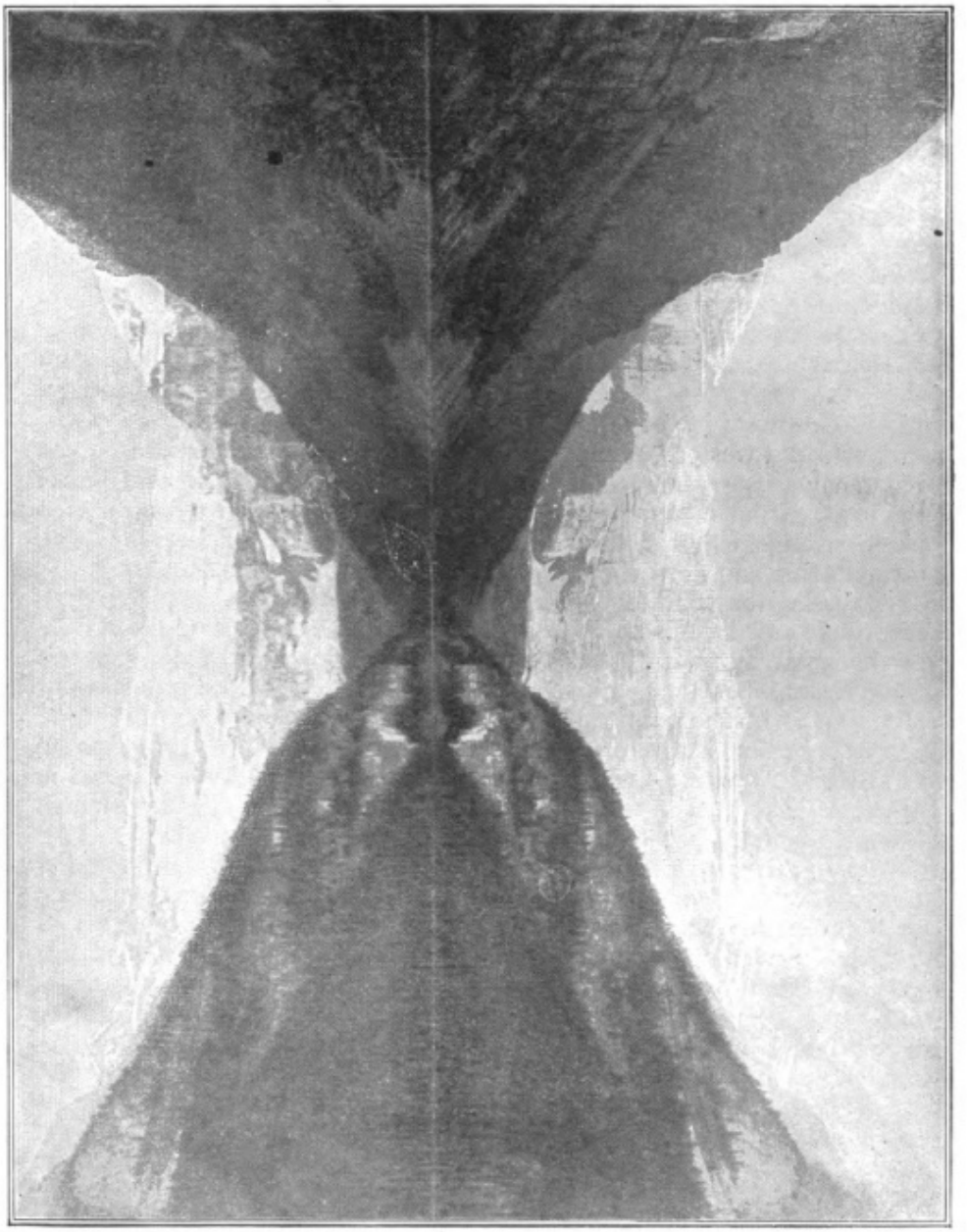

LAKE LOUISE, NEAR LAGGAN, ROCKY MOUNTAINS.

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them salt. In them float such large and richly-colored jelly-fish and medusæ as one only expects to find in tropic waters, and at low tide, the piles of the older wharves offer such an aquarium and museum of marine life as would be worth an admission fee on the Atlantic coast.

Vancouver can pleasantly entertain a waiting voyager for a few days. Its streets combine frontier and sea-faring, mining and backwoods, European, American and Oriental conditions and people. One curio shop sells basket work, silver and slate carvings brought in canoes by the coast Indians, and at the next door all the Orient is set before one by Chinese and Japanese traders who add to their stock by each arriving steamer. A mountain of tea chests is unloaded from each *Empress*, and a mountain of sacked flour and cotton in bales takes their place. In one shop delicate jeweller's scales weigh the miner's gold dust poured from buckskin bag or tin box; in another shop lean, yellow Chinese fingers manipulate the silk-strung scales with which the smoker's opium is measured out. A street of trim villas, with beautifully-kept lawns and gardens, becomes a roadway through the forest primeval, and the nine miles of carriage road through Stanley Park show one a forest as dense as a tropical jungle. Where the sombre Douglas spruce grows thickest, there is only a dim, green twilight under their branches at noonday, and the road is a mere tunnel through the original forest. Bushes, vines, ferns and mosses riot there, cedars of California proportions amaze one, and the voyager should even rise before the lark, rather than leave without seeing what a northwest coast forest is like.

THE STEAMSHIPS.

Nothing that could be devised in those Lancashire yards was omitted to make the three *Empresses* triumphs of such arts. Strength and speed were first considerations, and with their steel hulls, double bottoms, watertight compartments, twin screws, triple expansion engines and straight record of over nineteen knots an hour, the conditions were more than fulfilled. First, for the comfort of the passengers the ships were painted white, making a difference of many degrees temperature between decks in southern waters, and giving them a spick and span look. Four hundred and eighty-five feet in length and fifty-one feet beam, with hurricane deck, cabins and staterooms amidships, there is space, air and steadiness to be enjoyed by the one hundred and fifty cabin passengers which each ship can carry. All staterooms have electric lights, and while electric fans and wind-sails give air in tropic regions, steam heat cheers and comforts on the northern parallels. Electric fans above the tables replace the flapping flounce of the eastern punkah, and the creaking bar, and the sleepy punkah boy with his string, are no longer known. Chinese servants in caps and rustling blue blouses minister silently with velvet tread, automatic in their perfection, and the steward's crew are drilled to the wants of the clubmen and *gourmets* of the Far East, where dinner is a far more important and serious affair than in England itself. The traveler soon adopts "boy" as the appellation of every kind of servant, his luncheon becomes "tiffin," he claps his hands quite as much as he rings the bell or presses the button, and the yellow servitors appear as quickly and silently as Ram Lal, with his key-

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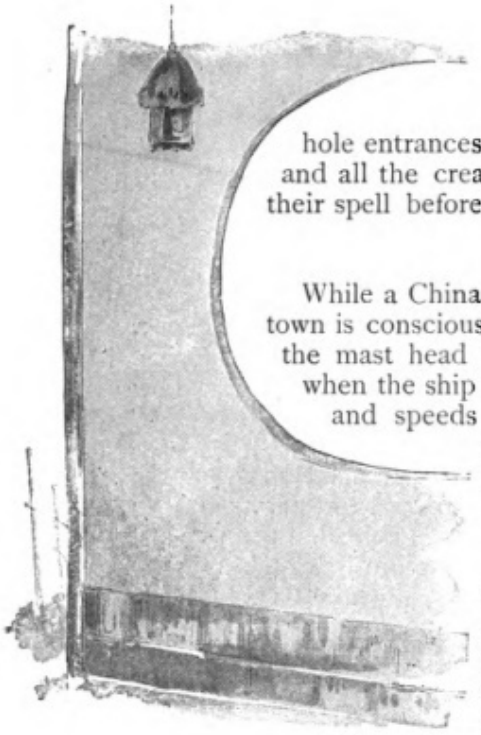

hole entrances and cloud exits; and the ease, the luxury, and all the creature comforts of the Far East begin to work their spell before many Pacific meridians are left behind.

III.

While a China steamer lies at Vancouver wharf, the whole town is conscious of the fact. When the "blue peter" flies at the mast head Vancouver keeps an eye on the inlet, and when the ship sails all Vancouver goes down to the wharf and speeds the *Empress* on her way. The ship often waits as late as fifteen o'clock in the afternoon, by the Canadian Pacific's twenty-four hour time system, in order to get the last passengers and the European mails from the overland train; in the short winter days it usually waits till the following morning. Then the lines are cast loose and the ship floats out into the stream. Vancouver cheers and bids the *Empress* adieu; and gathering speed, the ship threads the Narrows, sends a great ripple across the *Beaver's* green bones, gives one a glimpse into that magnificent fiord, Howe Sound, and then courses through the sea of islands, the long, island-studded stretch of the Gulf of Georgia. For four hours the ship winds its way through land-locked waters before it reaches the open ocean and begins the voyage to the Orient, away from the New World to the Old World, out of the West into the East.

THE OCEAN START.

A smoke cloud on the Vancouver Island shore tells of Nanaimo's coal mines, where the ship's bunkers were filled, and always in the east shines Mount Baker, its white cone showing as long as land is in sight. Strange markings on the water tell where the fresh water of the Frazer River, with its different density and temperature, floats above, or cuts through the salt water in a body, showing everywhere a sharply defined line of separation. As silently as if sailing, not a beat of its great engines felt, the ship goes swiftly over almost glassy waters, among numerous islands, until passing between San Juan and Vancouver Islands it sights Beacon Hill, with its many suburban villas, and slows for a few minutes off the outside wharves of Victoria. The pilot clambers down to a waiting boat, carrying last letters and messages ashore and the last passengers are embarked. The city of Victoria is all but hidden far within its rock-rimmed and intricate harbor, and the naval station of Esquimault only declares itself by the mast heads showing beyond the tree-tops.

No one should sail away thinking he has seen all, when he has not visited the one city of Victoria on the Western continent. Other cities named from Her Majesty have each their distinctive charm, but the Victoria of Vancouver is not surpassed. The real harbor upon which the city fronts is a broad basin reached by such a narrow passage between tree-covered points that larger steamers do not attempt to enter it, stopping instead at the outside wharf at the extreme eastern end of the city. So intricate is

VICTORIA, B. C.

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this inside harbor, with its many smaller bays and arms, that no tide table has ever been made out for it, and that mystery of the moon and the sea remains a riddle to scientist and mariner. On one arm of the harbor stands the old Hudson's Bay Company's storehouses, reminders of that day when those earliest pioneers erected their block-houses and traded with the Indians for pelts. Slowly the town grew, Fraser River, Cariboo and Cassiar mining booms bringing prospectors, pioneers and settlers to know the place and slowly add to its importance in that long ago before the railway. While British Columbia was an independent colony and Sir James Douglas and the other governors reigned undisturbed on this remote coast, Victorians had an even greater pride in their city. Those were the good old days of which it is most interesting to hear, but since the province joined with Canada its fortunes have grown apace, and the sentiment of the older residents has given way to great satisfaction with its wonderful later development and prosperity to which the Klondike boom has been the latest chapter. Summer excursion travel to Alaska has been succeeded by all-the-year-round travel, to the Yukon Gold Fields, large ocean steamers leaving Vancouver and Victoria regularly for Skaguay and Dyea, from which Dawson and Atlin Lake are now reached in comfort by railway, pack train and steamboat in a few days.

