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John W. Pease

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THE LOOKOUT



Connecticut Agricultural College

Storrs, Connecticut

April

1913

THE LOOKOUT

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PUBLISHED MONTHLY DURING THE COLLEGE YEAR

BY THE STUDENTS OF

THE CONNECTICUT AGRICULTURAL COLLEGE

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 Manager, R. I. Scoville.
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 1915, Sophomore—R. M. Starr.
 1916, Freshman—R. C. Ackerman.
 1913, School of Agr.—B. P. Storrs.
 1914, School of Agr.—R. F. Merrill.

The Lookout

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APRIL, 1913.

No. 7.



EDITORIALS

A Junior week has been planned which, if satisfactorily carried out will prove successful. The prime object of this mid-term occasion, this clustering around Memorial Day of the various social events of the spring season, is to afford a pleasant week of entertainment to the young men who having visitors naturally desire to present the college when it is at its greatest social height. Nature at this time is most attractive with her blossoms and returning creatures, and the customary beauty of Storrs becomes even more delicious as balm-laden June steals over the hills. Visitors cannot but feel a new life as the cool, bracing atmosphere contrasts with the sweltering air of the city. No sounds of the metropolis are heard, but the troubled tumult from a rollicking dormitory must to newcomers at first be startling, although in perfect keeping with the freedom and joyousness of the surrounding campus. Social activity combined with natural beauty means a wider knowledge and deeper appreciation of the college.



Contrary to expectation, the military battalion does not go into camp this spring. The object of the camp is to acquaint the cadets with the conditions and dispositions familiar to the regular army camp. Lieutenant Goodwin found it impossible to obtain regulation army tents without incurring heavy expense. The circus tents, the college standbys, might, to be sure, be used, but the military arrangement into streets and squads of eight men to a tent would be made impossible. Moreover the possibility of a stormy week like the camp week of last year cooled the ardor of all concerned. Although the idea of camping in the open has been abandoned, still the selected week from a military standpoint will not be a dead loss. The time will be devoted to military exercises at the college.

Oliver Goldsmith

One writing a sketch of Oliver Goldsmith might almost use as a caption the title of a recent novel, *The Beloved Vagabond*. How much so ever he may have been a trial to his family and to his friends, those very qualities that met with and deserved their disapproval,—his impulsiveness, his lack of financial responsibility, his utter want of any regulative sense of order in his life,—endears him to his reader. More than most writers he makes them understand the fine simplicity of his character, his absolute sincerity, and his fidelity to truth.

But in its conduct his life would hardly present a model even to his most beloved reader. Yet his writings, his sentiments, his feelings, his fidelity to details, go straight to the heart. If he has no conscious philosophy of life, he at least presents life or one side of it with a kindly humor that brings a smile to the lips of him who reads even to-day the reflections, the pictures, the adventures, and the experiences of Goldsmith. For his observations were made from life, his experiences were the foundation upon which his successful work was built. Doubtless he himself considered his ponderous digest of animated nature by far his most important undertaking. Possibly in his mind considering the grandiose fiction of the day the *Vicar of Wakefield* would appear too plain and simple a chronicle of daily life to merit the attention of the world. These were the days when people admired such work as Horace Walpole's *Castle of Otranto*, and the great Dr. Johnson's *Rasselas*. Yet the *Vicar of Wakefield* instantly attracted and has retained the attention of the world because of its essential truth. Who does not know and love the *Vicar*? Who does not sympathize with Moses setting forth for the fair to turn to advantage the last of the family resources, returning with a gross of green spectacles with silver rims and shagreen cases; and the *Vicar's* wife as delightful as himself, and the *Vicar's* family setting forth in proud state to church only to find the truth of the ancient proverb relative to the fall of those who feel unduly uplifted. All the homely details speak to us of real life and carry conviction with them.

