EUROPE AS WE SAW IT

Being an Account of a Recent Overseas Visit Made by Mr. W. Chester S. McLure, M.L.A., and Lt.-Col. D. A. MacKinnon, D.S.O.

MR. W. CHESTER S. McLURE, M.L.A.

We left Quebec on May 2nd and arrived in England on May 15th, having been delayed one week owing to unprecedented fields of ice which stretched over hundreds of miles. The presence of icebergs which were hidden by a dense fog also contributed to our delay. The voyage otherwise was a most enjoyable one, the C. P. R. Liner "Montrose" being very comfortable and the captain and crew most kind and obliging. The tedium of the voyage was relieved by excellent entertainment, sports, dancing, etc., and as the weather was not rough everyone had a good rest and did not chafe unduly over the long trip. The principal discussion during the voyage was the great strike in England, and every day we received wireless messages giving the progress of it, and when we arrived at Liverpool, everybody was talking "strike," and we were not sure whether we would secure a train to London or not, but happily one was ready and we arrived quite safely, but a little later than the regular schedule.

Londoners and Englishmen generally were congratulating themselves on the breaking of the great strike, and well they should, for it was one of the greatest menaces that the nation ever faced. Everyone rallied to the assistance of the Government, and lords, dukes, earls, students, clergymen and others, took up the work of engineers, firemen, tramcar and bus drivers, conductors, etc., and handled the services quite well considering their lack of experience. It was this determined spirit on the part of the masses of the people which broke the morale of the strikers and brought the strike to a speedy termination. Few outside of England can comprehend the extent to which the tie-up was contemplated. Newspapers, hotels, restaurants, almost all conveyances, electric light, and every form of utility were meant to be absolutely functionless. The result would have been the greatest chaos had the plans of the leaders of the strike been realized completely. Bolshevik Russia was watching with sardonic glee the preparations for this giant catastrophe and were pouring in their gold unstintingly to aid the plans of the Union officials, but the good sense of Britain triumphed, and what would have been the world's greatest upheaval, turned out to be a victory for order and law and the rights of property and as a result Bolshevism received a setback which will be difficult for it to recover from, and the British people once more demonstrated their greatness.

Perhaps it is just as well here to say a few words about European conditions as they strike us. The belief in America that Europe has completely recovered from the War and that everything is proceeding smoothly and that the people are happy, contented and prosperous, is, we think, far from the truth. Europe is by no means in a state of prosperity. Great Britain, it is true, was making splendid strides on the way when the strike occurred, but the dislocation which it has produced and the long-drawn-out coal strike, which in England is most serious because coal is a basic factor for their manufacturers, is causing grave concern to business men. Another factor in England which is very serious is the unemployment problem. Fully two million men and women are out of work and these are receiving the dole which is a tremendous drain on those who work. In addition there is fully two million more working half time. The dole system is a pernicious one because it encourages to a great extent idleness, as some men who are not particularly desirous of working receive the dole and show no anxiety to ever get to work. Another serious thing is the spread of Bolshevik doctrine. These people are very active and millions of money is being sent to England and Scotland in order to stir up trouble, for the Bolshies realize that if Great Britain can be disrupted then the whole world will follow. However, we do not wish to paint too gloomy a picture of Britain, because apart from these activities the great mass of the people are hard at work and with their great business intelligence and steadiness are making good.

London is filled with visitors and it is difficult to get accommodation at most of the big hotels. Evidences of prosperity are on hand in the building of new buildings, among them being a giant office building, one of the most up-to-date in the world, and the new stores at Piccadilly. London strikes us as the finest city in the world and, of course, it is also the largest, its total population being in the neighborhood of ten millions.

Its stores are marvellous, and its transportation system moves the enormous number of people with a very small amount of friction. We did not see very much of rural England, only from our railway trains, but one thing we remarked was the small amount of cultivated land. One Englishman remarked that England was still pursuing the same land system as in the time of William the Conqueror, that is, the land is being largely held by great landlords, and this system does not encourage the best production. The country was beautiful when we left, the green fields reminding us very much of our own Island.