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

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

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

Life goes easily and delightfully in this city by the western sea. Its citizens are sociable and hospitable. There is much tea and

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

IV.

Often the *Empress* sights land at noon and until dark runs along close to the green Japanese shores. They often approach near enough to Kinkwazan, the sacred island in the Bay of Sendai, for one to see the temples among the trees and the flag flying from the little lighthouse at the island's edge. This Bay of Sendai with Kinkwazan (golden flower mountain) and the thousand pine-clad islands of Matsushima constitute one of the *San-Kei*, the three most beautiful scenes in Japan. Tame deer roam among the temple groves and, in good old Buddhist days, no woman could look upon, much less set her defiling foot upon, the sacred isle. Sailors and fishermen pray at the shrines of Kinkwazan, and at the tiny shrine at the summit implore the God of the Sea, who colors the waves to a wondrously pure pale green, to ultramarine, purple and such irides-

* For full titles of books of reference, see list, page 72.

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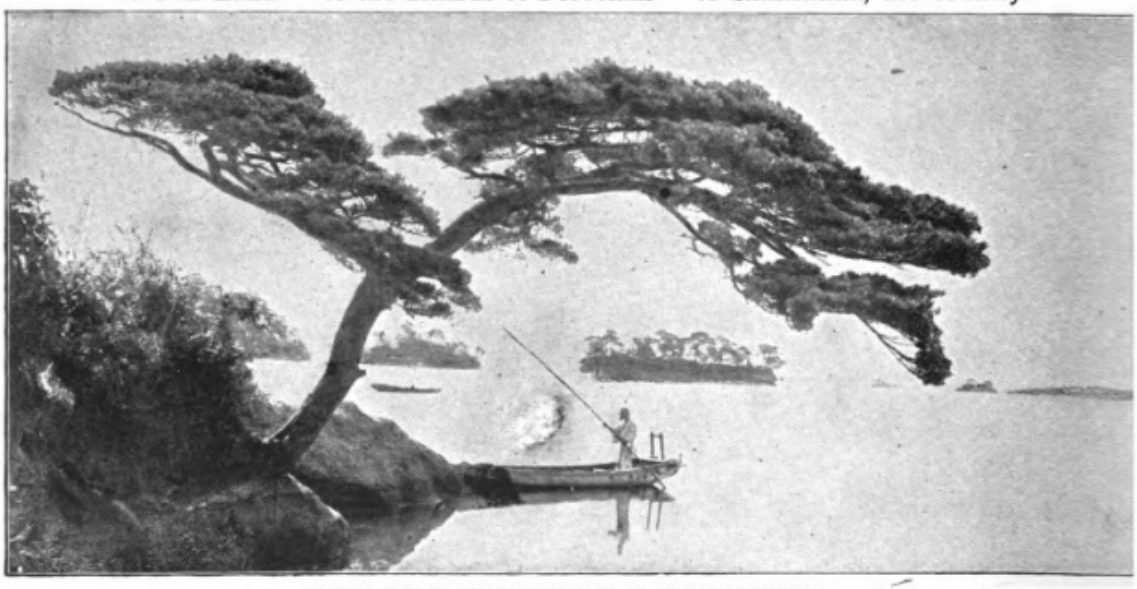
cent hues as one sees nowhere else, save off the golden isle. This Bay of Sendai is rather off the tourist's usual land route, and of the other two most famous scenic resorts in Japan, Ama-no-hashidate is still further off the route on the west coast, and Miyajima, the sacred isle of the Inland Sea, is not seen from the mail steamer's route.

Letting Kinkwazan fade away in the twilight, the *Empress* sights Fujiyama at daybreak, and as the sun springs from its ocean nest and gilds the seaward slopes, the ship rounds Cape King, passes Sagami and Kanonsaki lighthouses on the left, and the bugle call announcing the arrival in port often disturbs the breakfast table. In her "Flying Trip Around the World" Miss Bisland says: "A delicate gray cloud grows up along the edge of the water, and slowly a vast conelike cumulus, a lofty, rosy cloud takes shape and form, gathers clearness of outline, deepens its hue of pink and pearl, melts softly into the gray beneath, soars sharply into the blue above, and reveals Fujiyama, the divine mountain! * * * A mountain of pink pearl rose out of the sea; and when the gray clouds about its base resolved themselves into land we found that they were the green hills of fairyland. * * * We rose up and perceived that we had come to Fan Land — to the Islands of Porcelain — to Shikishima, the country

FUJIYAMA.



AMONG THE THOUSAND PINE-CLAD ISLANDS, MATSUSHIMA.

of chrysanthemums. The place across whose sky the storks always fly by day, and the ravens by night — where cherry blossoms, pink and white, grow out of nothing at all to decorate the foreground, and where ladies wear their eyes looped up in the corners, and gowns in which it is so impossible that any two-legged female should walk, that they pass their lives smiling and motionless on screens and jars.

When Fujiyama's pearly cone has grown from a pin point's size to a majestic peak, and the steamer coursing up the picturesque Yeddo Bay has made fast at the company's buoy in Yokohama harbor, Japan

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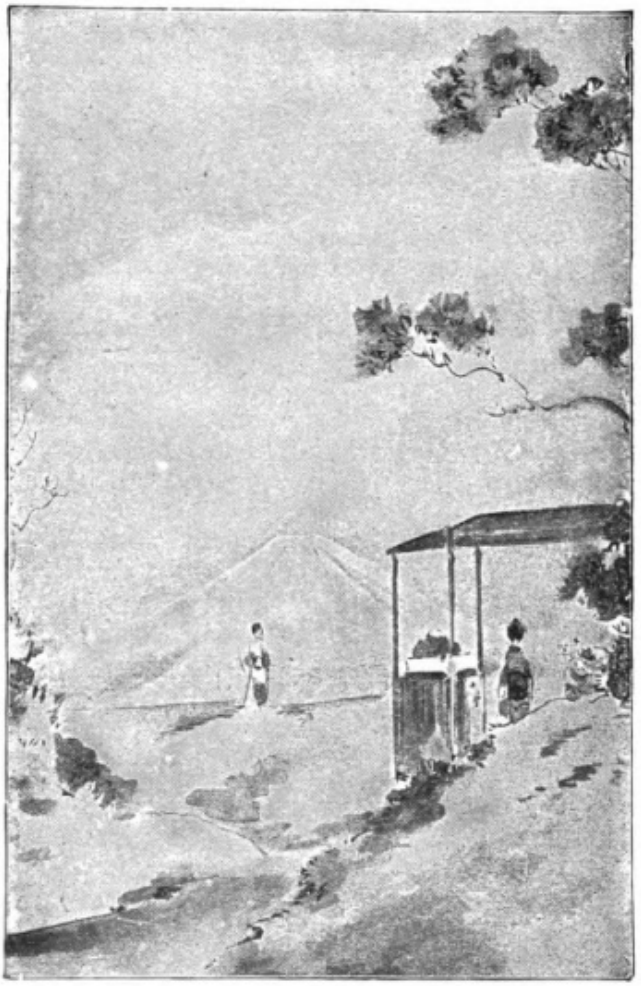
encircles one. Steam launches bear down upon the arriving ship and carry passengers and mails ashore. Sampans crowd about the steerage gangway, and the native boatmen and their queer, clean craft are seen in all their picturesqueness. "It is like the picture books," wrote John La Farge in his "Artist Letters."* "The sea was smooth like the brilliant blank paper of the prints; a vast surface of water reflecting the light of the sky as if it were thicker air. Far off streaks of blue light, like finest washes of the brush, determined distances. Beyond, in a white haze, the square, white sails spotted the white horizon and floated above it. * * * Hills of foggy green marked the near land; nearer us, junks of the shapes you know, in violet transparency of shadow, and five or six warships and steamers, red and black or white, looking barbarous and out of place, but still as if they were part of us; and spread all around us a fleet of small boats, manned by rowers standing in robes flapping about them, or tucked in above their waists. There were so many that the crowd looked blue and white — the color of their dresses repeating the sky in prose. Still, the larger part were mostly naked, and their legs and arms and backs made a great novelty to our eyes, accustomed to nothing but our ship and the enormous space, empty of life, which had surrounded us for days. The muscles of the boatmen stood out sharply on their small frames. They had almost all — at least those who were young — fine wrists and delicate hands, and a handsome setting of the neck. The foot looked broad, with toes very square. They were excitedly waiting to help in the coaling and unloading, and soon we saw them begin to work, carrying great loads with much good-humored chattering. Around us played the smallest boats, with rowers standing up and sculling. Then the market boat came rushing to us, its standing rowers bending and rising, their thighs rounding and insteps sharpening, what small gar-

YOKOHAMA.



* Century Magazine, 1890.

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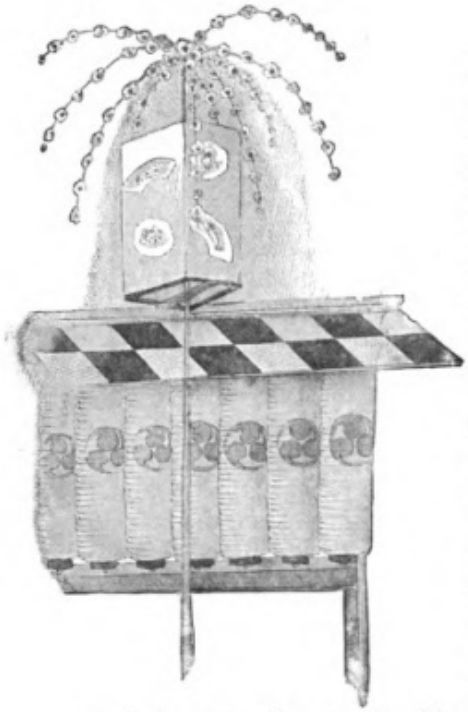

ments they had fluttering like scarfs, so that our fair missionaries turned their backs to the sight. * * * But the human beings are not the novelty, not even the Japanese; what is absorbingly new is the light, its whiteness, its silvery milkiness. We have come into it as through an open door after fourteen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

The customs examination at the English Hatoba, or landing place, are more thorough since Japan became a high protection tariff country, and inaugurated its new tariff of imports in 1899; photographic cameras are dutiable, and the snap-shot tourist often repents having made himself so conspicuous in catching his very first impressions on film. Incidentally, it may be remarked that the great moisture of the atmosphere hinders the success of instantaneous photographs, and kodaks need to be slowed down to secure even dubious negatives of moving figures. Time exposures are alone to be relied upon in Japan.