To Johnson's famous biographer, Boswell, we owe a great deal of the best we have as to the manners and appearance of Goldsmith and the impression he made on those about him. But Boswell is distinctly unfriendly and saw with less lenient eyes than does posterity, the innocent but foolish vanity that led Goldsmith to adorn his ungainly body with fine clothes, particularly favoring the more vivid colors. The portraits we have, probably correct, do not present a handsome man, and the scourge of that time, smallpox, with its in-

delible marks had even emphasized the natural unattractiveness of his face.

The life lived by Goldsmith would have been pathetic, even intolerable, had it not been for the natural buoyancy of his disposition which enabled him to enjoy without anxiety for the future any transient gleam of prosperity and to endure his misfortunes with philosophy and humor in the hope that some accident would presently relieve his distress.

In the *Vicar*, the adventures of the good old parson's son, George, represent exactly the heedlessness of Goldsmith himself, even to this funny adventure in which George, failing in his well-meant attempts, thought to retrieve his fortunes at home by going to Holland sure that affluence, gained by teaching English to the sons of the Dutch, awaited him there; and having spent his last shilling on his passage to Amsterdam found himself posed by the question of how he should teach the Dutch children English, since he himself knew no word of Dutch. After all it is but a transcript of Goldsmith's own wanderings through Flanders and France and Switzerland and Italy—aimless, purposeless, apparently profitless, a long tramp in which his livelihood was made possible only by his skill at flute playing. A picture indeed of Goldsmith's own life. Yet his merry heart, his kindliness, his artlessness, made him welcome in every hamlet, and he saw those countries as perhaps no other foreigner has ever seen them. Yet out of this careless, thriftless, this most foolish wandering, grew his poem, the *Traveler*. And in that time when English poetry had reached its lowest level of formalism, the *Traveler*, even if not ranked with the great poems of the English language, was far superior to anything of its time. But after all, the books that endear Goldsmith to us are the *Vicar* and the *Deserted Village*. Probably no other poem of that century of equal length is equally read in our time. And here as in the *Traveler* and in the *Vicar* it is in the homely scenes of daily life and the description of natural objects that Goldsmith excels. It was his good fortune to write of the essential things of life in a period the most artificial that English literature has seen.

One reads the life of Goldsmith with sympathy. Considering the clouds that gathered more and more thickly over him, we are all the more attached to him because of his cheerfulness. His experiences might easily have tempted him to write bitterly; to have drawn pictures of pain, of sorrow, of disappointed hope. Yet throughout his work, the dominant note is cheerfulness, and hope.



She—"Do you like tea?"

He—"Yes, but I like the next letter better."

Connecticut

College days must pass away,
Years of work must follow.
But in years that are to be,
Our hearts, Connecticut, turn to thee.

See now beneath thy banner old,
Thy sons are forming true and bold,
And come what may on land or sea,
Our hearts, Connecticut, will turn to thee.

And when we face life's bitter fight,
And when around us all is night,
Then thy fair banner ever bright,
And thou, Connecticut, shall be our light.

Connecticut Aggies in legend sing.
Connecticut Aggies thy praises ring.
At thy fair name their hearts shall beat,
O, Connecticut—that knows not defeat.

E. C. EATON, '12.

x x x

New College Buildings

DAIRY BARN.

The dairy barn now under construction is to be a thoroughly modern and fire-proof building. When completed it will accommodate forty-eight cows.

It is being built of hollow tile to be finished with cement. The finish on the outside will be left rough while that on the inside will be made smooth. The ceiling is metal lath covered with cement, with a smooth finish. As the roof is of slate no wood is used except in the windows, sashes, and the lining on the inside of the stanchions next to the cows' necks. The floor is of cement with cork brick under the cows.

The King system of ventilation is used, supplemented by windows hinged at the bottom. There are four inlets for air built on the outside of the barn. The openings to these are regulated from the inside by an iron trap. There are two cupolas, outlets for air through the roof.

The barn is 105 feet long by 40 feet wide. It is a single-story

structure with a place overhead for storage of light articles. It is well lighted by twenty-nine windows about three feet by four feet. Storm windows are on the outside of these.