Conditions in France.

Financial conditions in France are considerably disturbed owing to the continued fall in the franc. During our first day's visit to Paris the franc was quoted at 178 to the pound sterling. Then an announcement came out that it would be stabilized, and it rose to 140 to the pound. Recently it was back to 178. The result of this panicy movement is that people are endeavoring to buy property of all kinds and get clear of francs. It is said that the French merchants are buying great quantities of goods, preferring to have the goods which represent value instead of the franc, which may follow the course of the German mark.

One thing to be admired in the French people is their splendid spirit for work and their habits of thrift. We did not hear of any idle people in France. The lot of the employed in France is not a very desirable one, as wages are low and the cost of clothing, due to the depreciation of the franc, is very high. It must be remembered that the purchasing power of the franc is now only one-fifth of what is was before the war, while the laborer's wage has risen only a small fraction. Some idea of the wages in industry may be gleaned from the following.

Waiters in hotels and big restaurants usually get their board free, and they are expected to provide their own clothes and to keep themselves out of the money received in tips. A first class druggist who has spent years in the study of this profession receives a wage equivalent to thirty-five to forty dollars per month. Skilled Union laborers receive from eighty cents to $1.50 per day, while the ordinary laborers receive 60 to 90 cents per day. Business like that of the druggist are regulated in France so that there is no undue competition. Only a certain number of drug stores are allowed by law and no one man is allowed to own two drug stores. If one wants to become the proprietor of a drug store one must buy out someone already in business. However, French merchants generally like to retire when they have amassed what they consider a competence and this gives opportunity for the deserving helpers to secure a start. A man's ability to take over a business is judged by his freedom from habits of betting, frequenting of cabarets and the amount of savings which he has made. There is a society which investigates these things and they do it very thoroughly and when they put their O.K. on a man, it is a certificate that he will be fitted to take over a concern and manage it properly and be successful.

The thing that we noted particularly in France was the tremendous amount of cultivated land. Everywhere the fields are cultivated thoroughly, and we noticed considerable modern machinery, mostly American and Canadian. We learned that France has been for a few years and is now, one of our best markets for farming machinery. In the past their methods were very primitive. They have realized the fact that machinery shortens labor and are utilizing it more and more every day.

Our stay in Paris was delightful, the weather was very pleasant and everybody most polite. We took the Cooks tour around the city and saw all the principal sights from the outside. We were very interested in the Boulevards, wide sidewalks, on the inside portion of which were thousands of little tables shaded by awnings placed overhead, and in the afternoons and evenings these are filled with people seated drinking refreshments and smoking. Wine drinking is very common in France, but the wine is not strong in alcohol and these light wines are the natural beverage of the people in some sections where the water is bad. The wine industry is an enormous one and employs the services of a very large number of people in the caring of the vines and the preparation of the vintages.

The second day of our visit to Paris was spent in seeing Versailles which was built by Louis XIV., in 1662. It is truly magnificent and it would take a large amount of space to adequately describe its beauties. As we looked around we could almost picture to ourselves the great Carousal of 1662, when Louis XIV., then a handsome young man, first opened the grounds and palace to his admiring friends by giving a grand ball and fete. The costumes were most magnificent and Louis had parts of the grounds filled with fruit trees of every kind and variety, the fruit being brought along so that each was at its perfection at the same time. This was accomplished by means of having been grown under varied conditions of temperature and removed to Versailles just before the big spread. A wonderful fountain played on the marvellous grounds and the great natural lake which Louis had constructed was filled with small boats, beautifully illuminated at night. In order to cater to the inner man there were immense caverns constructed of almond paste and other dainties. Louis and his royal party regaled themselves first from the fruit and other viands and then the King gave the signal to the gallants to help themselves and their lady friends. The rush was said to be tremendous and the King looked on with the greatest amusement at the demolition of the good things. That evening there was also a grand ball and the party was led down the steps by the King in person and his handsome queen. Following them were three beautiful ladies, each of whom was destined, one after the other, to sway the affections of the King, and in a large manner, the destinies of France and of Europe; the most famous being Madame de Maintenon, who will be remembered as having urged Louis to revoke the famous edict of Nantes which was the cause of the massacre of the Huguenots.