With a rush a dozen jinrikishas come forward, and the coolies drop the shafts in a circle around one and invite to the comfortably cushioned seat of the overgrown perambulator.

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

JINRIKISHAS.

A tariff of jinrikisha and sampan fares will be found on a conspicuous board at the landing place. The fare is fifteen cents to the hotel or railway station, twenty cents by the hour, or one *yen* by the day. In going up the hill to the bluff, the coolie calls an *atoshi*, or pusher, to help him up the slope, and the passenger pays four cents to this assistant at the top.

All the houses and places of business in Yokohama are known to the coolies by their numbers, which in Japanese and Arabic numerals are fastened to each door or gate. One may learn the numerals and their written characters from the hotel menu cards, as each dish is numbered in Japanese at one side of the card and in English at the other side. The guest points to the number and the waiter brings the desired dish.

HOTELS.

BILL OF FARE.

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

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

The Grand Hotel (No. 20, or *ni jiu ban*), the Club Hotel (No. 5, or *go ban*), the Oriental Hotel (No. 11, *jiu ichi ban*), several small hotels

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sular and Oriental, the Norddeutscher Lloyd, and the Messageries Maritime Steamship Companies have also offices at Yokohama.

JAPAN RAILWAYS.

Railways now connect all the principal cities in Japan, and there are in operation 2118 miles of road, and 1000 miles in course of construction. The first lines were built, equipped and managed by English engineers, but all the railway employes are now Japanese.

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

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

Tokio time, the true local time of the Akeshi, or 135th meridian, is kept throughout the empire and is nine hours in advance of Greenwich time.

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

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

CONSULATES AND PASSPORTS.

The British and Russian Consulates and the United States Consulate-General are in line on Nippon Odori, the broad street running westward from the main entrance of the Custom House, which adjoins the English Hatoba. The flagstaffs and the colors of those countries will easily guide one from any point. The Kencho, or office of the local governor, is directly opposite the British Consulate, and the post office is diagonally across from the United States Consulate-General.

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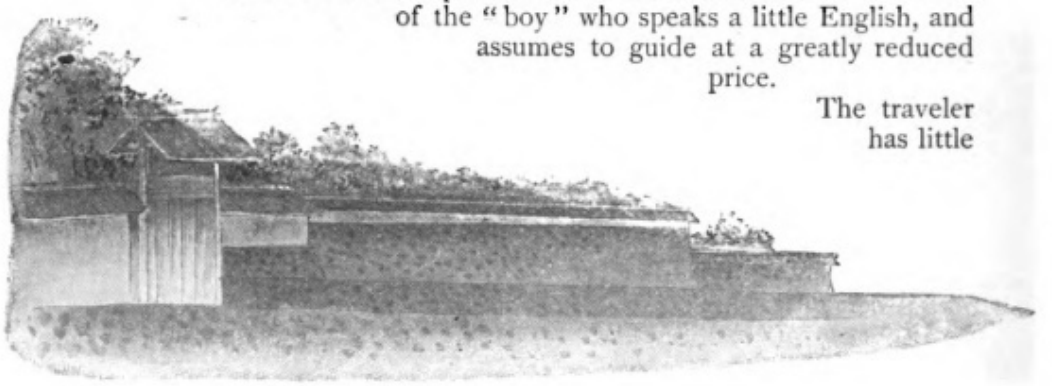
With the operation of the new treaties in 1899 extra territorialty ceased in Japan, and all foreigners are now subject to Japanese laws while in Japan. The special passports obtained through one's legation or consulate are no longer required. Every wise traveler of course carries a passport from his own country as a means of identification in emergencies.

JAPANESE SERVANTS AND GUIDES.

As a rule, the foreign or European servant is quite useless in the Far East. The tourist can easily find a well-trained Japanese "boy" or valet, and an *amah* or lady's maid, who can speak enough English to be of assistance in traveling and add much to one's stay. Their wages range from eight to fourteen dollars, and the employer does not provide food or lodging in Yokohama or in the larger towns where he makes any stay. In moving about from place to place the servant must of course be provided for. In China he may engage a Chinese boy and carry him as far as Hong Kong, and in the same way secure an Indian servant who will smooth the way across that country. At either hotel in Yokohama he will find a bulletin board with the cards of the professional guides who are disengaged. A guide is necessary to any one who would comfortably travel in the interior, or off the beaten track, and is an advantage to any one not speaking Japanese. Their guild, the Kaiyusha, authorizes a regular tariff of charges, ranging from two dollars a day upward, according to the number of tourists in the party. The guide's traveling and living expenses are paid by his employer, who saves time and endless annoyance, and misses nothing of interest while in the charge of one of these experienced mentors. The tourist is warned of the "boy" who speaks a little English, and assumes to guide at a greatly reduced price.

The traveler has little



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

HEALTH AND DOCTORS.

V.

The excellent hotels and the foreign life and interests of Yokohama tempt the tourist to linger there; but it is wiser to accomplish his country trips first, and deliver himself over to the seaport's silk and curio shops, photographers, tailors, tattooers and social life later. If he wishes to make a prolonged stay, he may lease a furnished house all the way from $45 or $50 per month for a small bungalow, up to $300 per month for a more

KEEPING HOUSE.

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self the object of pleasant attentions from rival firms. There are many small curio, or more purely second-hand, shops on Honcho Dori and Benten Dori, on Isezakicho and the Camp Hill road leading to the Bluff, and peddlers soon learn the way to one's apartment.

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

AMUSEMENTS.

From the temple grounds on Nogeyama, the hill at the left of the railway station, a bird's-eye view of the city and harbor may be obtained, with the fort on the Kanagawa cliffs overlooking them. A carriage, or jinrikisha, ride around the Bluff, where are the homes of the foreign residents, past the race-course, and around by the shores of Mississippi Bay, will show one much of beauty and interest in the couple of hours devoted to it. There is good bathing at the Honmoku Beach below Yokohama Bluff, and the tea-house there provides every accommodation for bathers.

VI.

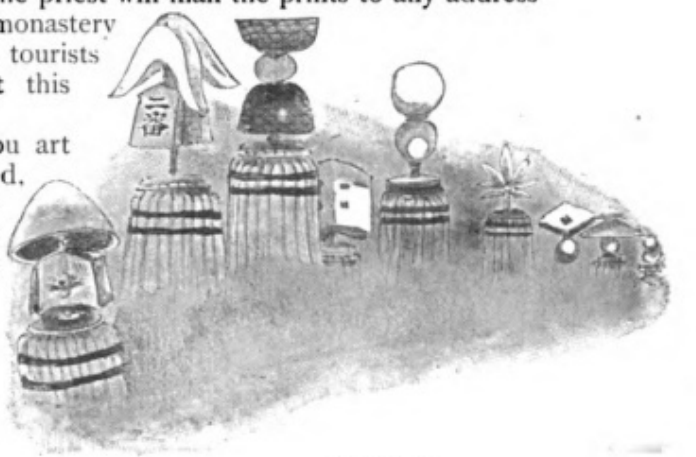
The *ri* and the *cho* are the Japanese measures of distance. The *ri* is equal to about two and a half English miles, and it takes 36 *chos* to make one *ri*. Fifteen *chos* are a little more than one mile. One *ri* equals 1.9273 kilometres, and it is believed that that decimal system will soon be adopted.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

It is a day's delight to visit Kamakura and Enoshima, twenty miles below Yokohama. The railway train will take one to Kamakura, landing him near the Temple of Hachiman, an historic shrine where many famous relics are displayed. He may tiffin at the Kaihin-in, a hotel in a pine grove near the beach famous for its cuisine, and a popular resort for foreigners at all seasons.

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

THE DAI BUTSU.

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



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

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

YOKOSUKA.

Yokosuka is distant from Yokohama twenty-two miles by train, or distant fifteen miles by small steamer which leaves the English Hatoba four times daily. The government arsenal, navy-yard, dry-docks and ship-yards are at Yokosuka, and as Japan ranks well as a naval power, there is always something of interest to be seen. A mile beyond Yokosuka is the grave of Will Adams, an English pilot, who arrived on a Dutch trading vessel in 1607, and being able to teach ship-building and other useful arts, was not allowed to leave the country. Turn to the right from the landing place, follow the street until it crosses the bridge, and then up the steep road to a stone staircase that leads to the summit of a hill. The view well rewards one for this walk to Will Adams' grave.

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

MIYANOSHITA.

THE DAI BUTSU (GREAT BUDDHA).

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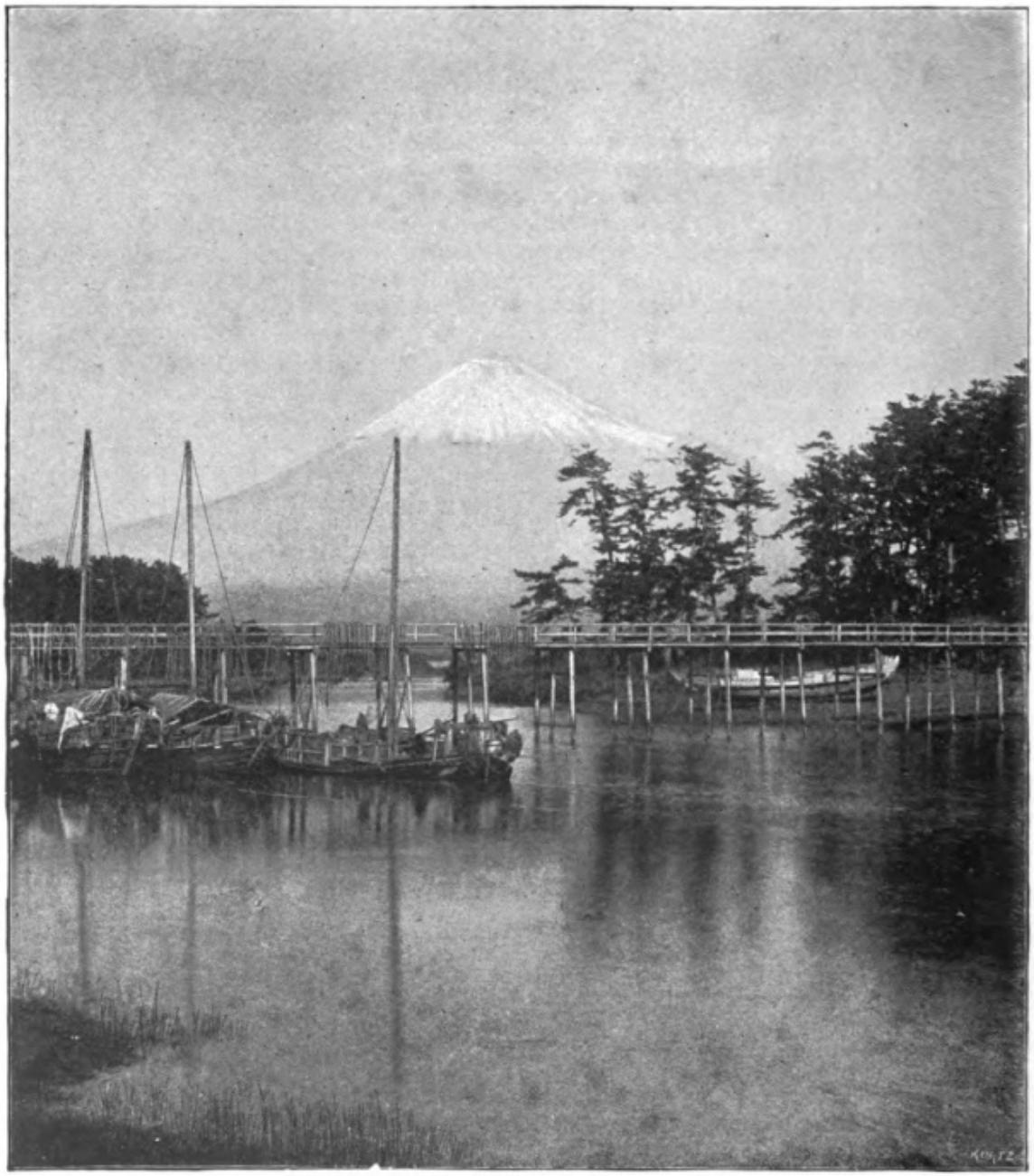
Twenty miles below Kodzu on the coast is Atami, a favorite watering-place, which has sulphur baths and a geyser bubbling at the very edge of the ocean. Sheltered in its little bay by an amphitheatre of cliffs and mountains, and with the long rollers of the open Pacific sweeping up its beach of golden sand, which is warmed by the subterranean heat, Atami is a winter and

