

Washington



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NOTES OF A TRAVELER

WHAT I SAW WHILE IN FOREIGN LANDS.

Some Account of the Steamship Cleveland, on which we Made the Trip—First Objective Point Madeira, a Beautiful City and Country, with a Peculiar People, Who "Bleed" Voyagers by Outrageous Charges—Temperature Even and Climate Mild—Home of the Famous Madeira Wine—Inhabitants Hard-Workers—Dive for Coin—Manage Hill-Sides—A Catholic Church Several Centuries Old—Christopher Columbus Said to Have Married a Native Woman of this Island.

BY FRANK M. KENNEY.

At 6 o'clock on the morning of October 16th, 1909, we sailed out of New York Harbor on the magnificent Hamburg-American steamer "Cleveland." This ship is 608 feet in length, and is rated at 18,000 tons. It is provided with submarine signal, wireless telegraph, gymnasium, elevator and both ordinary and electric light battis. The service and food is of the highest class; in short there is but little that has not been provided for the convenience of those who are so fortunate as to be numbered among people who are making this, the first trip ever taken around the world in the same steamer.

The first day the weather was excellent, and all were feeling very well, even though we had left our friends behind and would not see them for quite a length of time. The next day it was a trifle rough, and as we were not, as yet, accustomed to the ocean, many were compelled to pay tribute to King Neptune. The succeeding days until our arrival at Madeira, were most delightful and those who had been suffering from mal de mer quickly recovered and were enabled to enjoy the pleasing sight of

MADERIA. This island is one of the possessions of Portugal and it was settled about 500 years ago, or long before America was discovered. In fact we are informed that Christopher Columbus resided on this island and here took unto himself a wife, whose father was considerable of a navigator, and they say it was through the teachings of his father-in-law that Columbus was induced to undertake the voyage of discovery resulting in the good old land of the stars and stripes being placed on the map.

The island has a population of about 135,000, of whom 40,000 reside in Funchal, the chief city. This was the port visited by us and a most interesting one it was. Long before the city came in sight, the decks were thronged with people eager to catch the first glimpse of land. Field glasses of every description were in evidence, from the costly binoculars to the common opera glass. Anything that would quicker bring into view the city was eagerly sought by those who were so fortunate as to possess a glass themselves, and the prevailing goodfellowship showed itself by the sharing of the glasses with those who had none.

Soon after the ship came close to the land, small boats were seen putting out to meet us, and before we had dropped anchor many small craft were alongside. Some had fruit for sale, others fancy work, such as lace and embroidery, while others contained men and boys who were eager to dive for silver coins, and we were importuned by those natives to throw coins into the water for them to dive after. Many of the passengers did so and it was amazing how quickly they would recover them. A coin would hardly hit the water before a youngster would be overboard after it, and in no instance was a coin permitted to get away if it were visible. In a number of instances several would go overboard for the same coin, and it was amusing to see them under water striving to be the first to get hold of the silver piece. One boy who appeared to be not more than twelve years old, dove from the highest deck of the ship and he did not seem to go more than a couple of feet down in the water. He had to dive at least sixty feet and did so for two shillings or practically fifty cents in our money. They would not dive after copper coins as they claim it is necessary for the coin to be bright or they cannot see it. Standing on the ship's deck we could see a silver coin for quite a while after it struck the water, and it would sink very slowly, first tipping on one side, then on the other. I secured some pictures of these diving boys in action.

The island is of volcanic formation, and it is claimed to have been seeded by birds carrying seeds from Spain or Africa. The population is composed of Negroes, Portuguese and a few Spaniards. The raising of sugar cane seems to be the principal industry, and it is remarkable how

carefully they have cultivated every foot of available ground. Where they had grapes planted—in between could be found vegetables growing. As soon as we landed, we had a ride in what is the usual mode of conveyance—a sled drawn by two oxen and attended by two persons, the driver, who is a grown person, and a boy, an oil-bag carried along, and when a steep grade has to be ascended it is dropped on the ground so the runners may pass over it and become oiled and thus slip better. The bags have been used so much the streets are well oiled, so much so that in places it is quite slippery. The usual charge for this vehicle is three shillings, or 75 cents, but of course the natives here have learned the Americans are easy money, so they attempted to charge four shillings, but without success. I was fortunate enough to obtain a picture of myself in this very unique mode of transportation by having a friend press the button.

Travelers who have seen the Bahamas, Bermudas and Cuba, say Madeira beats them all for beauty. I know that never have I seen its equal. There is a narrow gauge cog-wheel road running up the mountain and of course I had a ride up this, nearly to the top, and such a beautiful sight. Below lay the bay with many ships at anchor, then the quaint town with its white buildings and red tile roofs. The tropical vegetation and the hillsides green with the sugar cane. It was a beautiful sight. What impressed me most of all, was the fact that every foot of ground was highly cultivated. It was all side hill, and stone walls had been built so as to enable the ground to be terraced, and as previously mentioned, there was none of it that did not contribute its share towards the support of the owner or tenant. The views from the residences were grand. In many instances observatories had been erected on the roofs, where excellent views of the entire city and harbor could be obtained. The most handsome terraces I have ever seen surrounded the finer residences on the hillsides, and added much to their beauty. The paving in town consisted of innumerable small cobble stones. Through the entire town the streets were paved with this material, and in marked contrast to many American cities, the streets were clean. Massive stone walls have been built alongside the residence streets, thus forming a barrier to the inquiring eye of the tourist and others.