The James Sanitary Barn Equipment is to be used. The stanchions are adjustable for long or short cows.

Instead of the bucket system in use in the present barn the cows will be watered by flushing the manger. Galvanized iron plates that can be raised when the cows are watered will separate the manger into individual mangers for feeding.

The barn is being built on the northeast end of the present barn and at right angles to it. It is connected to it by two alleyways, one for the milkers leading to the milk cooling room and the other for the feed trucks.

The present stable will be made into a milk cooling room, an office for the herdsman, bull pens, and so forth.

\$10,000.00 was appropriated for this building and for the addition to the horse barn. Both are being built, however, under one contract price of \$14,000. The balance covers the cost of moving the barn now used for farm horses, and the two silos, and of grading.

HORSE BARN.

The addition to the horse barn now under construction is being built of the same material as the cow barn. It is to be a two-story and a half structure, the space overhead to be used for hay and grain.

The addition will be about eighty feet by thirty feet and joins the large barn on the northwest corner at right angles to it.

On the first floor will be twenty horse stalls, a box stall and a harness room. Ten box stalls were planned for but these were dispensed with in cutting down the barn to conform to the appropriation.

The stalls are all to be the Burnett model horse stall. Of the twenty stalls four will have cork brick floors, six wood block, two slat, and eight cement. The passage through the center will be of wood blocks.

No system of ventilation is built in this barn other than the windows, it being contended by the architect that the windows and doors as inlets and a cupola in the roof as an outlet affords sufficient ventilation for horses.



"When did the revival of learning take place?"

"Just before the final exams."

(How well our memory reminds us.) —Ex.



Upon the resignation of Miss Butler, stenographer to President Beach, Miss Ruth Miller, of Waterbury, was appointed to the position. Miss Miller is rooming at Grove Cottage.



Mrs. Wesley O. Hollister, of Detroit, Michigan, spent a few days here visiting friends.



Miss Anna Clarke, '05, who is teaching domestic science in Naugatuck spent the week end with Miss Donovan.



Announcements have been received of the marriage of Miss Claribel M. Lewis, on March 19th, to Mr. H. Nothnagle, of Stratford.



Miss Hopson and Miss Voetsch recently spent Sunday visiting Mrs. W. O. Hollister at Stafford.



During vacation both Mrs. Rogers and Mrs. John Fitts entertained the students, who remained on the hill.



The officers of Betta Gamma Kappa for the spring term are President, Miss Stanton; Vice-President, Miss Newton; Secretary and Treasurer, Miss House.



A few of the seniors held a private dance in the college hall, April 9th, from eight to ten o'clock. This affair was greatly enjoyed by all who attended.



Miss Allen of Hartford spoke on Woman Suffrage at an open meeting of the Book Club. This shows that the ladies of the faculty are interested in the subject.

The apperance of the reception hall and parlor of Grove Cottage has been greatly improved by the redecoration of the walls, and by the purchase of new rugs and curtains. The Friday evening callers now think that new cushions ought to be purchased and especially one for the "spoon holder."



The members of Betta Gamma Kappa are still working hard for the new club room furniture. A second cake and candy sale was held April 12th.



The Hicks Prize declamations were delivered April 11th. The speakers were few and the audience small. It is to be regretted that interest in this affair is wanting. The following spoke: M. R. Young, 1915, gave "The Unknown Speaker"; "Our Guides" by Mark Twain was delivered by Aulick, 1915; "The Victor of Marengo" was spoken by Godkin, 1916. The result of the contest will be announced at commencement time.



A new club, called the Kappa Beta Iota, has lately been formed.



Alumni Notes

'06. Thomas H. Desmond, of Buffalo, N. Y., who has been the guest of J. C. Eddy, of Simsbury, has sailed for a three months' tour in Italy, France, and England, for the further study of landscape and garden design. Mr. Desmond has had a wide experience in the field of landscape architecture and on his return will open an office in Hartford.

