

A TRIP ROUND THE WORLD

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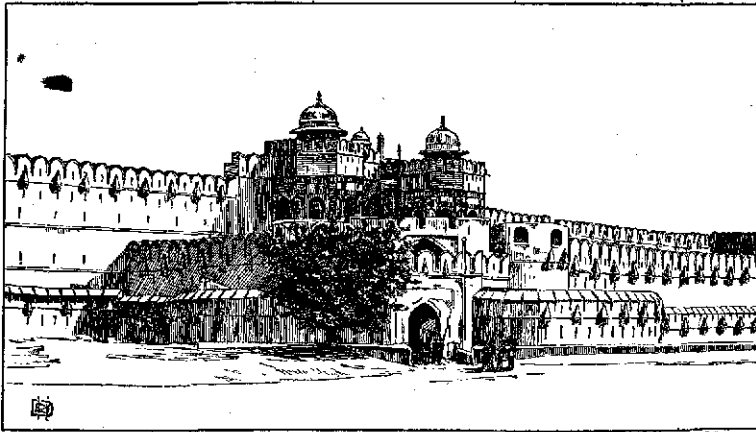
1887—8

A
TRIP ROUND THE WORLD

IN
1887—8

BY
W. S. CAINE, M.P.

ILLUSTRATED BY
JOHN PEDDER, H. SHEPPARD DALE, GEO. BICKHAM,
And the AUTHOR



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TO
MY CONSTITUENTS AND FRIENDS

AT
BARROW-IN-FURNESS,

TO WHOM THESE LETTERS WERE ORIGINALLY ADDRESSED,

THIS VOLUME
IS RESPECTFULLY DEDICATED.

P R E F A C E.

THIS volume consists of a reprint of letters addressed to the *Barrow News*, the leading newspaper of the constituency I represent in Parliament, dating from August 1887 to March 1888. The letters were written during idle hours on board steamers, for the amusement and information of my constituents and personal friends, but with no intention of adding to the many volumes of travel which deal with the various countries I have seen in my rapid tour round the world.

I have, however, found by experience, that the *obiter dicta* of other travellers have been of so much greater service to ~~me during~~ my own journey than the recognized guide books, many of which have been put quite out of date by the rapid developments of transit, and the equally rapid changes in Eastern customs, that I venture to add my modest contribution to the literature of travel. I hope it may prove of value to some of that increasing number of English and Americans to whom a tour round the world is becoming a matter of course, and perhaps also of some interest to the general reader. I have tried to make my letters readable by old and young alike.

In one respect this volume differs—so far as I am aware—

from any other of the kind which has yet been published. It is profusely illustrated. I trust more to my pictures than to my inexperienced literary powers, to make this volume acceptable to the public. I wish to acknowledge gratefully the assistance I have had from my old friend, Mr. John Pedder, of Maidenhead, who has evolved the greater portion of the illustrations, with accuracy and artistic skill, from a heterogeneous collection of rough sketches and photographs made by me on my journey; and also to Mr. H. Sheppard Dale for the excellent architectural drawings of Japanese and Indian buildings which bear his name.

The journey taken by my daughter and myself has entailed no hardship or inconvenience, with the not very serious exception of our voyage across the Pacific. Sir William Pearce's steamers can be avoided by other travellers, without losing the enchanting scenery of the Canadian Pacific route, or incurring extra expense. The Canadian Pacific Railway Company will book passengers from Quebec or Montreal, through to San Francisco, at slightly higher rates than the direct American Pacific Railroads; the sea passage from Vancouver to San Francisco is for the most part in smooth water, the coast being extremely beautiful, and the steamers comfortable. The only really good line of steamers crossing the Pacific are those chartered from the White Star Line sailing from San Francisco; their names all end with "ic," and if tourists take care to secure this last syllable, they will be sure of fine ships and comfortable accommodation.

None of the trans-continental railways of the United States can compare with the Canadian Pacific either for beauty of

scenery or comfort in travel. It is easy, however, for those wishing to see the Yellowstone Park, to cross over *via* Winnipeg to the Canadian Pacific route.

It is important on all American lines of railway to secure sleeping-car berths the day before starting on the journey—they are generally crowded. I know no bed of little ease to compare with a night spent in the ordinary American car.

I advise travellers to resist all temptations to travel by steamers not flying the British flag. Their ways are not our ways.

