Ricksha riding is most delightful, but it seems a cruel sort of locomotion. The drivers are always young men and have wonderful endurance; they will trot along for miles without a rest. But they get overheated and I am told that tuberculosis is very common among them due to the exposure and that they do not last long in the business. Unfortunately we are here in the rainy season; we had heavy showers every day alternating with extreme heat and mugginess. In October, I am told, the weather becomes delightful. Probably May and June are the best months for a visit and October next.

September 13th. Left Kyoto this morning and I was sorry to go. Before leaving the genial hotel manager came to my room and said a gentleman wished to see me. I found it was the railway agent, who informed me with much bowing and scraping, that my "car was at my disposal". I said I had not ordered a special car; he repeated that he had orders to provide it. It seems that the Traffic Manager (Mr. Mikami,) heard that we were in Kyoto en route to Yokohama, and had ordered a car put on the day train for us. Mikami I had met and liked when we were in Tokyo on our way out. I mention this to show that the Japs are very anxious to please foreigners, especially those having official positions. Our Mission was considered by them a very important one.

The trip up to Yokohama was beautiful and interesting. The distance is 375 miles, over a part of the main through artery from Tokyo to the southern end of the island at Shimonoseki. Through trains make the 704 miles distance in 24 hours. By ferry trans-shipment at Shimonoseki across the narrow strait, the important southern port of Nagasaki, on the island of Kyushu, is reached.