'99. E. C. Welden, C. E., has been made divisional engineer of Tolland and Windham counties for the state highway department. Heretofore Mr. Welden has been divisional engineer for Tolland

county, and Mr. F. Walden Wright, divisional engineer for Windham county. The consolidation of the two counties into one division under Mr. Welden's supervision will be effected May 1.

'05. Mr. Frank Koons, of South Orange, N. J., has recently lost his uncle, Dr. Oscar H. Koons, a throat specialist of Brooklyn. A cerebral hemorrhage was the cause of his death. Dr. Koons was brother to our former president after whom our new dormitory is named.

Rev. A. B. Peebles, of Rutland, Mass., formerly an instructor at this college, announces his marriage to Mrs. Thayer.

'98. J. W. Pincus recently delivered several lectures under the auspices of the New Jersey and New York State Boards of Agriculture on the subject of "Co-operative Agricultural Credit." He also contributed an interesting article on "Co-operative Agricultural Associations in America," to the National Stockman and Farmer for February 6th, 1913.

G. W. Simon now has charge of the Western Agency of the Jewish Agricultural and Industrial Aid Society.

'10. L. A. Ives has left the Storrs Harrison Nursery Company, of Plainville, Ohio, and is now employed by the Charles Fish & Company, nursery and landscape men of Worcester, Massachusetts. His address is 29 Clinton Street.

'10. Nelson Smith and wife, formerly Mrs. Sarah Treadwell, ex. 10, have moved to New London, where he is in business.

Ex. 12. L. B. Reed has entered the drafting department of the General Electric Company, of Schenectady, New York. Mr. Reed was formerly employed as draftsman at the Turner Machine Company, in Danbury, Connecticut.

'02. A daughter has been born to Mr. and Mrs. George Hol Lester, of Hartford.

'11. Nathan Cohen is now employed as assistant secretary of the Federation of Jewish Farmers of America and also as an Associate Editor of the Jewish Farmer. Mr. Cohen, in the past two years, has been lecturing for the New York State Department of Education on the subject of "Farming" among the immigrants.



Transferred—

He told the shy maid of his love,
The color left her cheeks.
But on the shoulder of his coat
It showed for several weeks.

—Ex.



ATHLETIC NOTES



NORWICH 2—CONNECTICUT 3.

The opening of the baseball season here took place Saturday, April 5th, when Norwich went down to defeat by the score of 3-2.

Dean was in midseason form and had the visitors at his mercy all through the game. His pitching was easily the feature, allowing but one hit and making eighteen strike-outs.

Mulcahy, the little Norwich centerfielder, excelled for his team. He nailed three long drives that looked good for hits and thus kept the score down.

The college team batted hard but could not land them safe. Their fielding was ragged. This was due partly to the slow field. Connecticut secured what proved to be the winning run on Prouty's single steal to second and scoring on Farnham's drive to deep right.

Shortstop Reimer was not in uniform for the game on account of his recent illness but will be seen in that position next Saturday for the Williston game.

The score:

										R.	H.	E.
Connecticut	2	0	0	0	0	0	1	0	0	3	7	5
Norwich	1	0	0	0	1	0	0	0	0	2	1	2

Batteries—Dean and Farnham, Young and McKay. Umpire—Matheson.
Time—Two hours.

DEAN 6—CONNECTICUT 0.

The baseball team journeyed to Franklin, Mass., Saturday, April 18, and was defeated by Dean by the score of 6-0.

Dean pitched well, only allowing three clean hits and for five innings neither side scored. A number of spectacular plays were pulled off by our infield, which brought hearty applause from the

good spirited student body of Dean. Our infield blew up in the last few innings and allowed the Dean team to secure their six runs.

O'Marra, Dean's southpaw pitcher, held our batsman in hand. This was partly due to the number of left-hand batters we have on the team.