There is absolutely no remedy for sea-sickness, but to go to bed and stop there till it runs its horrid course. The best food to take is beef-tea absolutely free from fat, with crisp dry toast, and grapes. There is an excellent preparation which can be made ready in a moment with boiling water, called Bovril, and another equally good, Johnson's beef-tea. I have often seen well-meaning but misguided folk, coming on board to see their loved ones off on a voyage, loading their friends' cabins with hot-house flowers. A basket of hot-house grapes instead, with six pots of Bovril, would bring grateful memories the third day at sea. Above all things to be avoided are quack remedies, or such dangerous drugs as cocaine, nitro-glycerine, or bromide of potassium. In ninety-nine cases out of a hundred, every passenger is ready for a good breakfast the third morning out, without any remedy but Nature's recuperation, and the odd hundredth is best left to the ship's doctor.

Clothing sorely exercises the intending traveller round the world, and, as a rule, twice too much is taken. I advise plenty of good woollen underclothing, two new tweed suits, light and

strong, a thin dress suit, a light overcoat, a good ulster, and a mackintosh, with three or four pairs of shoes of different strengths, buying tropical clothing on the spot as required.

It is much more costly to pay fares from place to place, than to make up your route before starting, buying a through ticket from Thos. Cook & Son. Wishing to be free to select my own routes and steamers, I took the former course. Here follow the fares I had to pay:

	£	s.	d.
Liverpool to Montreal (Allan line)	18	18	0
Montreal to Vancouver (Canadian Pacific Railway)	15	8	3
Vancouver to Yokohama (Sir Wm. Pearce's steamer)	36	9	2
Yokohama to Colombo (P. & O. steamer)	52	0	0
Colombo to Calcutta (ditto)	12	0	0
Calcutta, Benares, Lucknow, Cawnpore, Agra, Delhi, Jeypore to Bombay, by rail	12	0	0
Bombay to Brindisi (P. & O. steamer)	63	0	0
Brindisi to London (by rail)	12	8	0
	<hr/>		
Total	£222	3	5

Messrs. Thos. Cook & Son can supply through tickets covering all these journeys for £155 18s. 8d., so that if I had booked through at starting, I should have saved £66 on each of my fares. I have not included in the list of separate fares the extras I paid for securing whole cabins for my daughter and myself.

I advise intending travellers round the world to fix their route, and take a through ticket from Cook. The £66 saved would more than suffice to secure the unspeakable comfort of a

whole cabin, when the steamers were at all crowded. We indulged in this luxury crossing the Atlantic and Pacific, at an extra cost of £30 each, and felt it to be the most profitable expenditure made on our whole journey.

It is well to have a small medicine chest. Ships' doctors are often very young and inexperienced, and in out-of-the-way places native doctors are not to be trusted, and the drugs are bad. In remote Japan, the almost universal treatment for disease of any kind is to stick the patient's body, in all safe places, full of needles. Any family doctor will be able to give a list of tinctures and compressed drugs, such as those manufactured by Wyeth, or Burroughs Welcome and Co., obtainable through any good chemist, with simple instructions for treating the ailments incidental to travel. They will pack into a small box about six inches cube. It is true I presented my own box intact to a medical missionary just before leaving India, but the knowledge that in cases where doctors were available, I had the best quality of drugs likely to be required, added greatly to my comfort of mind all through the journey.

A six months' tour round the world can be done economically, travelling first-class throughout, for about £350; luxuriously, with exclusive cabins, for £420 to £450.

I can confidently recommend to travellers in Japan my two guides, Mr. Ito and Mr. Hakodate, both of whom are to be found at the Grand Hotel, Yokohama.

CONTENTS.

CHAPTER I.

FROM LIVERPOOL TO QUÉBEC.

PAGE

The "Sarmatian"—The Antrim coast—Our fellow passengers—Atlantic bills of fare—Belle Isle Strait—The aurora borealis—The Seamen's Orphanage—Miss Macpherson and her lambs—Contumacious anti-vaccinators—Quebec	I
---	---

CHAPTER II.

MONTREAL.

Par ici—British swagger—Old Quebec—The St. Lawrence—Mount Royal—The "Windsor"—The Lachine rapids—The two bridges—The president of the Canadian Pacific—Protection and the iron trade	14
--	----

CHAPTER III.

NIAGARA.

Our first journey on the C. P. R.—Toronto "side"—Its university—Its churches—Niagara—American advertising horrors—The falls—The rapids—The whirlpool—Niagara in winter—The Welland canal and locks—Railway <i>versus</i> canal—A Canadian homestead—A farmer's life—Apples—New London—Lake Huron—The "Alberta"—Sault St. Marie—Lake Superior—Thunder Bay ..	25
---	----

CHAPTER IV.