ATAMI.



FUJIYAMA.

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the famous garden of the old Mito Yashiki, now the Arsenal, by addressing the Minister of War through his legation. The Imperial Palace in Tokio is not open to sightseers. Only those bidden to its state functions may cross its marble bridge. Through his legation the tourist may obtain permits to visit the Imperial Palace and Nijo Castle at Kioto, and the old castle at Nagoya.

The mortuary temples of the Tokugawa Shoguns at Shiba and Uyeno Parks are the finest examples of architecture and decoration in Tokio, and the jinrikisha runners will lead to the gateways, where entrance to their interiors may be had. A fee of twenty-five *sen* is paid the priest who conducts one through the temple and to the tomb of Hidetada, the Ni Dai Shogun; and the same is paid at Uyeno. On entering a temple, the inner rooms of a shop or tea-house, shoes must always be removed, as the finely-woven, exquisitely clean straw mats and the polished wooden floors would be hopelessly ruined by the tread of coarse and dirty leather. Hidetada's tomb is very fine, but the most beautiful mortuary chapel, garden and tomb at Shiba are those of the 6th Tokugawa Shogun, "Roku Dai." The bronze doors at the entrance of the tomb are deservedly famous.

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

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

WRESTLERS AND SHOWS.

Near the Ryogoku Bashi the colony of wrestlers abide, and every spring hold their great tourney. The word *sumo* (wrestler) is sufficient order to the jinrikisha coolie, and if there be a show tent open, it is soon declared by long pendant banners and gay standards, and one

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may watch the obese, overfed champions conduct their struggles on anything but the Westmoreland rules.

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

"Whatever these people fashion, from the toy of an hour to the triumph of all time, is touched by a taste unknown elsewhere. To stroll down the Broadway of Tokio of an evening is a liberal education in every-day art. Two long lines of gaily-lighted shops, stretching off into the distance, look out across two equally endless rows of torch-lit booths, the decorous yellow gleam of the one contrasting strangely with the demoniacal red flare of the other. As your feet follow your eyes, you find yourself in a veritable shopper's paradise, the galaxy of twinkle resolving into worlds of delight. Nor do you long remain a mere spectator, for the shops open their arms to you. No cold glass reveals their charms only to shut you off. Their wares lie invitingly exposed to the public, seeming to you already half your own. At the very first you come to you stop involuntarily, lost in admiration over what you take to be bric-a-brac. It is only afterwards you learn that the object of your ecstacy was the commonest of kitchen crockery. Next door you halt again, this time in front of some leathern pocket-books, stamped with designs in colors to tempt you

JAPANESE SHOPS.

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instantly to empty your wallet for more new ones than you will ever have the means to fill. * * * Opposed as stubbornly as you may be to idle purchase at home, here you will find yourself the prey of an acute case of shopping fever before you know it. Nor will it be much consolation subsequently to discover that you have squandered your patrimony upon the most ordinary articles of everyday use.

"If, in despair, you turn for refuge to the booths, you will but have delivered yourself into the embrace of still more irresistible fascinations, for the nocturnal squatters are there for the express purpose of catching the susceptible. The shops were modestly attractive from their nature, but the booths deliberately make eyes at you, and with telling effect. The very atmosphere is bewitching. The lurid smokiness of the torches lends an appropriate weirdness to the figure of the uncouthly clad peddler who, with the politeness of the arch-fiend himself, displays to an eager group the fatal fascinations of some new conceit. * * * Beyond this lies spread out on a mat a most happy family of curios, the whole of which you are quite prepared to purchase *en bloc*. * * * So one attraction fairly jostles its neighbor for recognition from the gay thousands that, like yourself, stroll past in holiday delight. Chattering children in brilliant colors, voluble women and talkative men in quieter but no less picturesque costumes, stream on in kaleidoscopic continuity, and you, carried along by the current, wander thus for miles with the tide of pleasure-seekers, till, late at night, when at last you turn reluctantly homeward, you feel as one does when awakened from some too-delightful dream."*

TOKIO FÊTES.

Tokio's greatest fêtes are when the cherry blossoms convert Uyeno Park and the Mukojima river road into such a floral paradise as no Occidental dreams of, and this April carnival is worth hastening, or delaying long to visit. The iris gardens of Hori Kiri afford a unique flower show in mid-June that the tourist should go far to see. The opening of the river at the end of June is another characteristic and picturesque fête of the capital, when the summer boat-life begins, and the moon viewing in September closes it.

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

There is a great wistaria fête at the Kameido Temple in May, when the ancient vines bear flowers three and four

* "The Soul of the Far East," page 114.
† Anniversary of the Declaration of the New Constitution, Feb. 11, 1889.

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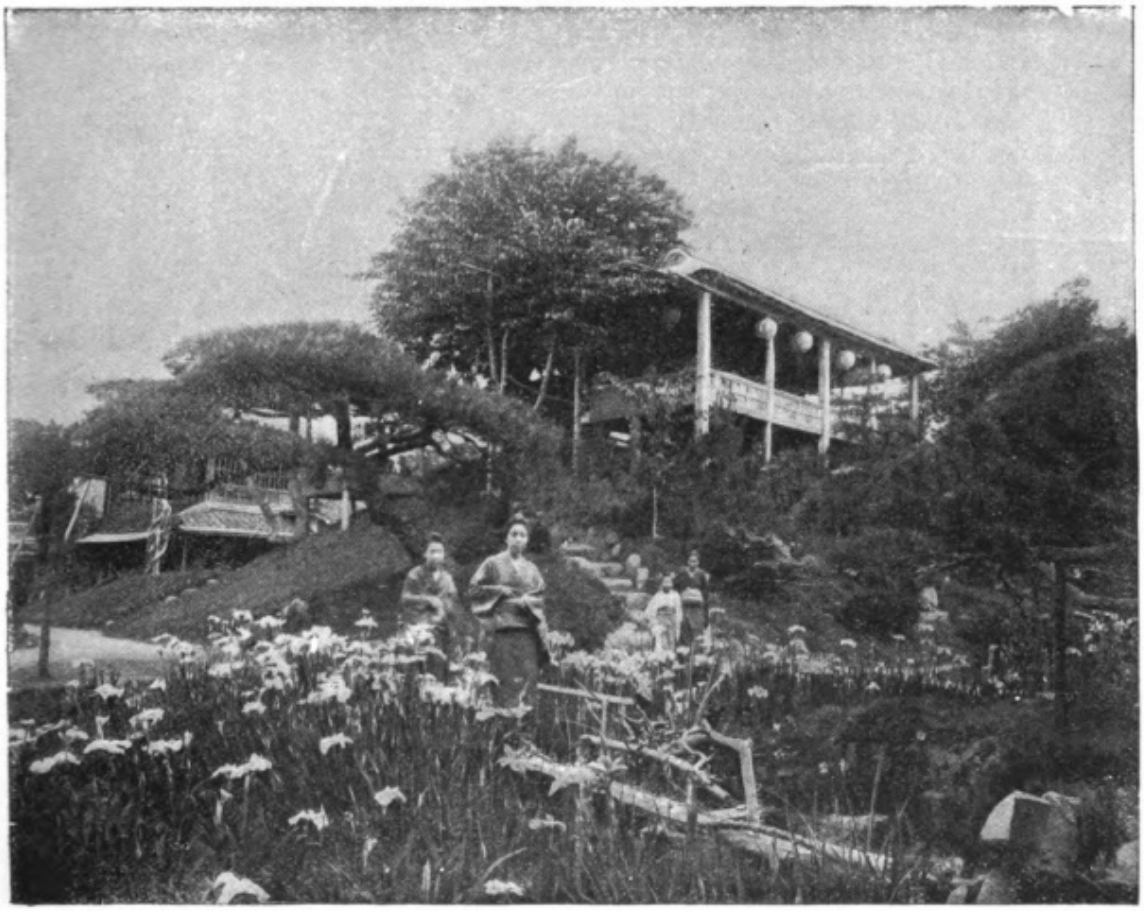
feet in length. Gold-fish as many feet in length live in the temple lake, and may be seen at any season by him who will clap his hands and scatter cakes on the water. From the Seiyoken restaurant in Uyeno Park he may look down upon many acres of blooming lotus in July and August, and Iriya gardeners show the most wonderful morning-glories.