Farnham, our regular catcher, sprained his ankle while sliding home in a practise game and we had to use Lee, a second stringer catcher, for that position.

O'Marra, Dean's pitcher, featured for his team while Dean our moundsman held the honors for Connecticut.

The score:

DEAN.							CONNECTICUT.						
	AB	R	BH	PO	A	E		AB	R	BH	PO	A	E
Meehan, 2b.	4	0	1	1	4	0	Keating, lf.	3	0	0	2	0	0
Murray, ss.	3	1	1	5	1	1	Vibert, cf.	2	0	0	1	1	0
Wescott, 3b.	3	0	0	0	5	0	Randall, cf.	2	0	1	0	0	0
Fitzgibbons, 1b.	4	2	1	12	0	0	West, 1b.	4	0	0	9	0	1
Stach, rf.	4	0	0	0	0	0	Prouty, 3b.	4	0	1	3	2	2
Haulon, cf.	2	1	0	0	0	0	Lee, c.	3	0	0	3	1	1
Connelly, c.	3	0	1	9	3	0	Dean, p.	4	0	0	0	3	1
Cushman, cf.	2	1	0	0	0	0	Crowley, rf.	2	0	0	1	1	0
O'Marra, p.	4	1	0	0	3	0	Seggel, rf.	1	0	0	2	0	0
Cobb, lf.	3	0	0	0	0	0	Reimer, ss.	3	0	0	1	3	1
Keam, lf.	1	0	1	0	0	0	VanGuilder, 2b.	3	0	1	2	1	1

Dean Academy 0 0 0 1 0 1 2 2 0—6
Connecticut 0 0 0 0 0 0 0 0 0—0

Two-base hits—Cushman, Connelly. Sacrifice hits—Murray, Lee, Wescott. Bases on balls—by Dean 1. Struck out—by O'Marra 10, by Dean 3. Hit by pitched balls—Keating, Connelly. Passed balls—Lee 1. Left on bases—Dean, of Connecticut. Wild pitch—Dean 1. Time—One hour 40 minutes. Umpire—Murphy.

WILLISTON 9—CONNECTICUT 7.

Storrs, Connecticut, April 24.—Connecticut was defeated this afternoon by Williston by the score of 9 to 7.

Errors at the critical moments were responsible for Connecticut's defeat.

A line drive, poorly judged by Crowley in the seventh inning gave Williston two runs which won the game.

Score by innings:

											R.	H.	E.
Williston	0	1	2	1	2	1	2	0	0	—	9	7	6
Connecticut	2	1	1	2	0	0	0	0	1	—	7	9	9

Umpire—Mr. Nichols. Time—Two and one-half hours.

On Thursday, April 24th, the second team played Windham High in Willimantic. The game was lost but not without fight on the part of the college boys. The fifth inning proved fatal to Connecticut's second team when the Windham High men broke in and scored several runs over the five already made by our boys. It was an eight-inning game, due to lack of time. Howard pitched six innings and Blackledge two. The final score was 9-5 in favor of Windham.



POULTRY DEPARTMENT.

The early part of the week beginning April 28th, the department sent out bulletin 74, which is a third report on the work being done by the Experiment Station, in investigating white diarrhea.

The department has just received from the Fish and Game Commission another shipment of quail and the work with the quail and pheasants has now begun in earnest.

During the month of April what is known as a "one man poultry plant" has been inaugurated at the Gilbert Farm at Georgetown. This is under the direction of the poultry department and Mr. Albert Horton has gone down to have charge of it.

FARM DEPARTMENT.

The Farm Department is very busy clearing up six acres of land preparatory to planting corn. This necessitates the removal of old walls, stumps, etc., in addition to the building of new fence.

Stone from the hill are being placed in a road 12 feet wide which will form a lane across the swamp to connect the yard with the pasture for the Dairy Herd.

About 12 acres of brush land have been cleared in the pasture during the past winter.

"Cathline" has given birth to a very nice pure bred black Percheron filly foal.