WINNIPEG.

Port Arthur—Once more on the C. P. R.—Camping out—Trout and grasshoppers—Night in the train—Thirteen babies—Winnipeg—Who should emigrate—Wages and cost of living in Winnipeg—Farming prospects—Glenbeigh <i>versus</i> Manitoba	41
--	----

CHAPTER V.

CALGARY AND THE RANCHING COUNTRY.

	PAGE
The great Canadian prairie—The Assiniboine valley—Brandon—The Bell farm—Regina—The prairie fauna—Blackfeet—Natural gas—Calgary—Ranches—Stimson's Ranch—Cowboys and their prospects—The Sarcee Indians—Bull's Head—Indian swells—Eagle rib—The Leland Hotel—The Salvation Army—"Bravo, Ted!"—Prohibition of the liquor trade—The fire brigade—Electric light ..	52

CHAPTER VI.

THE CANADIAN NATURAL PARK.

The Gap—Canmore—Dr. Brett's sanitarium—The panorama of the Rocky Mountains—The hot springs—An aristocratic boatman—The Bow river—Trout—Canoeing—Vermilion lake—Sunday at Banff—A prairie bishop—The national park and its ranger—The Spray river—Deer, bears, beavers, catamounts, panthers, and other fearful wild fowl—Fish—Forest fires—The Indians—The C. P. R. Hotel	68
---	----

CHAPTER VII.

THE SELKIRKS.

An early start—Silver city—Mount Lefroy—Summit lakes—Kicking Horse pass—Field—Mountain goats—Our bear hunt—Glacier House—Mount Sir Donald and its great glacier—The Hermit range—Stoney Creek—Avalanches and snow sheds—Roger's pass—Comfort on wheels—The great bend—The gold range—Thompson river—Fraser river—A train burnt—The Cariboo road—Agassiz—Harrison lake—Vancouver	92
---	----

CHAPTER VIII.

BRITISH COLUMBIA.

Five years ago and to-day—The Great Sound—Salmon runs—The candle fish—Herrings—Oysters—Dog-fish—Cod—Coal—Gold—Iron—Silver—Timber—The Douglas fir—The lumberer—The farmer—Climate—The Japan current—Victoria—Esquimault—Work and wages—The heathen Chinese	119
---	-----

CHAPTER IX.

THE TEMPERANCE MOVEMENT IN CANADA.

	PAGE
Sober habits of Canadians generally—Women—The churches—History of legislation—Prohibition for the North-West—The Scott Act—Has it succeeded?—A stepping stone to prohibition	132

CHAPTER X.

ACROSS THE PACIFIC.

Bad management of Sir Wm. Pearce's steamers—Delays—The "Port Victor"—Confusion and overcrowding—Extra Chinamen—Cockroaches—A popular captain—Life on the Pacific—Chinamen's meals—"Chin-chin Joss"—A typhoon—A volcano—Japan at last	145
--	-----

CHAPTER XI.

YOKOHAMA.

The "City of Sydney" in a typhoon—Yokohama—The bund—The bay—Ships of all nations—The Grand Hotel—Jin-rickishas—Shops—Flower-sellers—Bed!—England v. America—Funerals—Railways—Agriculture—Utsunomiya—The merry Jap—Babies—A tea-house—The bath—Food—O-hy-o—Straw-clothes—Jin-rickisha men—Cryptomeria Avenue—Road-side incidents	153
--	-----

CHAPTER XII.

NIKKO.

A Japanese hotel—Curio dealers—Nikko the "sunny splendour"—Nantai-san—Images of Amida Buddha—Nikko the holy—The sacred lacquered bridge—The Torii—The pagoda—The gate of the two kings—The holy water cistern—The library—The Korean lantern—Yo-mei-mon—The cloister—The carved panels—The Chinese gate—The inner sanctuary—The tomb of the mighty Shogun—Iye-mitsu's temples—The Wind God—The Thunder God—The Kara mon—Iye-mitsu's tomb—Enno Shokaku, the sturdy-legged—Chiu-sen-je—Travelling in Kagos—The Mikado's birthday—Kamakura—The great Daibutz or Bronze Buddha—A Japanese feast—Sea-fishery—Sunday at Yokohama—Christianity in Japan—Fuji-yama—A Japanese mail steamer—Vries island—Kioto ..	173
--	-----

CHAPTER XIII.

