in all their enterprises. On the steamers, they first did away with the minor officers, quartermaster and engine room force and then the higher grade talent. On the "Shinyo" there remained only the English Captain and Purser, and this was to be the last trip of Capt. Filmer. In conversation with him he spoke quite freely and doubted the wisdom of the practice; he thought it would be many years before the Jap would be equal in efficiency to the Anglo-Saxon, and I do not doubt but that he had good reason for thinking so. For instance, the "Shinyo" was equipped with steam turbine propulsion, but one of the engines was out of order and there was not a single native who understood the complicated mechanism or who could direct its proper repair; they were then waiting for an English expert to come out to advise them what to do. The boat was evidently built for persons of the average Japanese stature; the beds are short and chairs, tables, etc. absurdly low. The boat was very crowded; we had about 210 first cabin passengers, mostly Japs. There were three large delegations, or Commissions, aboard bound for America. The jabbering and noise was incessant. The Jap is outwardly extremely polite, but he is at the bottom a boor and he has not yet learned to respect the rights or comfort of his neighbors; their civilization is only skin-deep as yet.

I neglected to mention that we found Japan in a ferment of indignation and alarm over the action of our Government in shutting down on their orders for steel, especially that for shipbuilding. Because of the enormous profits now made in ocean freights, the Japs are feverously pushing shipbuilding, and as they are almost wholly dependent upon abroad for the materials they found their plans stopped by our action. The jingo newspapers