About 35 lambs have arrived at the sheep barn and are looking very nice. The average clip of wool this season was about nine and one-half pounds.

A record has been made on the College farm this season in turning out cattle for the pasture season. 12 head having been turned into pasture on April 24th. They are in good condition and do not seem to have suffered any bad effects.

Freezing and thawing has caused serious heaving of alfalfa roots during the past winter. This coupled with excessive rains has resulted in the ruin of the lower half of the six acre field on East Hill. Clover never looked so well on the College farm, however.

The roads to Eagleville have been in very bad condition and have made it very hard handling the passengers and freight during the past season.

South America As I Saw It

By Hubert Van Wagenen Card, Ex, '10.

[Concluded.]

Arriving in Mendoza at six the next morning, we changed cars for the narrow gage railroad to cross the Andes. Mendoza is the center of a large grape growing community, and Mendoza wine is known all over the world. Half an hour after leaving Mendoza we were among the mountains, with nothing but sand around us, in which grow only a few stray blades of grass and cactus. I was quite disappointed in the mountains, as I saw only one snow-capped peak, and that was many miles away. The mountains were absolutely barren. At three in the afternoon we went through the tunnel at the summit of the railroad, which is ten thousand feet high. At seven we changed back to the wide gage railroad at Los Andes, and at midnight arrived at Santiago, which is the National Capitol of the Republic of Chili. Their national buildings and museums, art buildings and parks are beautiful. I was quite impressed mornings by the black mantilla worn by the women over their heads. Some of the native men wear the quaint varied colored serapes or ponchos. The trolley cars are mostly double-deckers and most of the conductors are women (also in Valparaiso). The fare is one cent on top, and two cents inside. Fares double after nine P. M. You see numerous ox carts, but the yokes are fastened to the horns of the oxen, instead of their shoulders as in Connecticut.

Chili as a farming country has very poor prospects, and where irrigation has been installed is largely engaged in grape culture, rather than crops. Although a great many cattle are raised, a great number are imported from Argentina, over the Trans-Andean railroad. I was told in Santiago that they had had no rain for fourteen months. After staying here three days we took the train for Valparaiso, the sea port of Santiago, a four hour ride distant. At the stations along the way you see the native women sitting in rows, with small baskets of fruit for sale, and the passengers, as they go along, purchase what they want. In passing, we saw on level fields large quantities of irrigated alfalfa, and in several places large stacks of the baled alfalfa. One, I counted, contained about 600 bales. The railroad touches a town, Vina Del Mar, at the sea, where are the residences of the better class of people of Valparaiso, and which is also the bathing resort. Then the railroad goes along the coast for

about fifteen miles to Valparaiso, situated in a great semi-circle, with a perfectly safe harbor, although it is entirely open from the north. The business part of the city is about five hundred yards in width, being made land at the base of the hills. Up in the steep hills surrounding the city, reached only by inclined railways or elevators, are some of the residences of the middle class. Everything from the country is brought in on pack animals. The milk is brought in, in ten gallon cans on each side of the horse, often a distance of five miles, and without being even chilled. I saw horses loaded with boards about sixteen feet long, with the result that only the horses' four legs were visible. Wagons are used only on the one level street of the city, and all deliveries are made by pack animals.

Four days' sailing brought us to the Straits of Magellan, which we entered at four in the morning. This is supposed to be the most beautiful scenery in the world, and is declared by some to be finer than the fjords of Norway. The day was beautiful, but the clouds hid the tops of the mountains. It was quite cool, the temperature being 50 degrees, with a brisk wind. We saw numerous snow capped peaks and glaciers. We passed Cape Froward at 1 o'clock, the southernmost point of South America, and from there went down to Magadelena Sound, which is lined both sides with high mountains. About four o'clock the vessel stopped for ten minutes to have a good look at Mt. Sarmiento, which is the highest mountain down there, it being nearly 7,000 feet high. The clouds were hanging low, so we were unable to see the peak. On each side on the mountain were immense glaciers that came down to the water's edge. We then turned around and headed for Punta Arenas, again passing Cape Froward, and entering the Straits about six o'clock, dropping anchor off Punta Arenas, at about 9 P. M. The shortest distance from the Atlantic to the Pacific, through the Straits of Magellan, is about two hundred and fifty miles, and the route varies from one quarter of mile to thirty miles in width.

