

and clean city, at least what we saw of it. They use no horses. The streets are paved with asphalt and kept very clean. The buildings are modern; the population about 250,000.

On Tuesday, Sept 27, we left Hong Kong at 5 a. m., bound for Nagasaki, Japan, to get coal and also by getting north to hasten the recovery of the sick. While running along the Chinese coast we saw thousands upon thousands of fishing junks, narrowly escaping a crash with some of them. We buried a man by moonlight, and I must say it made me feel queer as I saw his body slide over the edge of the ship into the sea. This was the fourth man we had buried so far on the trip. When we left Manila we had on four crazy men, and eight marines from Dewey's fleet. We have only three crazy men now; one has been lost, evidently having jumped overboard. The other three are constantly watched.

We arrived at Nagasaki October 1st at 7 in the morning; found some difficulty in getting in owing to strict quarantine regulations, but through the efforts of our captain, escaped a ten or fifteen days' quarantine stay. Here we took on a thousand tons of coal. The coal was brought out in large scows; a large, wide ladder was attached to each scow and the ship and men and women passed the coal in small baskets, one to the other, keeping a continual stream of coal going into our bunkers until filled. We spent the day sight seeing in the town though it does not compare favorably with Hong Kong. The following day, being Sunday, we had services aboard, conducted by American missionaries, who have been laboring here for twenty years.

We left Nagasaki at 5:30 p. m. That night we passed through the Indian sea of Japan. I don't believe I will ever see another such lovely scene. We passed through small, narrow channels amid a nest of islands. It was a beautiful sight. The tea plantations had the appearance of steps climbing the hill sides. It was a beautiful sight. We passed Samonaki and there I saw the remains of two sunken boats, relics of the Chinese-Japan war. On the 4th we arrived at Kobe where we parted with our pilot. Then we struck out across the ocean for San Francisco, a trip of about seventeen days. We have had a very rough voyage. Not a day has passed without rain and wind. Many were seasick, but I escaped with the loss of but one meal. Up to the 5th we had buried seven men and lost one.

The trip back has been far different to the one going over. We have good food and a nice clean dining room in which to eat. On the outward trip we had to eat where we could find a place to drop down, and pork and beans were the order, while now we never see pork, let alone eat it. Since I came aboard my cut has healed and I am feeling quite well, though weak.

Friday, Oct. 21st.—We are now within a hundred miles of land and all are packing up their things.

Sunday, Oct. 23rd.—We arrived safe and sound yesterday, and glad we were to get back to God's country. We were brought to the Presidio as soon as they could unload us and now we have nice quarters. As yet I don't know what is to be done with us. They may give us a furlough for thirty days and perhaps a discharge. I am not quite able to do duty, but am feeling excellent to be on American soil. We were given quite a reception here.

## LETTER FROM FRED BLUTH

### Giving an Interesting Story of the Voyage From Manila to San Francisco.

A few days ago a telegram was received by Mr. J. V. Bluth from his brother Fred, announcing that he had arrived in San Francisco on the hospital ship Rio Janeiro from Manila, having been returned on sick leave as unable to perform duty since his operation for appendicitis. Since then an interesting letter has been received from him which we give to our readers:

On board Rio Janeiro, Homeward Bound, Oct. 15, 1898.

Dear Brother:—

No doubt you will be surprised to hear of my return to America, but it had to be; all the time I remained in Manila I was getting worse, and was finally returned to the hospital. My wound would not heal owing to the heat, and I took down again with fever. Owing to the crowded condition of the hospital the government fixed up this boat to return as many of the sick as possible. The major-surgeon declared that I would never get well while remaining in that hot country, so my name went down for return with 109 others.

We left Manila September 22nd bound for Hong Kong, China, to take on provisions and five hundred tons of coal for ballast. Hong Kong is a little over 800 miles from Manila. We arrived there on the 24th at 10:30 p. m. As the following day was Sunday, we were given shore leave and you can depend on it, I didn't overlook the chance. As soon as we touched the shore we were surrounded by about one hundred Chinamen with rik-shaws, (this may not be the correct spelling but that is the way it sounds;) it's a two wheeled cart with room for but one person. I got in and away we went up town. After riding about an hour I felt sorry for the Chinamen, got out, asked him 'how muchee?' and he answered ten cents, so I thought I could stand another hour. I got another Chinaman who was a little faster. I was in company with D. Woods of Ogden, who had enlisted in the Wyoming regiment. At the postoffice we got into conversation with one of the British soldiers, who invited us up to their barracks on the Queen's road. Here her majesty's bravest couldn't do enough for us. They took us to dinner (which was splendid) then we told them of all the happenings in Manila, in which they seemed greatly interested. They gave us a splendid bath and rub down; the first decent bath I have had since I left home. We had a swell supper for 12½ cents.

Hong Kong seems to be a very neat