To describe Versailles would be an immense task. Probably the most striking thing about it is the famous Hall of Mirrors. An extremely large room and very high ceiling, beautifully decorated, and on both sides along the walls are immense mirrors which at one time were framed in solid silver, which was utilized afterwards to help defray the cost of wars of France. It was in this hall, June 18, 1919, that the famous Treaty of Versailles was signed.

The next afternoon we visited Fontainbleau. Passing through the Forest of Fontainbleau we were struck by the absence of any small branches or twigs on the trees. Every single scrap of branch and wood had been carefully picked up and was being sold or used for firewood. This forest is one-fifth the size of Prince Edward Island. Fontainbleau itself is most interesting and brought back many historic memories.

We next visited the Louvre where miles of galleries containing the finest painting can be seen, the most famous being "Mona Lisa," and "The Gleaners." Napoleon's Tomb, the Cathedral of Notre Dame nad many other points including the French House of Representatives and the Law Courts, etc., etc. In the evenings we attended performances at the Palace, Follies Berges and other theatres. These were always crowded to capacity, mostly by tourists. For spectacular shows we think Paris can excel the world.

Saturday of our visit was spent on the Battlefields of the Somme. We left Paris at 8 o'clock and after a few hours railway journey arrived at Amiens. From Amiens we went to Albert by motor coach. Had a look around the reconstructed town and could not recognize it. The only thing left to remind one of the Albert of war time, was the ruined church which Canadians will remember as having been the spot where the Leaning Virgin was. This statue fell down in the last few days of the war. We understand the church is to be rebuilt, but many people think it should be left as it is to give some idea of the grim horrors of war in that section. Our guide told us that the people who came back to Albert had a very hard time in the first year as it was almost impossible to get water and those who did had to pay high for it. From Albert we travelled down to the Battlefields of Posiers, made famous by the Australians, and to High Wood, Delville Wood, Contalmaison, where the British fought so gallantly, and to Courcelette and Martin Puich, where the Canadians were victorious. Most of the towns have been completely built up, but one or two have been left as during the war, and they afford the visitor an opportunity of seeing the effects of modern shell fire. As a reminder of the grim toll of war on every hand may be seen British cemeteries, some of them containing thousands of graves, and in these no attempt has been made to separate the troops of the various Dominions. Side by side among the sleeping dead will be found English, Irish, Scottish, Canadians, Australians and men from all parts of the vast Empire. Each grave is well cared for, the cemeteries are beautifully laid out, the grass being green and nicely cut, headstones uniform and each bearing an inscription chosen by the next of kin of the departed soldier. On the stone is also the name, regimental number and the unit to which he belonged. Records are kept at each cemetery in alphabetical order of the names of those buried there and an office is maintained at Albert where fuller information can be secured. This work shows the thoroughness with which the British people have looked after the fallen, and Canadian parents who have lost sons in France will be gratified to know that there they will sleep through the ages, their names immortalized in stone, their memories unforgotten.

Business in Paris took up a day of our time, but we decided to see Longchamps, the famous racecourse. The events were not out of the ordinary, such as the Grand Prix which is the big racing attraction of France. In other words, it was just an ordinary afternoon's racing, yet fully 100,000 people were in attendance. We wanted particularly to get a line on wearers of silver fox furs, and to judge of its popularity, as we were told that this race meeting was utilized by the modistes of Paris and by the fur designers to show off their new creations. We were not disappointed, as that afternoon we saw more silver foxes worn than we had ever seen in all our lives together. We counted at least 200 ladies wearing silver fox, most of them singles but a few made up in doubles. Gowns worn were also very beautiful and we saw the reason why Paris is claimed to be the centre of the fashionable world. We did not know anything about the horses racing, but just for fun, we started picking winners and managed to pick four out of the nine races. The afternoon to us was very slow and tedious because of the long waits between races, usually one-half hour between each race. All the racing is running racing, and the horses and jockeys were turned out beautifully and the very best of order and decorum exhibited. Betting machines by the hundreds were on hand to cater to the gambling activities of those desiring to bet. These were very liberally patronized and the half-hour between the races was fully utilized in the placing of the bets. However, the grand total was not very much as the French people do not risk sums of money like the Anglo-Saxons. He would be considered a regular devil who would bet $5.00—that is, the ordinary every-day man. Of course, there are rich people in France who take a heavy flier, and there are thousands and thousands of visitors who, are the mainstay of the betting machines.