The next morning we went ashore at Punta Arenas, which is the southernmost city in the world, and a stopping place for all the steamers going through the Straits, most of them taking on a supply of mutton. A large quantity of sheep are raised in the hills near there.

The buildings are mostly one story. A few good ones, such as the Bank, and Sara Braun's Palace, are situated in a very pretty park in the center of the city. The streets are very poor, of round cobble stones, badly built together. There being little to see, or buy,

we were glad to go back to the steamer, and sailed at 12 o'clock, getting out into the Atlantic a little after dark.

The ship stopped at Buenos Aires for four days, then went on to Rio de Janeiro, the capital and finest city of Brazil. Rio harbor is about thirty miles long, and from five to ten miles wide, and said to be large enough to float all the navies of the world. As we came into the harbor we passed many vessels of the Brazilian navy, including the Sao Paulo, and Minas Grecas, the latter being the battleship on which, in a mutiny, its officers were murdered, several months (*sic*) before. We anchored just off Cobra's Island, in which fort the second mutiny occurred, a couple of weeks after the first. The buildings were badly shattered in the fight that followed to bring them into submission. Many non-partisans were killed, and much property in the city of Rio was damaged. War ships now have neither breech locks nor powder on hand, and are as harmless as those of a pleasure yacht. Five years ago the Government built a beautiful wide street, Avenida Central, through the center of the main part of the city, and also a system of drives and parks along the edge of the Bay, extending for a distance of seventeen miles. This is called the Avenida Biera Mar. The Municipal Theatre, the Monroe Palace, and Library are magnificent structures. The City of Rio is built on and among the hills, and we ascended one of these, named Corcovado, in a cog railroad. The mountain is twenty-five hundred feet high. From here we had a magnificent view of the city and harbor, and among the experienced travellers that were with us, it was agreed the view was finer than that of the Bay of Naples. Another day we took an automobile ride in Tijuca, which is a larger tract or a jungle park, owned by the Government. The roads are numerous and in fine order, and some beautiful views are to be had from the mountain tops, some of which were three thousand feet high. The park was so extensive that we covered over a hundred miles that day, doing it in about seven hours. Owing to the steep grades, and sharp hairpin turns, so sharp that some times even the automobile could not turn without backing, and starting again, we felt relieved when we got out of the danger of the road. Many automobiles are wrecked there. Two came to grief that day. The men do the peddling, using two baskets, suspended on the ends of a long bamboo pole, carried on their shoulders. Some of the peddlers carry confectionery, etc., in glass cases on their heads, and a camp-stool in their hand, to set the cases on when stopping. Here I saw three funerals. The dead bodies are carried to the cemetery, on the heads of the porters, and instead of a coffin, only a board, with a cloth

cover is used. Owing to reciprocity, the United States has twenty per cent. advantage over other countries on the import duties of most articles.

We stopped at Bahia on Sunday. The town is built in two levels, the lower, or business part, along the coast, and the upper, or residential city, on a hill, connected by elevators and inclined railways. The town is as filthy as could be imagined. They have no water supply, or sewerage. The water is peddled from the backs of mules carrying four kegs each, each keg holding about four gallons, which is sold for 100 reis, or 3 1-3 cents. There are places, or rather pumps throughout the city, where you go to get it, but have to pay for it. It is a city of three hundred thousand inhabitants, and I never saw a city of so many churches, and poor people. It was a relief to get away from Bahia.

Para is situated 150 miles from the mouth of the Amazon, which is from 5 to 20 miles wide, and although directly under the Equator, the temperature the day we were there was quite pleasant.