SOCIAL LIFE IN JAPAN.

	PAGE
Population—Work and wages—Cost of living—Education—The Dragon pond school—A pretty picture—Little maids from school—The university—The Emperor and his ministers—Local government—Religion—Justice—Army—Navy—Exports and imports—Foreigners—Amusements—Music—Dancing—Theatres—The children's street—Singing and dancing girls—Holidays	205

CHAPTER XIV.

JAPANESE ARTS AND MANUFACTURES.

The Mikado's palace—The old castle of the Shoguns—Marvellous paintings and carvings—Decorations—A tea garden—Mr. Gladstone's portrait—"Waiting for the young Mikado"—Lacquer working—Porcelain—Inlaying in gold and silver—Bronze—The inland sea—Nagasaki—Japanese martyrs—Pappenburg island ..	219
---	-----

CHAPTER XV.

HONG KONG.

The Ladrones—Piracy—The harbour—Typhoons—"Too much piecy top-side"—Stick—English town—China town—Shops—The Hill of Great Peace—Street scenes—The Governor and Government House—Kowloong—Chinese fishing—Revenue and expenditure—Water—The council—Missionaries—Shipping and commerce—Work and wages—Crime	232
---	-----

CHAPTER XVI.

SINGAPORE.

Coolie swindlers—The tropics at last—The heat—Singapore—The botanical gardens, an open-air hothouse!—The cathedral—The sailors' rest—English town—Malay town—China town—The twenty-five nationalities of Singapore—Dress—Locomotion—Markets—Ducks—Fish—Fruit—Whampoa's garden—The harbour and docks—Fortifications—Revenue and expenditure—Opium and drink—The Government—Missionaries—Trade and commerce—Sir Hugh Low—Penang—A curry breakfast	246
---	-----

CHAPTER XVII.

KANDY.

PAGE

Spicy breezes—Ceylon in sight and smell—Point de Galle—Adam's peak—Colombo—Catamarans—The Kandy railway—Country sights—A 6000-foot railway climb—Sensation Rock—Kandy—The sacred tooth of Buddha—Horrible beggars—Kandy—The Peradenia Garden—Dr. Triman—Keep off the grass—leeches and snakes—Palms of all sorts—Jack-fruit—Ferns—Creepers—Giant bamboos—Squirrels—Tropical birds—Tipsy flying foxes—Nuwera Eliya—An imitation England—The Hakgala gardens—The jungle—Elephants—Leopards—Cheetahs—Eagles—Rest-houses—Ramboda 261

CHAPTER XVIII.

COLOMBO.

A. M. and J. Ferguson—Princely hospitality—Sir John Coode's great breakwater—The Grand Oriental—Pedlars and precious stones—Market place—Cingalese men and women—Bullock carts—Street scenes—Population—Religion—The devil dancer—Missionaries and Christianity—The Salvation Army—Education—Mrs. Pigott's school for Cingalese girls—Arabi the exile 277

CHAPTER XIX.

THE RESOURCES OF CEYLON.

The blessings of seventy years of British rule—Crops—Exports—Coffee planting—Tea—Chinchona—Cacao—Cardamoms—Plumbago mining—Condition of the poor—Trade and commerce—Government—Work and wages—Governor's monuments—Intoxicating drink—Licensing system—Consumption of liquor—Intemperance and crime—Madras—Surf boats 291

CHAPTER XX.

CALCUTTA TO BENARES

Thomas Cook and Son, benefactors!—Calcutta—The Hooghly—Our Christmas dinner—Beadon Square—Young Bengal—Indian railways—Country scenes—Benares—Dr. Lazarus—The Hindoo

	PAGE
gate of heaven—Buddhism—Sarnath—1454 temples—The bathing ghâts—The Rain God—The Goddess of Small Pox—The observatory—The Maharajah's launch—The well of healing—The well of knowledge—The golden temple—Pictures from the "Arabian Nights"—The sacred bull—Fakeers—The goddess Durga's temple—Her monkeys—The mosque of Aurungzebe—The Ganges ..	307

CHAPTE XXI.

THE CITY OF THE GREAT MOGULS.

