to Japan from Peking is via the railway back to Mukden and thence south through Korea to Fusan and across the Straits to Shimoneseki. By this route Japan can be reached in two days. But we were unable to take it because of the floods which had again washed out the railway north of the Great wall; we apparently got through just in time last week. The other route, which we decided to take, is by steamer from Tientsin to Shimoneseki (Moji) 650 miles distant and thence to Kobe through the "Inland Sea", which I was anxious to see; this route was supposed to take four days, it really required six. We left Tientsin at 8.00 A.M. on a small tender to meet our steamer outside of the river bar. An interesting river trip of 60 miles, winding through a flat low country and past innumerable curious villages. These were composed of adobe houses and in many cases they showed the effects of recent floods. At Tanghu we were held up for several hours awaiting news of the arrival of our steamer at the bar. We finallt steamed out and boarded the "Santo-Maru" of the Nippon-Usen-Kaisha, in time for dinner. This is a Japanese Coast trader of about 2,400 tons, running between Hong-Kong and Kobe. It had limited first-class passenger accomodations (about 10 cabins) located aft; quite comfortable and the food fair. Passengers, except Capt. Terrill, wife and child, were Japanese.

September 4th. This A.M. we are still at anchor off the Pei-ho bar, 15 miles from the coast. Loading from barges continued all night and it was 3.30 P.M. before we actually got off. Curious sight to watch the gangs of coolies transferring the freight. Cargo was mostly eatables, vegetables, fruits, soya-beans and hundreds of cases of eggs.

September 5th. En route in the Gulf of Pecheli; sea smooth and