Its principal business is rubber, which comes into the city in the form of irregular balls, one and one-half feet to two feet in diameter, and shipped in that state. It is a clean, active and business-like city, and I was surprised to find such a modern city here, as I had only expected to find thatched huts.

On the morning of March 29 we anchored at Port of Spain, Trinidad, and after some of the passengers had gone ashore we continued our trip up the coast of the Island to La Brea, which is the nearest town to the asphalt lake, about a mile back from shore. We landed here, and walked to the lake, which covered about one hundred and ten acres. Instead of containing water, it is asphalt, and seems to be inexhaustible, being forced up from below, when dug out. We saw a number of oil wells which were sunk two years ago, and have since run dry. The asphalt is dug out by hand, and is about the consistency of thick clay. After walking over the lake, and visiting the plant where a small portion of the asphalt is refined, we returned to the steamer and back to Port of Spain. The next day we went up to the coolie village, which is a settlement of East Indians or Hindus, many of whom make rude jewelry out of silver. We returned to the city, and visited the Botanical Gardens, where we saw bamboo trees over a hundred feet high, and about two feet thick at the base. Also, one very interesting was the white bark beef tree, which sheds a fluid, red as blood, when cut into.

Early in the morning of April 1st we anchored in the beautiful harbor of Charlotte Amelia, St. Thomas, Danish West Indies. The most interesting places in the town were the castles of the old pirates, Blue-

beard and Blackbeard, who held sway over the Spanish Main. My father and I got two saddle horses and rode to the top of the hill in the back of the city, from where we could see the Islands of Porto Rico and Santa Cruz, about fifty miles away. We returned to the city, and went around the quaint town. Its principal industry is bay rum. The town has a magnificent but small harbor, and is one of the principal coaling stations of the West Indies. We left there at noon and had a very pleasant sail back to New York, and only on the last day were bothered by fogs. We were off the harbor at 10 in the morning. It was eight at night before we got to the pier. We were continually anchoring and when the fog would lift a little, we would be able to sail short distances, then the fog would shut down on us again and we would be obliged to anchor.

It is a most beautiful trip, and would repay any one that takes it. It opens one's eyes to practically an unknown country, and a trip like this enables one to see wherein our own country has many advantages, but also where in many ways the Southern Republics are more progressive than we.

I consider it a great privilege to have been enabled to take this trip, still am glad that I am an American citizen, and reside in the land of the free, and the home of the brave.

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x x x

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—Ex.

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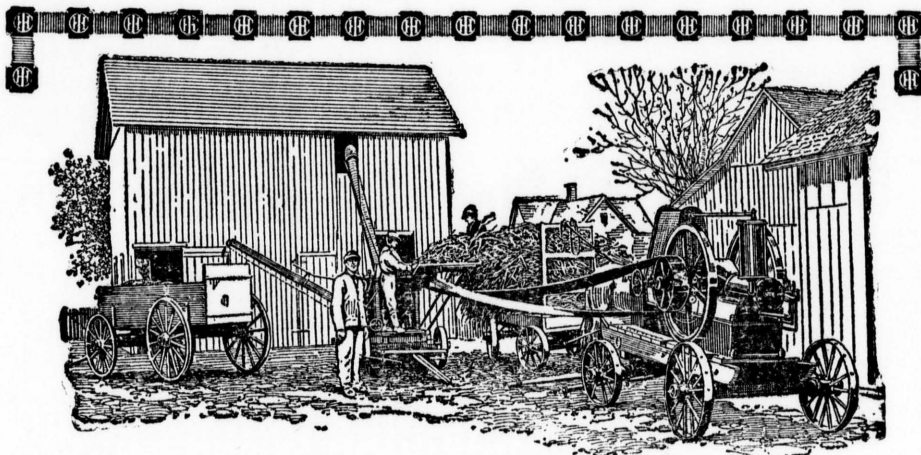
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