In October the greatest chrysanthemum show in the world begins



IRIS BEDS AT HORI KIRI, NEAR TOKIO.

in the Dangozaka quarter, and no flower fancier knows the chrysanthemum and its possibilities until he has seen the marvelous blossoms and the life-size and colossal flower-pieces there. Of that beloved national flower Percival Lowell says:

THE CHRYSANTHEMUM SHOW

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

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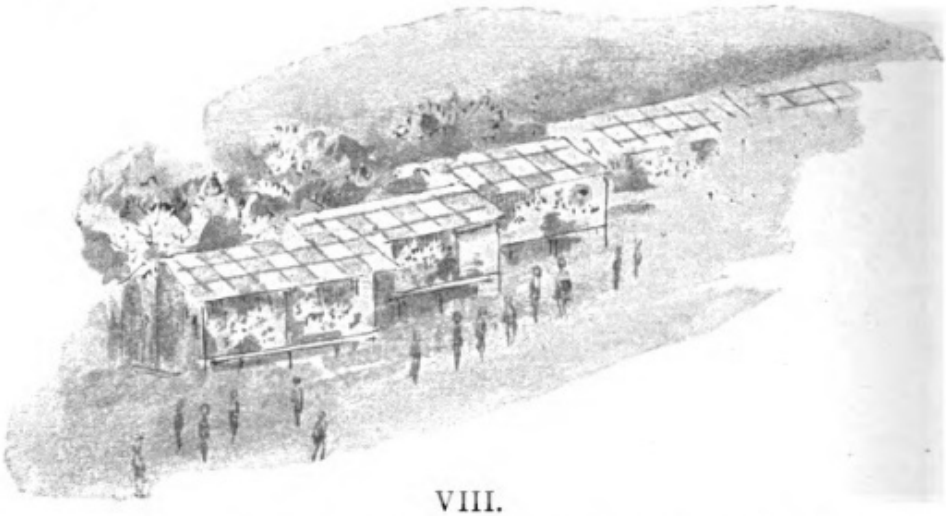
Besides the curio shops on the Nakadori and the Nishi Nakadori there are many similar shops scattered throughout the city.

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

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

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



VIII.

Nikko, the site of the most splendid temples in Japan, and a mountain refuge of great popularity in midsummer, is reached by railway in five hours from Tokio. On the return one may take jinrikisha to Utsonomiya and ride for twenty-three miles down an avenue lined with ancient cryptomeria trees.

NIKKO, THE CITY OF TEMPLES.

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

A small admission fee is charged at each temple. A score of writers

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beside Dr. Dresser have found words inadequate to describe these "shrines as glorious in color as the Alhambra in the days of its splendor, and yet with a thousand times the interest of that beautiful building."

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

"At the farther end rises a building, the like of which for richness of effect you have probably never beheld nor even imagined. In front of you a flight of white stone steps leads up to a terrace whose parapet, also of stone, is diapered for half its height and open lattice work the rest. This piazza gives entrance to a building or set of buildings whose every detail challenges the eye. Twelve pillars of snow-white wood sheathed in part with bronze, arranged in four rows, make, as it were,

INNER GATE OF IYEMITSU TEMPLE, NIKKO.

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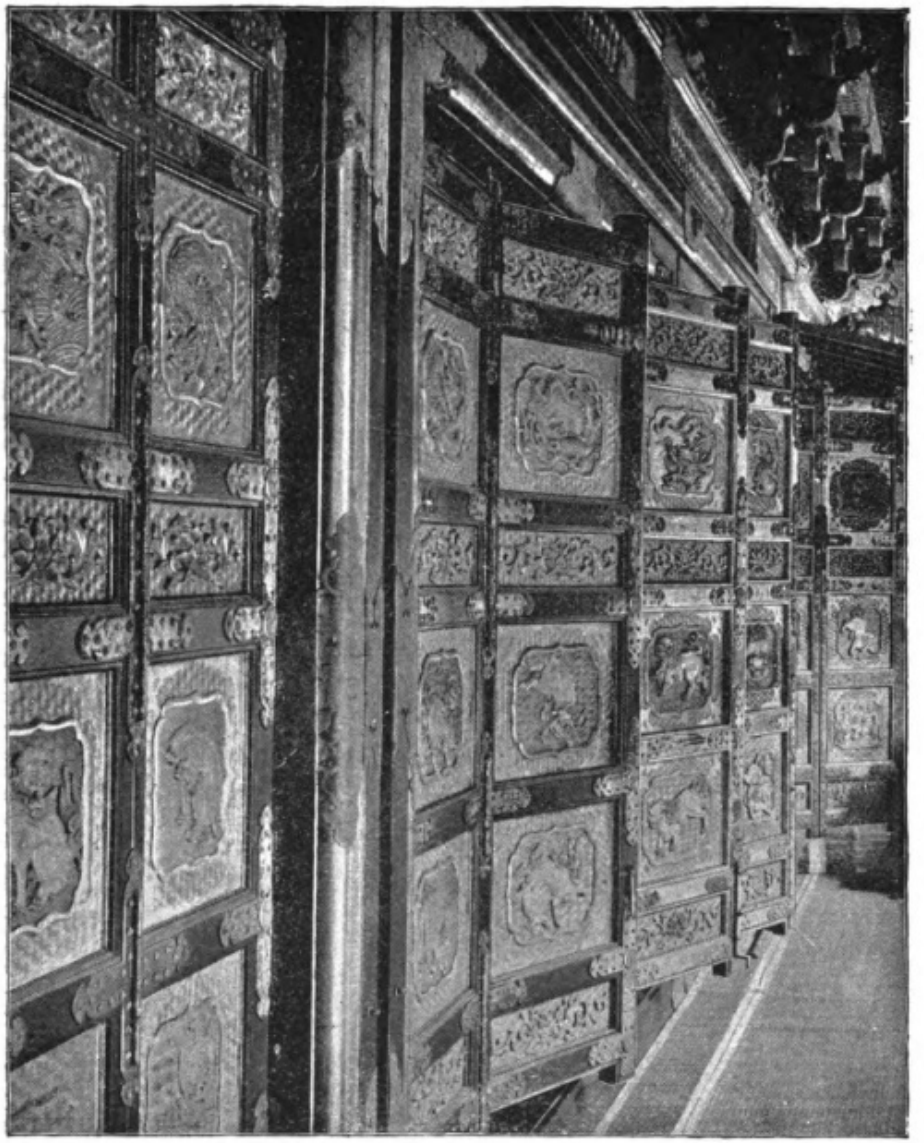

THE WALLS OF THE IYEYASU TEMPLE, NIKKO.

reached. There one may spend the night and return to Nikko the following day in time for a second visit to the temples, which is much more satisfactory than the first bewildering glimpses.

Returning from Nikko by train the tourist interested in silk culture may change at Oyama, take train for Maebashi and thence by jinrikisha seven miles, reach Ikao, the centre of the Joshu silk district. There are excellent hotels in foreign style and hot mineral baths which attract many of the better class of Japanese who, to cure their ills, spend whole days in the pools with floating tables before them on which they write, play games and eat. The village street is lined with charming little wooden-ware shops; Ikao's confections are renowned; there are magnificent views from every part of the village, and the neighborhood offers

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many excursions. A good walker, indifferent to a little hardship, may get quite off the beaten track by crossing the mountains to Nikko by the Ashiwokaido, a distance of sixty-eight miles. No one should attempt it without a guide, and ladies not at all.

Rice cultivation is everywhere to be seen in city suburbs, beside railroads and highways, and one soon grows familiar with the flooded fields, the level patches of intensely green spears, or the stacks and festooned fringes of ripened grain.

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

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

IX.

In traveling by railway between Tokio and Kioto, the traveler may make the journey between early morning and midnight of the same day, or break the long ride by stopping over night at Shid-

SHIDZUOKA.

zuoka or Nagoya and seeing these provincial capitals. There are no sleeping cars, and in the tourist's favorite seasons, the passenger is not always sure of a whole sofa to himself for the night. At Shidzuoka, the hotel, in foreign style, is directly facing the station. There is an interesting old temple and the remains of the castle walls and moat to interest those who stop longer than twelve hours, and the vendors of the airy, bird-cage-like baskets, peculiar to Shidzuoka, have learned to seek out and tempt the tourist the instant he arrives.

There is a twenty minutes' ride in jinrikisha from the station at Nagoya to the foreign hotel in the heart of the city. The great earthquake of October, 1891, so twisted and wrenched the great beams of the castle keep that visitors were for the time debarred from ascending its stairways to look

NAGOYA.

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

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out upon the Owari plain and the bay of Owari. The Buddhist temple and the cloisonnee factories are the chief points for sightseers, and the streets and shops show much of Japanese life unaffected by foreign fashions. He who has a real interest in the land and its people will leave the beaten track at Nagoya, and crossing the bay at Yokkaichi, make a pilgrimage to the sacred shrines at Yamada in Ise, the cradle and treasure houses of the Shinto cult. All summer devout pilgrims tramp with jingling staffs through the sacred groves of Ise, and much of old Japan lingers in that province.

X.

The Canadian Pacific steamers' regular ports of call are Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong. The tourist may proceed by frequent local steamer to Kobe and through the Inland Sea to Nagasaki.

AT KOBE.

Within twenty-four hours after leaving Yokohama such steamers enter the Inland Sea and anchor off Kobe, the foreign settlement adjoining the ancient town of Hiogo. The tourist may also reach Kobe by the

CASTLE AT NAGOYA.

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Tokaido Railway in less time, or he may stop off at Nagoya, cross Lake Biwa, visit Kioto, Nara and Osaka before taking ship again.

Kobe-Hiogo, the second export city of the empire, with a population now exceeding 90,000, has a most picturesque setting, and at night the harbor and hillsides look as if purposely illuminated. The Hiogo Hotel on the Bund, the Oriental, the Hotel des Colonies and the German Club Hotel are excellently kept in foreign style. The Consulates, banks and shipping agencies are all in the Concession, between the Hatoba and the railway. The Kobe Club is on the Recreation Ground, or foreign park, just in the rear of the Custom House. The Boat Club further east, and fronting on the Beach, has bathing barge, dressing rooms and boat-houses.

The sights of the town are the Nanko Temple, the Nofukuji Temple with its colossal bronze Buddha, and the Shinkoji Temple in Hiogo; the Ikuta Temple, the Nunobiki waterfalls, and the raised river bed, the Minatogawa, which is park and pleasure ground for the Japanese community.

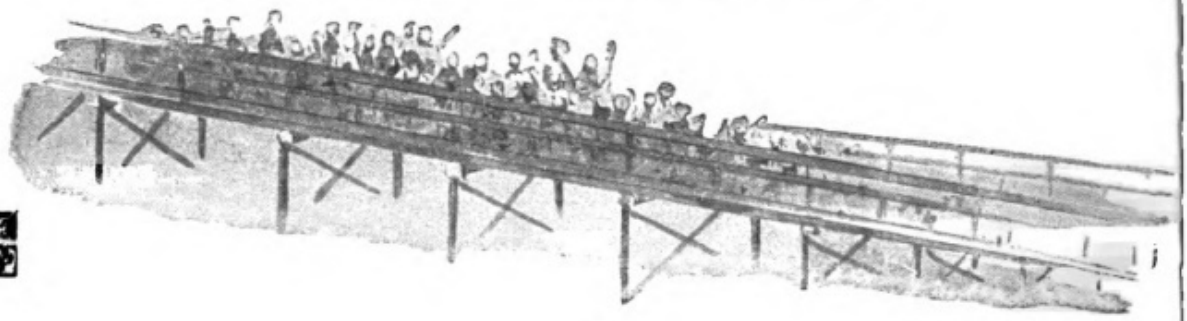
The Motomachi, or main street, is a lane of delight in the way of attractive shops.