Maderia is the home of the famous maderia wine, and as I had often heard of it, naturally I was curious to know how it tasted in its native land. I must confess I did not find it up to my expectations; still it was very agreeable to the taste. One store had bottles on the upper shelf which they claimed was of the vintage of 1837 and for this they asked \$5 a quart bottle. It is needless to say they were covered with cobwebs, but it is my opinion this wine was intended for tourists with more dollars than sense. One of the party wanted to try the Maderia wine, so when at dinner he told the waiter at the hotel to bring him a bottle of the best wine and he paid three dollars for it, only to learn later on he might have bought the very same kind of wine for seventy-five cents a bottle, but this was at the hotel on the top of the mountain (as it is called) and they know how to charge. In fact the natives here ask about twice as much as they expect to get. When returning to the ship I thought some of the flowers would be nice, so asked the price from a flower-vender and was told fifty cents. The flowers were finally purchased for seventeen cents, which happened to be all the small change I had. In many other cases, double and often three times more was asked for articles. One of the party bought a table-scarf for ten dollars for which he was first asked forty. The bananas and grapes are excellent. We were told that quite a while ago the grapes suffered greatly from scale and in consequence there are not nearly as many grown now as formerly and I saw no coffee trees, nor pineapple plantations, though the latter is said to have been introduced by a Spaniard.

The temperature is nearly the same the year around, ranging from 64 in the winter to 74 in the summer. December is the opening of the tourist season for those who remain here for any length of time. The unique feature of this island is the slide down the mountain. At the top, after leaving the cars, we found many natives with sleds. These would comfortably seat two people, but in one instance four came down on one sled.

We seated ourselves (I and one man who is representing Underwood & Underwood, the view people) and soon the sled started down on our two-mile journey. One native was all we had to guide ourselves, although it is customary to have two. When it was too steep to let the sled go as fast as it could, he would get off and hold on and lessen its momentum in that manner. When the grade was not sufficient he would assist its downward progress. There were many wine shops along the way, and often he would want to stop and endeavor to get us to purchase a drink of wine for him, but we had been posted and told him not till we got to the bottom. The fare is two shillings a passenger and of course we had to give the man a sixpence with which to get some wine or do what we saw fit with it. I got a picture of this, as the gentleman along with me took a snap-shot. The natives have to carry these sleds on their back to the top, and it is certainly very hard work, for those we met on their way back were pre-spiring freely. We were informed the remuneration of these men ranges from twelve to fifteen cents a day.

There is a very old Catholic church here and it is in remarkably good state of preservation, if it is anywhere near as old as they claim. One of the shopkeepers said it was 503 years old, but as near as we could learn from the man in charge, it was 405 years old. As is usual with these churches in countries like this, there are practically no pews and the congregation stand up. This building was built of brick and cemented. The floors are cement with wood laid over, except in the center, which is used as an aisle. In the vestry of this church are some very fine specimens of carving on wood. Begging is very common. Even the little children will come up and say "Give me a penny," and that is all the English they know. In fact I never saw such begging as I there. Still I am told it is nothing to what we shall come into contact with in Egypt. The natives, like the vegetables, are small but healthy. They resemble the Spanish in features and in some respects have their customs. For instance, as we went along the street we would often notice hand-holding on to the blinds, but we could not see the Señorita which we knew was also there, for custom says it is not proper to gaze on the passers-by. Still in some places they have become accustomed to European ways, and do not hide themselves behind a screen when a man appears in view. One lady was looking out of the upper window as we passed along the street in our ox-cart, but as we gazed upwards she withdrew until only the top of her head was visible. Along the side balconies have been built and the natives here seem to be as curious as our own. In the cemetery, they follow the custom of placing a photograph of the deceased on the outside of the tomb. The epitaph read: "I am not dead, but sleazeth." The story goes that a certain Irishman read it and then said: "Begorra! if I were dead I would not deny it." Irrigation is extensively practiced and water is carried to the farm in stone ditches. In some places tunnels have been made in the solid rock, and here, as in our country, water is very valuable. The government built these irrigating canals and have allotted water to the various people, much the same as we do, so that at certain hours water can be taken by certain people. One curious thing here, so I am informed, is the land is often owned by one party and the trees and other improvements is seldom rich enough to buy out his tenant it is practically a perpetual leasehold.

TALK ON GOOD ROADS

ADDRESS OF COMMISSIONER LAWRENCE.

A Masterly Presentation of Facts and Figures for a Thorough Demonstration of the Importance of Co-operation and Persistent Labor for Results that May Reduce the Present Cost of Haul to Something Like What Time, Continuous and Well-Directed Labor Have Secured for the Older Countries in Europe.

