were bitterly berating the U. S. and calling for reprisals; one of the Commissions which was on our steamer was therefore sent to plead with our Government for a modification of its ruling. One of its members asked me if I thought they could obtain permission to buy new rolling stock, rails, etc. for the South Manchurian Railway; I told him "yes, if you can show the materials are to be made useful in winning the war against Germany, otherwise, no". He asked no further questions. The fact is that the South Manchurian Railway is purely a Japanese scheme to exploit that part of China for their own benefit, and in order to strengthen their position in the rear of the Russian sea-base at Vladivostok.

There were no people of interest on the steamer except some U.S. Army officers and their families returning home from the Philippines; even they were not particularly congenial and the time passed rather heavily. The weather was, however, superb and not too warm and the sea as smooth as a mill-pond. The N. E. "trades" blow continuously along this Southern route and I am told the passages are delightful throughout the year.

I must say, however, that the Japs make a strenuous effort to provide entertainment for the passengers. The usual deck games were out in force and each evening there was a special entertainment on the rear deck, such as moving pictures, Jap plays, wrestling matches, etc.; also dancing for the Anglo-Saxons-- I never saw a Jap dance. One evening we had a grand dinner and reception in honor of the various Commissions on board. The Jap speakers felicitated America on its great part in the war and pledged Japan's hearty co-operation. I spoke of our Russian Mission and incidentally drove home a few thoughts as to our intention to give war activities the