Arima is a mountain village sixteen miles inland, where nearly all the bamboo baskets for the foreign trade are manufactured. Arima has also medicinal springs and is a fashionable place of resort for the rheumatic and ailing, Hideyoshi having given it vogue centuries ago. Its picturesque streets and surroundings, its shops and workrooms easily entertain one for a day. Returning to Kobe, the traveler may take *kago*, or walk, to the top of Rokusan, and there enjoy a matchless view of mountain, sea and plain, descend the steep road to Sumiyoshi station and take train five miles to Kobe.

Osaka is distant twenty miles from Kobe by rail. Trains leave hourly for Osaka and at longer intervals for Kioto, which is twenty-seven miles beyond Osaka.

The traveler may visit that second city of the empire, variously called the Venice, the Glasgow and the Chicago of Japan. Formerly it was the military capital. Much of Japanese history has been made within its castle, and even foreign writers have made its romances known.*

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



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The last acts of the Shogunate were played there, and with the surrender of 1868 the Restoration began. Its 361,694 people, its three hundred bridges, its great temples and workshops and cotton mills, are all matters of boastful pride to those prosperous citizens.

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

THE SIGHTS OF OSAKA.

The great silk shops contain the richest fabrics loom and hand can produce, but trade in them proceeds on leisurely Japanese lines, highly entertaining to one who has time at command, and maddening to the hurried tourist, watch and time table in hand.

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

XI.

No traveler fails to visit Kioto, the soul and centre, the heart of old Japan, and most fascinating city of the Empire.

It is possible to go to Kioto by a morning train, see several temples, tiffin at Yaami's, visit the Palace and Castle, do a little shopping, and return to ship at night, if one has a good guide and is limited to that one day on shore. The professional guides are registered at the Kobe hotels. Failing to secure one, the flying tourist may telegraph Yaami to send an English-speaking boy to the train at Kioto. He may visit the two Hongwanji temples, the Dai Butsu and Chion-in temples before reaching the hotel whose proprietors were formerly guides and knowing what the tourist wants to or ought to see, can quickly put him in the way of it. The Kioto Hotel in the level plain

KIOTO.

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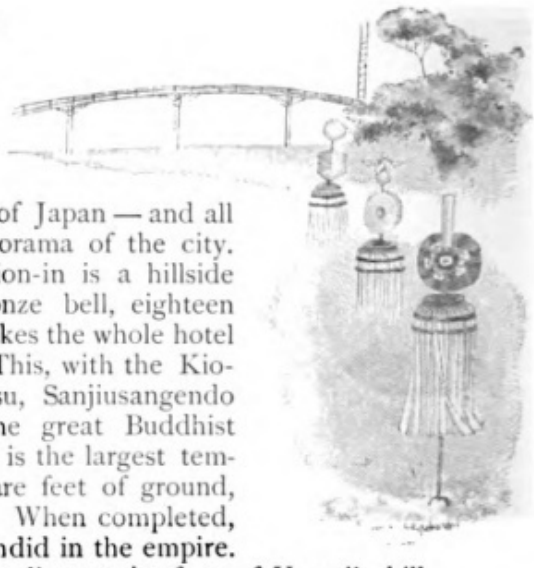


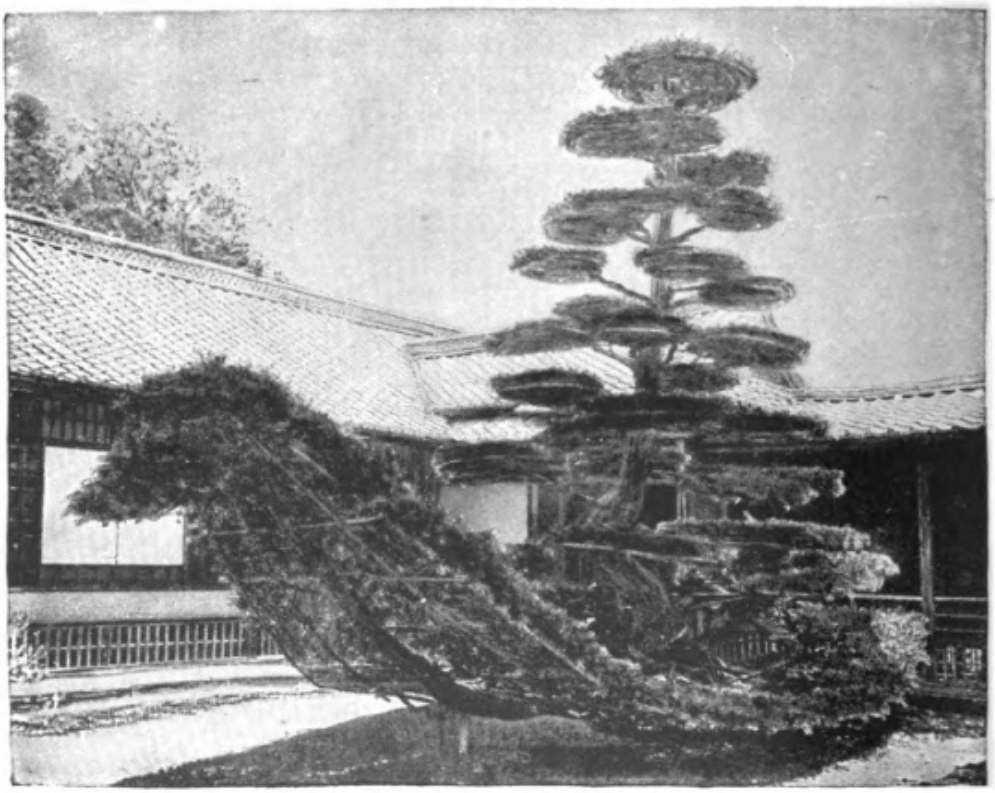
of the city is also kept in foreign style, but Yaami's is historic ground — one of the institutions of Japan — and all must seek its verandas for the panorama of the city.

Of the great temples, the Chion-in is a hillside neighbor of Yaami's, and its bronze bell, eighteen feet in length, shakes the whole hotel when it rings. This, with the Kiomidzu, Dai Butsu, Sanjiusangendo and the two Hongwanjis, are the great Buddhist shrines. The Higashi Hongwanji is the largest temple in Japan, covering 52,380 square feet of ground, and rising to a height of 126 feet. When completed, its interior will be the most splendid in the empire. The Gion, the great Shinto shrine, lies at the foot of Yaami's hill.

TEMPLES.

After an entire morning of temples, an afternoon may be agreeably given to the great silk shops where English speaking clerks are always found.

The Palace and the Nijo Castle, permits to visit which must be obtained through a Tokio legation, and the Kinkakuji (a small suburban palace, now a monastery), will occupy another morning, and curio shops will beguile that afternoon. The Kinkakuji (the gold-covered pavilion) and the Ginkakuji (the silver-covered pavilion) are two model landscape



THE JUNK PINE TREE AT THE KINKAKUJI, KIOTO.

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gardens of Japan, after which classic designs half the miniature paradises of the land are arranged. Both monas eries contain famous pictures and screens. The Kinkakuji has a special fame in possessing an ancient pine tree trained in the shape of a junk in one of its courts; and the Ginkakuji holds the first and oldest ceremonial tea-house in Japan.

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

A favorite excursion is to Takao, on the Oigawa, where the traveler takes flatboat and shoots the rapids of that river, and resumes jinrikisha at Arashiyama, a southwestern suburb of Kioto. If not too many, the jinrikishas may be taken in the boat or another boat hired for them. Three or four *yen* are asked for each boat, and the passage is made in less than two hours. Luncheon may be taken from the hotel, or the

THE MAIKODORI — CHERRY BLOSSOM DANCE AT KIOTO.

tourist may feast at the Arashiyama tea-house. Arashiyama is the Kioto synonym for cherry blossoms, and all the geishas in the empire have a dance that tells of cherry blossoming by the Oigawa. In April these hillsides rival the rosy slopes of Maruyama, where that enormous old cherry tree at the foot of Yaami's lane has drawn worshipping crowds for three hundred years. While it blooms, a gala season reigns and the great dancing fête, the Miakodori, goes on at the neighboring geisha school.

The visitor may now reach Nara by railway. It is but twenty-six miles, the roads are perfect, the country picturesque, the wayside full of interest, and all the ground historic, while in the cherry blossom and wistaria season a visit to Nara should never be omitted. The road runs through the famous Yamashiro tea district, and Uji, the chief town, is always fra-

NARA.

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THE GREAT PAGODA AT NARA.

grant with the toasting leaf. The Phœnix Temple near Uji was reproduced at the Chicago Exposition, 1893. The Musashino tea-house on the hill between the two temple grounds, and the Oya in the town, are the best tea-houses at Nara, and there is also a hotel in foreign style.

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

There is a railway from Nara to Osaka, and reversing the trip, the traveler, who has a passport for Nara, may run up from Osaka in a little over an hour, give two or four hours to the temple grounds, and if the guide has provided a tiffin, picnic at one of the picturesque *tateba* or wayside tea-sheds among the ancient trees and lanterns.

ASAKA PAGODA.

XII.

Speed is not a consideration for the voyage between Kobe and Nagasaki, a distance of 389 miles. The way lies in and out among the islands of the Inland Sea, the most picturesque stretch of enclosed ocean; an ideal, poetic region, where even the huge steamship seems to float enchanted, and all the sea and sky and shores are a day-dream. Silently the ship threads the narrowest of channels; square-sailed junks float by;

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towns, villages, castles, temples, forests, cultivated vales and terraced hills, sharply-cut peaks and low-running mountain chains succeed one another for a whole day.

The railway is completed from Kobe to Hiroshima, the naval station in the Inland Sea, and near it is the sacred island of Miyajima, with its *torii* built far out in the water, all its shores lined with stone lanterns, and tame deer roaming among its wistaria-entangled groves as at Nara. No one has been born nor has any one died on this sacred island, and its summer matsuris are feasts of lanterns and of picturesqueness outdoing those of all other shrines.

Those who would cruise in this enchanting sea may easily charter at Kobe small steamers, accommodating from five to ten persons, for $50 and $60 a week, the lessee providing coal and provisions. Six weeks is the usual time given to a leisurely cruise in the Inland Sea, but in these days, tourists boast of doing it all within a fortnight.

At Shimonoseki, the ship passes the last narrow gateway and goes out to the open ocean for a short stretch, after which its route is close inshore, behind a chain of islands. Fishing boats dot the water, villages and terraced fields break the shoreline, and the Arched Rock is always pointed out. The ship threads a narrow entrance and passes up the long fiord to Nagasaki, a harbor ranking with Sydney and Rio de Janeiro for pic-

TO NAGASAKI.

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

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turesqueness. Men-of-war are always at their anchorage-ground, and the harbor busy with other craft. The Nagasaki sampans are nearest to gondolas, and their covered cabins declare the frequent rains which make such protection necessary. Mail steamers, having to coal there, always allow their passengers time to explore the town and the temple-crowded hillside.