The good-roads organization of the State is purely voluntary. No application for membership is necessary and no admission fee is charged. The State meetings are mass conventions, in which all attending are delegates join the movement. All that is needed is loyalty to the cause of good roads. There are three principal classes of road-work in the State of Washington: County road-work, done entirely by the County Commissioners; State-aid work, in which the county bears one-half the expense and the State one-half, in the improvement of county roads, the work being done by the State Highway Commission; State roads, built entirely at State expense, intended to extend between counties, connecting different communities and constituting trunk-lines of travel.

The total length of all the county roads in the State is estimated at about 50,000 miles, more than one-fifth of the total railroad mileage in the United States. The total mileage of State-aid roads is 94.4 miles surveyed and 36.2 miles constructed. The county and State-aid roads are now traveled and are being improved by State-aid, so-called. The State roads are being constructed in part on new locations, where no roads now exist. Probably 95 per cent. of the team-haul for the next quarter of a century, will be over wagon roads now in existence, county roads. About five-sixths of all the money for road and bridge purposes, is now being spent on county roads. This includes maintenance and repairs on roads and bridges and new bridges, leaving one-sixth of the total expenditure under the Highway Commission.

Four commodities constitute 80 per cent. of the rail-haul, or secondary, transportation in Washington, viz: logs, lumber, coal and grain. In the number of tons hauled one mile, the products of the field, garden, orchard and dairy, constitute more than one-half. This haul is first made over wagon roads, by team-haul, and constitutes primary transportation. Logs, lumber and coal, constituting the remaining 80 per cent. of the tonnage hauled over the railroads in the State, have a very limited haul over established highways.

The average cost of hauling a ton over the railroads in the State of Washington is slightly less than five mills. The average cost of hauling a ton one mile by team, over existing wagon roads, is conservatively estimated at 25 cents. The Northern Pacific and Great Northern railroads are united to build the Spokane, Portland and Seattle railroad, on which over fifty millions of dollars have been expended for the purpose of cheapening the rail-haul one, or possibly two, mills per ton per mile, and this money was undoubtedly wisely spent.

On the good roads of Europe, the cost of hauling a ton one mile, by team, is estimated at seven or eight cents. With good roads in Washington, the cost ought to be reduced to ten cents a ton per mile. If the railroads can profitably spend \$50,000,000 on about 325 miles of line, to save a mill or two a ton per mile, how much can the people of the State of Washington afford to spend on all the wagon-roads in the State to save the fifteen cents in hauling a ton one mile? This is one of the problems the Good Roads Association of this State is trying to present to the people. To bring about this result is the primary purpose in the organization of this Association. Freight constitutes about 80 per cent. of the transportation business of the railroads, the remainder being passenger traffic. There are no statistics showing the percentage of freight and passenger travel over the public roads, but it is probably of relatively the same importance as on the railroads. There is no exclusively passenger railroad in the United States, nor the world, for that matter. Railroads are constructed for utility. Some of the railroads with the most expensive and substantial roadbeds, and luxuriously equipped passenger trains carry the heaviest volume of freight traffic. This should be born in mind in building good wagon roads. Utility is the first consideration. A substantially built wagon road, over

What Do They Cure?

The above question is often asked concerning Dr. Pierce's two leading medicines, "Golden Medical Discovery" and "Favorite Prescription."

The answer is that "Golden Medical Discovery" is a most potent alterative or blood-purifier, and tonic or invigorator and acts especially favorably in a curative way upon all the mucous lining surfaces, as of the nasal passages, throat, bronchial tubes, stomach, bowels and bladder—curing a large per cent. of catarrhal cases whether due disease affects the nasal passages, the throat, larynx, bronchia, stomach (as catarrhal dyspepsia), bowels (as catarrhal diarrhoea), bladder, uterus or other pelvic organs. Even in the chronic or disorganizing stages of these affections it is often successful in affecting the cure.

"Favorite Prescription" is advised for the cure of one class of diseases—those peculiarly weakness, irritability and irregularity incident to the female sex. It is a powerful yet gently acting invigorating tonic and nerve. For weak women over-worked women—no matter what has caused the break-down, "Favorite Prescription" will be found most effective in building up the strength, regulating the womanly functions, subduing pain and bringing about a healthy, vigorous condition of the whole system.

A book of particulars wraps each bottle giving the formulae of both medicines and quoting what scores of eminent medical authorities, whose works are consulted by physicians of all the schools of practice as guides in prescribing, say of each ingredient entering into these medicines. The words of praise bestowed on the several ingredients by the several medical authorities, whose works are consulted by physicians of all the schools of practice, are given in full. You can't afford to accept as a substitute for one of these medicines any cheaply made and inferior drug, such as castor oil, sugar-coated pills, etc., or any other inferior medicine.

Dr. Pierce's Peppermint, small sugar-coated, easy to take as candy, regulate and invigorate stomach, liver and bowels.

Both medicines are non-alcoholic, non-secret, and contain no harmful habit-forming drugs, being composed of glyceric extracts of the roots of native, American medicinal plants. They are both sold by dealers in medicine. You can't afford to accept as a substitute for one of these medicines any cheaply made and inferior drug, such as castor oil, sugar-coated pills, etc., or any other inferior medicine.

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(Conclusion on next Page.)

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