Agra—The river Jumna—The fort—The Delhi gate—The pearl mosque—The great divan—The courtyard—The harem—The Jasmine tower—The three pavilions—The glass palace—The view from the terrace—The Taj-Mahal—Its beauty—The gardens—The mausoleum—Moonlight—The jewelled tombs of Shah Jehan and his beloved wife—The marble trellis—The great gateway—Sikandra—Akbar's tomb—The gateway at Sikandra—Mausoleum of Prince Etmad Dowlat—Fattehpur Sikri—The royal buildings—Akbar's palace—The divers—The Fakeer's grave—Birbul's house—The peacock throne—Mission work in Agra—Village life—Roadside scenes—Work and wages	325
---	-----

CHAPTER XXII.

DELHI.

One of the ancient cities of the world—Toglakabad—Timour the Tartar—The Kutab-Minar—The mosque of Kutab-ul Islam—The iron pillar—The tomb of Humayoun—Indrapat—Firozabad—Asoka's pillar—The great Jumma Musjid—The fort of Delhi—The Chandni Chowk—Merchants	350
--	-----

CHAPTER XXIII.

JEYPORE TO BOMBAY.

Rajputana—Jeypore—The stables—Man-eating tigers—The Maharajah—His park—Palace—Museum—Art gallery—College schools—Hospital—School of Art—Prison—Picturesque street scenes—The deserted city of Amber—An elephant ride—Alligators—Hindoo Ascetics—The palace—Ajmere—The Dargah—The Mayo college	
---	--

CONTENTS.

xxi

	PAGE
—The tank—The bazaars—Ahmedabad—Its trade—Sidi Said's marble window—The mosques—Rani Sipri's tomb and mosque—The Jain temple—Lonely Sarkhej—Bombay—The Parsees—The towers of silence—The caves of Elephanta	359

CHAPTER XXIV.

SOCIAL PROBLEMS IN INDIA.

The struggle for existence—Race differences—One of the poorest countries in the world—Average annual income of the people—Famine — Cholera — Taxation — Land tax — The usurer — The zemindar—The ryot—Education : primary, intermediate, University —Mission schools—Cultured natives and social reforms—Technical education—Loyalty of educated natives—Their desire for a share in the government of their country—The National Indian Congress—The Civil Service—The Indian Council	380
--	-----

LIST OF ILLUSTRATIONS.

	DRAWN BY	PAGE
kisha travelling in Japan	<i>John Pedder</i>	{ <i>Frontis- piece.</i>
e Gate, Delhi	<i>H. Sheppard Dale</i>	<i>title-page</i>
a Borealis	<i>W. S. Caine</i>	8
c, from Point Levis	<i>J. Pedder</i>	16
Shoë Fall, Niagara	"	29
pool Rapids, Niagara	"	31
7 Hall, a Canadian Homestead	<i>W. S. Caine</i>	35
St. Marie Lock, Lake Superior	<i>J. Pedder</i>	39
ler Cape, Lake Superior	<i>W. S. Caine</i>	40
nitoba Homestead	<i>J. Pedder</i>	49
hing out Wheat-stacks on the Prairie	"	53
ay Depôt, Brandon	"	55
ry, with distant view of the Rocky Mountains	<i>W. S. Caine</i>	59
Head, the Sarcee Chief	<i>J. Pedder</i>	61
e Squaw and Pony Cart	"	63
Rib, a Sarcee Chief	"	64
vo, Ted ! " a Salvation Army incident	"	65
map : Entrance to the Rocky Mountains	"	69
ore Rocks	"	71
Mountain	<i>W. S. Caine</i>	72
of Banff from above the Sanatorium	"	73
e of Boats and Twin Peaks, Banff.	<i>J. Pedder</i>	77
de Mountain	<i>W. S. Caine</i>	80
e Bow River, Banff	<i>J. Pedder</i>	81
low Falls	"	83
ilion Lake, National Park, Banff	"	85
rest Fire, National Park, Banff	"	89
lian Pacific Railway Hotel, National Park, Banff.	"	91
in the Selkirks	<i>W. S. Caine</i>	92
nit Lake	<i>J. Pedder</i>	93
ng Horse Pass	"	95
Station	"	97
Monarchs of the Rocky Mountains.	"	99