The new Nagăsaki hotel is on the Bund, the Bellevue and Smith hotels are near the Hatoba, and the Club is on the Bund, at the foot of the hillside set apart for the foreign residents.

THE WATER GATE AT MIYAJIMA TEMPLES — INLAND SEA.

The O'Suwa is the great temple and is surrounded by a public park. Near it is a general bazaar, a smaller edition of Osaka's great industrial aggregation, and there are many other such commercial mazes in the town.

The porcelain, the Koransha, or Deshima, bazaar is housed in buildings erected by the Dutch in the long ago, when they lived as prisoners on this walled and bridge-guarded island — all for the sake of a trade monopoly. The wares made at Arita, in this same province of Hizen, are brought to Deshima by junk, and one has choice of many beautiful designs rarely met in the foreign market.

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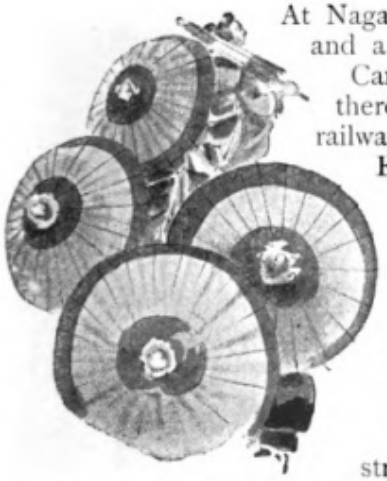
The carving and fashioning of tortoise-shell articles occupies many artisans, and one may look into many shops where the busy workers are sawing, cutting, carving and polishing the shell. Much imitation shell is palmed off upon the uninitiated, but one may choose his shell and watch his work begun, and,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

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

Many visitors have been tempted to linger at Nagasaki, visit the Hot Springs a few miles inland, the quaint villages along the deeply indented coast, and, by railway, see Kumamoto's fine old castle, and Kagoshima, capital of the province of Satsuma.

XIII.



At Nagasaki, the zealous traveler, who would see North China and a little of Korea, may diverge from the route of the Canadian Pacific steamers. He may also take ship there for Vladivostock, the terminus of the trans-Siberian railway, should he prefer a land route to Europe.

Embarking in a Nippon Yusen Kaisha steamer he may visit Fusan and Gensan on the east coast of Korea, and, stopping at Chemulpo, go by the new railway, twenty-six miles inland, to the capital, Seoul. There is a Japanese hotel in foreign style — the Dai Butsu — at Chemulpo. The proprietor will arrange for the journey and confide the tourist to the care of the Japanese tea house in Seoul.

The sights of Seoul, other than its picturesque street life, are few and far between. One looks at the eight gateways in the city wall — which are the gates and walls of Peking in miniature — at the palace gates, the marble pagoda and the bell tower in the city. Without the walls there is the boulder image of Buddha to the northwest; the temple and tomb of Queen Chung at the southwest; the temple to the Chinese God of War in the same suburb, and the village of Buddhist priests northeast of the city. Permission may sometimes be obtained from the Foreign Office to visit the abandoned palace,

IN SEOUL.

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

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

CHEFOO. From Chemulpo the steamers next go to Chefoo, the watering-place and summer resort for the foreign residents in China, and the chief port of the rich province of Shantung.

From the Taku forts at the mouth of the Peiho River, Tien Tsin is

SOUTH GATE AT SEOUL.

distant twenty-five miles in air line, but by the tortuous course of the muddy river it is sixty miles. Landing on the north bank just within the fort, the traveler is conveyed by railway to Tien Tsin, or may proceed by rail in the opposite direction to Shanhaikwan, on the coast, where the Great Wall of China comes down to the sea. The Globe and the Astor hotels are on the river banks at Tien Tsin. After seeing the interesting native city, the walls of the viceroy's yaamen, and the few sights of Tien Tsin, the trip to Peking may be undertaken.

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STREET IN A CHINESE CITY.

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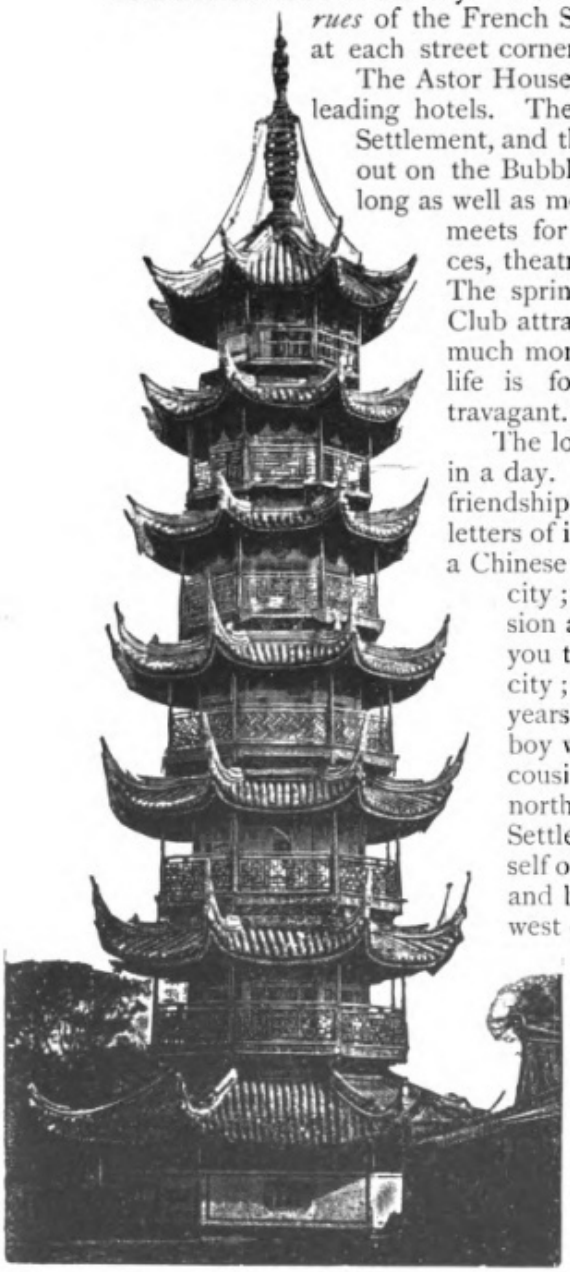
during the French war of 1884, by sinking stone-loaded junks across all but one narrow, shallow channel. Twenty years ago there was a railway from Woosung thirteen miles to Shanghai, but the Chinese bought it at a great advance, tore up the rails and threw them with the locomotives into the river.

SHANGHAI.

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

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

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



CHINESE PAGODA.

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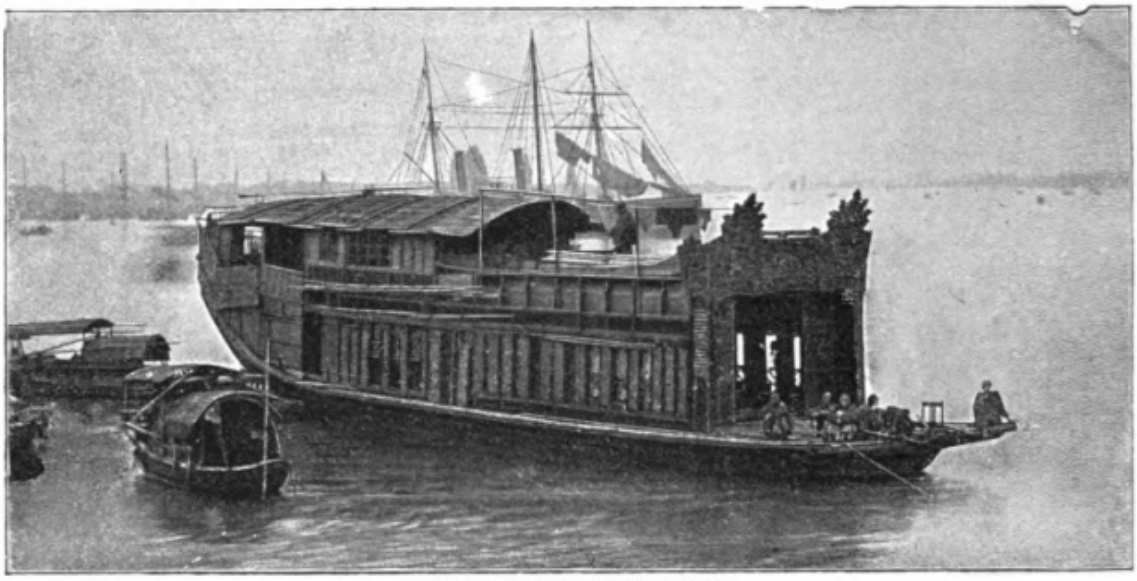

SAMPAN AND FLOWER BOAT, CANTON.

tween quiet and level fields, one can hardly remember all the sights. But he dreams of this city of Oriental riches and barbaric splendor, the city of the greatest wealth and the direst poverty, and he sees again the narrow, seething thoroughfares, the blaze of gold and vermilion, the glitter and glow of showy interiors, where if the Queen of Sheba did not live, she certainly went a-shopping.

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

Australia and New Zealand are on one great route of travel, and wintering there, the tourist may, at the close of the hurricane season — February and March — make a loop through that lazy, lovely, tropical realm, the South Sea, visit Samoa, Tahiti and Fiji, and from Levuka take ship back to Hong Kong.

Small steamers run daily to Manila, in the American East Indies, in sixty hours, and two lines of large Australian mail steamers touch regularly at Manila in going and coming. Much of interest remains in the old Spanish walled town, and recent history has made the environs historic. The railway to Dagupan makes a glimpse of the provinces possible, and a boat trip up the river and around the Laguna del Baia will show much of real Filipino life and Philippine scenery. From November to March the weather is dry and agreeably hot. From March to November the great heat, the rains, the possible typhoons and always rough harbor offer few inducements to pleasure travelers.

MANILA.

The grand route, however, is on to India, and the steamers give rest for a day at Singapore, that equatorial centre of the Eastern universe, where all the ways of commerce cross, and people of all nations, bound for all the remote corners of the globe, meet at the one famous hotel for their curries and cooling drinks.

From this water cross-roads he may take the little thirty-six-hour run across the Equator to Batavia by almost daily steamers.

Java,* with its wonders of nature, the ruins of the greatest temples in the world, the monuments and relics of a past civilization, attracts more travelers, archæologists and botanists each winter, and the completion of a railway system

JAVA.

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

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PHRASES USED BY NATIVES. — CONTINUED.

Naru hodo, I see, I see.
Yukkuri, please make yourself at home.
Ippuku o agari nasai, please take a smoke.
Kekko, very good; splendid.
Yoku nashaimasta, glad you have come.
Yoku yoroshiku dozo, please give my regards to.
Gomen nasai, beg your pardon.
Doshta? what is the matter?

LOCAL ENGLISH.

