shop in Yokohama. Ir proved to be a superb od gold-thread silk obi. I bought it and she insisted I must on no account give it away.

September 20th. En route, "Shinyo Maru". From Yokohama to Honolulu is 3300 miles. The "Shinyo" is a new steamer, built in Japan and is the largest and finest they have. Its sister ship, the "Tenyo Maru" was top-heavy and nearly turned turtle in Honolulu harbor. She has since been altered and weight added below, but is still regarded by some as unsafe. The story goes that the Japs had a habit of asking English builders to submit bids for steamers, giving plans and specifications; all bids were then turned down and the contracts given to Jap firms on the English designs. The English became tired of this procedure and when the tenders for the "Tenyo" were submitted they "doctored" the drawings. The unsuspicious Japs proceeded to build after these drawings with the result mentioned above. The "Shinyo" is advertised as the largest, fastest and finest steamer on the Pacific. She is claumed to be 30,000 tons burden, 22 knots speed. In reality she is inferior in every way to the C.P.R. "Empress of Asia" and "Empress of Russia". She actually averaged less than 15 knots on our trip across and when I questioned Capt. Filmer as to the advertised capabilities he admitted that 16 knots was about her limit. I was sure of this when I read the schedule of boiler capacity. In design the ship shows lack of appreciation of passengers' comfort; the decks are very narrow, the cabins small and poorly appointed, the service is shiftless and the table poor.

In the earlier days of Japanese liner service all ships were officered by Englishmen. But the Japs are quick to learn and, as in their manufacturing business, have gradually and systematically displaced foreigners