	DRAWN BY	PAGE
The Bear Hunt	<i>J. Pedder</i>	103
Snow Sheds	"	105
Mount Sir Donald and the Great Glacier	<i>W. S. Caine</i>	107
The Great Bend of the Canadian Pacific Railway	<i>J. Pedder</i>	110
Roger's Pass : the Summit of the Selkirks	"	111
An Indian Salmon Cache	"	113
Salmon Cannery on the Fraser River	"	116
Harrison Lake	<i>W. S. Caine.</i>	117
The " Yosemite " leaving Vancouver	<i>J. Pedder</i>	119
Indians Salmon Fishing on the Fraser River	"	121
Douglas Pines, Vancouver	"	125
Esquimault Harbour	"	129
The " Port Victor "	<i>J. Pedder</i>	146
Vries Volcano, Yokohama Bay	<i>W. S. Caine.</i>	151
Tea House, Yokohama Bay.	<i>J. Pedder</i>	154
Yokohama Harbour	"	154
A Street in Yokohama	"	155
Buying Chrysanthemums, Yokohama	"	157
Group of Children, Utsunomiya	"	162
Doll and Fan	"	163
Interior of Tea House, Bedroom Floor	"	165
Jin-rickisha Man in his Straw Rain-Coat	"	167
The Road to Nikko	"	168
The Hotel at Nikko	"	174
Row of Buddhas at Nikko	<i>W. S. Caine.</i>	176
The Pagoda, Nikko	<i>H. Sheppard Dale.</i>	179
Holy Water Cistern, Nikko.	"	180
The Kio-zo, or Library, Nikko	"	181
Korean Bronze Lantern, Nikko	"	182
The Yo-mei-mon Gate, Nikko	"	184
The Yo-mei-mon Cloisters, Nikko.	"	187
The Nio-mon Gate, entrance to the Temples of Iye-mitsu.	"	189
The Kara-mon Gate, Iye-mitsu's Temples	"	190
The Chinese Gate, Iye-yasu's Temples	"	191
On the Road to Chiu-sen-je.	<i>W. S. Caine.</i>	195
The Great Buddha, Kamakura	<i>J. Pedder</i>	197
Fuji-yama, the Sacred Mountain	<i>W. S. Caine.</i>	201
Shooting the Rapids, Kioto.	<i>J. Pedder</i>	203
A Shinto Priest	"	211
Music, Japan	"	214
Dancing Girl, Japan	"	215
A Street Scene, Kioto	"	227
The Inland Sea of Japan	<i>W. S. Caine</i>	229

LIST OF ILLUSTRATIONS.

	DRAWN BY	PAGE
Pappenburg Island, Nagasaki Harbour	<i>W. S. Caine</i>	230
The Kowloong Hills, Hong Kong Harbour	"	233
Chinese Town, Hong Kong	<i>J. Pedder</i>	237
Singapore: a Mango Breakfast in July	<i>Geo. Bickham</i>	260
Adam's Peak, Ceylon	<i>W. S. Caine</i>	262
The Dekanda Valley, Ceylon	<i>H. S. Dale</i>	265
On the Kandy Railway—Sensation Rock	"	266
The India-rubber Tree, Kandy	"	269
The Giant Bamboo, Peradenia Gardens, Kandy	"	272
Sir John Coode's Breakwater, Colombo	"	281
Devil-dancer and Tom-tom, Ceylon	<i>J. Pedder</i>	285
A Cingalese Workman	<i>H. S. Dale</i>	297
A Village Shop, Ceylon	<i>J. Pedder</i>	303
In the Bay of Bengal	"	306
The Bathing Ghats, Benares	"	315
Nothing is Sacred to a Snake!	<i>Geo. Bickham</i>	320
The Jasmine Tower, Agra Fort	<i>H. S. Dale</i>	327
The Taj Mahal, from the Summit of the Great Gateway	<i>J. Pedder</i>	331
View from the Terrace of the Fort, Agra	"	333
The Tomb of Akbar, Sikandra	"	336
The Palace of Fattehpur Sikri	<i>H. S. Dale</i>	337
Birbul's House, Fattehpur Sikri	"	341
The Mausoleum of Prince Etmad Dowlat	"	343
The Kutab Minar, Delhi	<i>J. Pedder</i>	352
The Ruined City of Indrapat, Delhi	"	354
The Jumma Musjid, Delhi	<i>H. S. Dale</i>	355
The Pearl Mosque, Delhi Fort	"	357
Street Scene at Jeypore	<i>J. Pedder</i>	362
The Ruined City of Amber	"	367
The Great Well of the Dargah, Ajmere	"	369
Carved Window of the Mosque of Rani Sipri, Ahmedabad	<i>H. S. Dale</i>	371
Pierced Marble Window of Sidi's Said Mosque, Ahmedabad	"	372
The Tomb of Rani Sipri, Ahmedabad	"	374
Cave Temple of Elephanta	<i>J. Pedder</i>	378
Aden Harbour	"	399