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

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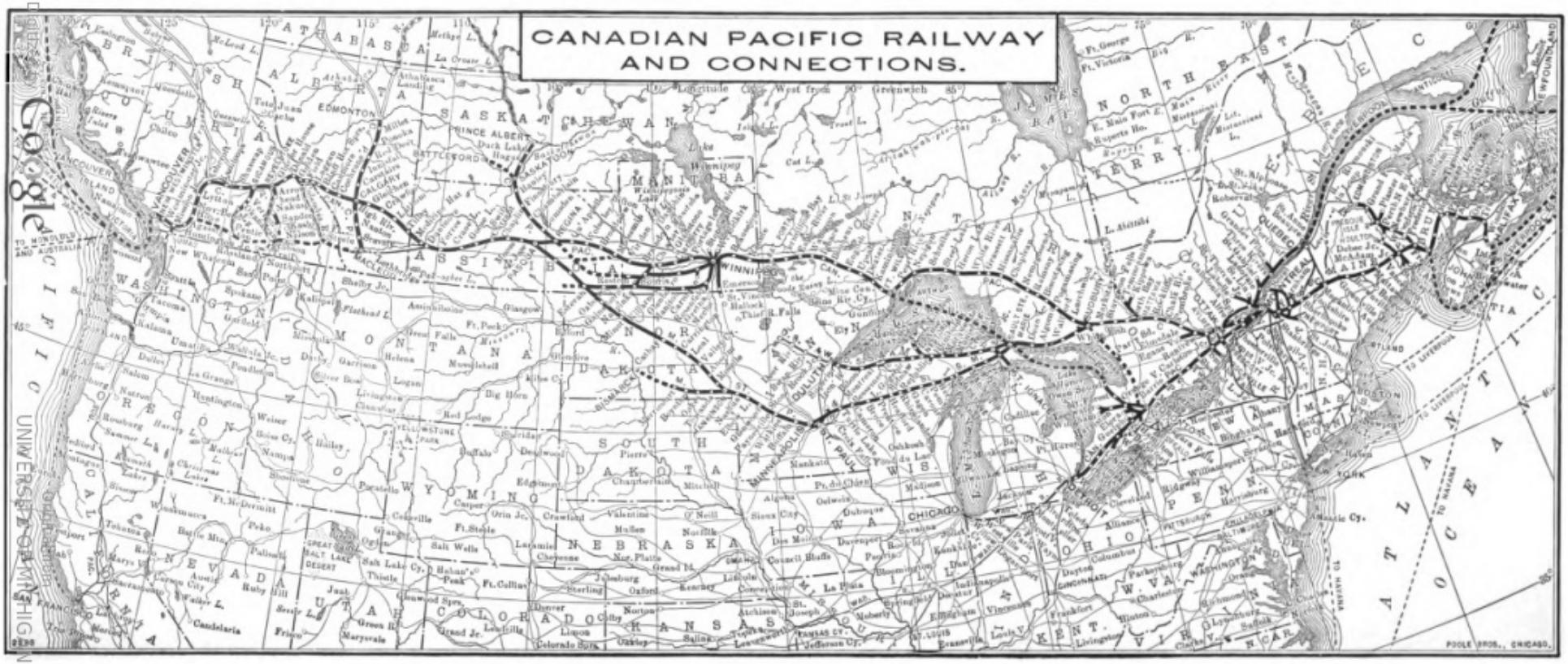

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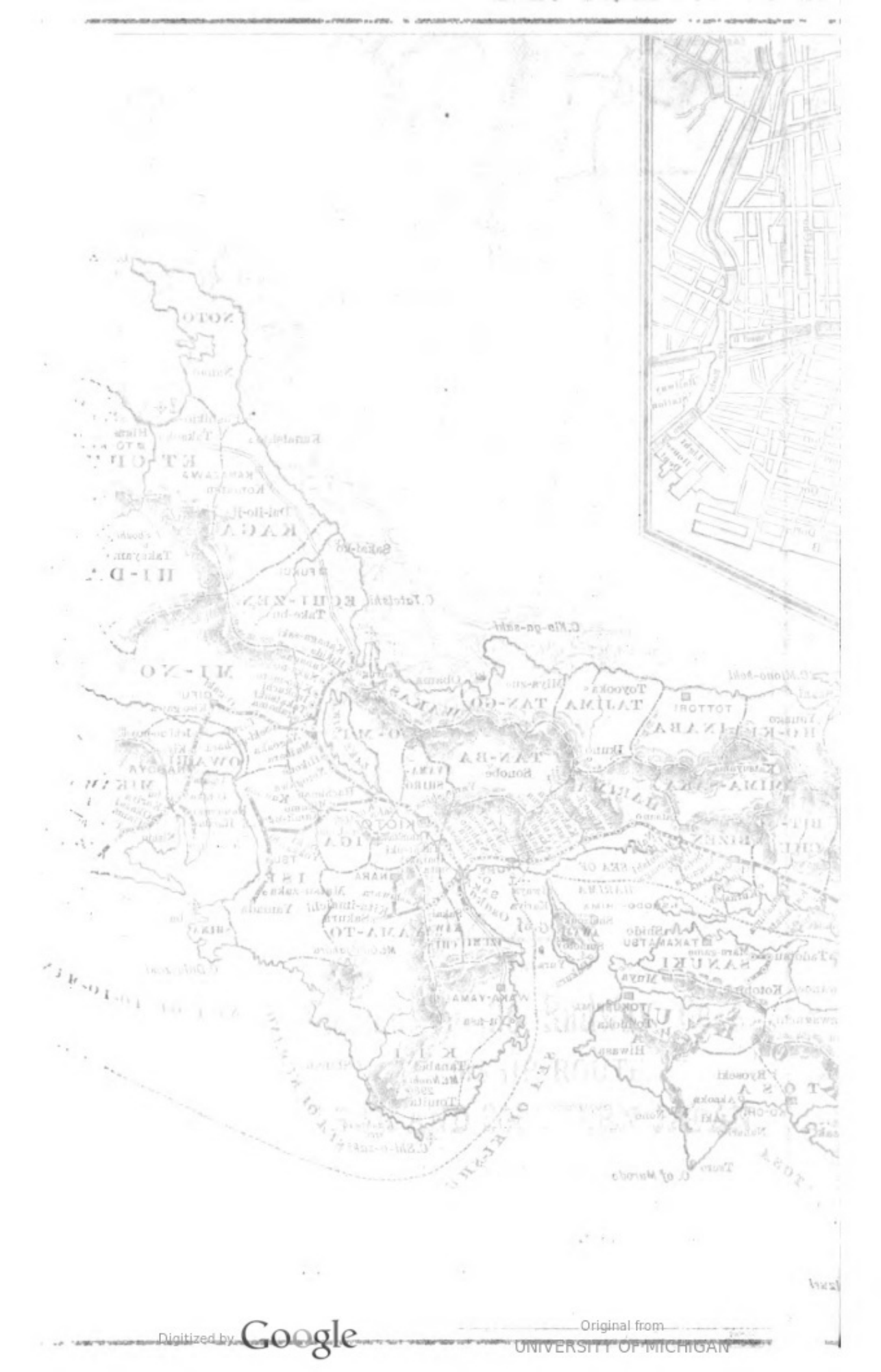

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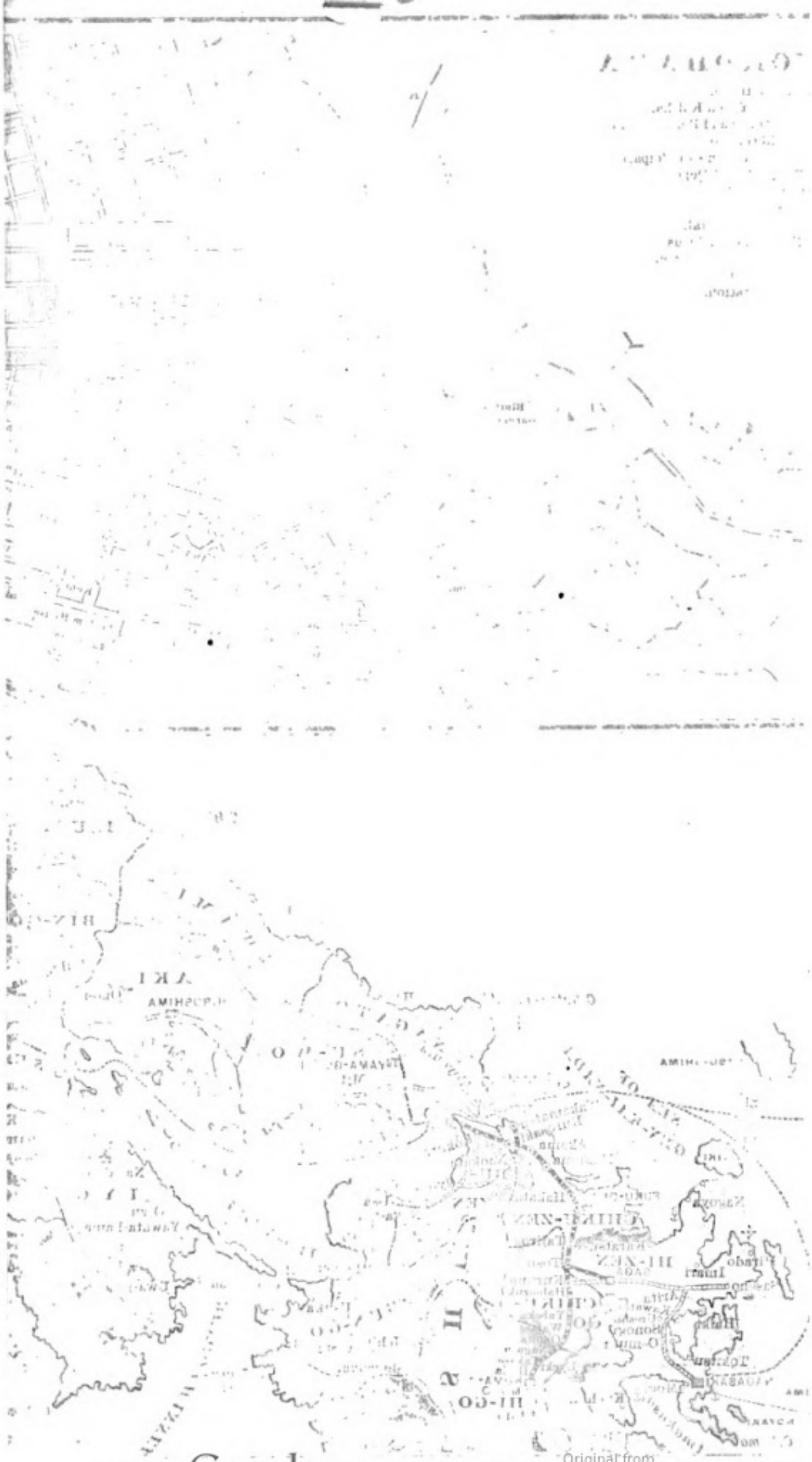

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WITH

A NOTE ON KOREA

BY

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