Paris yearly attracts enormous numbers of visitors because of the fact that living is pretty reasonable and there is every opportunity to enjoy oneself. It is the freest city in the world, and one can secure any amusement one desires if the necessary cash is forthcoming. Taxis are very cheap in Paris, and just to give an idea how cheap they are, we may say that we hired one at 1.30, drove to Longchamps, 12 miles away, kept him waiting till 6.30, drove back to Paris, and his fare was only 80 francs, or $2.50. One can get about short distances in Paris for 15 cents. Meals are cheap if one knows where to go, but at the swell cabarets and big hotels, they get prices which are out of proportion to the rest of the city. We stayed at a very good hotel and the cost of our double room was about $2.00 per day, which included breakfast. Later on these hotels would be raised when Paris became more frequented with visitors. We regretfully left Paris and its kind and very polite people behind after a few days' visit, for the land of William Tell.

Switzerland

Our little train had a tough climb the last few miles between France and Switzerland. It seemed almost incredible that she could drag us up the mountains, they were so steep. We passed through tunnel after tunnel, but not the famous Simplon, which is the engineering marvel of the world. The beauty of Switzerland has been fabled in song and story, and we do not think that too much has been said about it. It is really a marvellously beautiful country for those who like scenery of the grand type. It is the smallest country in Europe, its population being roughly four millions, and it borders on Italy, France and Germany. It is practically all mountains with beautiful green valleys, in which repose pretty villages.

Swiss people are famous as hotel keepers and watchmakers, these two businesses bringing in tremendous revenues to the country. There are over 5,000 hotels in Switzerland, not counting the small establishments that cater to families and people of very moderate means. Some of these hotels are very magnificent, comparing in architecture and furnishings with the finest hotels in America. Often they are built in the most inaccessible places, where trains cannot travel and the journey to them is made by circuitous roads reached by auto, or on foot.

We arrived at Lausanne in the evening and put up at the Hotel Mirabeau, a very comfortable house, beautifully furnished, withowing to the diminished travel but the most delightful staff. Our room was a very large one with bath and its furnishings would do credit to one of the better hotels in America. In the morning when we woke up, our eyes met the finest view we had up to then seen. We were looking out through a beautiful garden and shrubbery with flowers in bloom, through to the blue limped waters of Lake Leman and in the immediate background were the Giant Alps, with snow-capped summits, looking for all the world like a painted background of a stage. We had heard and read much about Swiss scenery but we then realized that it was really superb. The weather during our stay in Switzerland was beautiful and we had an excellent opportunity of observing the Swiss and froming an idea of the character of the people. They are a most industrious nation, composed of French, German and Italian Swiss, all seemingly getting along very nicely together.

Switzerland has a compulsory military service and every young man must spend a portion of his time in drill. The cost to the state is very small, and the benefit to the individuals great, as the military training gives the youth steadiness, discipline and good carriage. Every hamlet has its rifle club, rifle shooting being the great sport and the crack rifle shot greatly admired. The Swiss make their own rifles and ammunition, also their artillery small guns, the other ones having been made for them by Germany and France. Switzerland, on account of its conformation, would be an extremely difficult country to conquer. The mountain passes can be guarded effectively by riflemen and machine gunners, and right here we may mention that the Swiss have now the finest machine gun in the world. It only weighs 12 pounds, and is a most effective weapon. In some of the mountain passes are large disappearing guns so placed as to cover the approaches to their vulnerable points.

Speaking of the hotel industry, we found that it was not in a very healthy condition. Before the war it paid excellently and companies were being formed continuously and new hotels put in operation to cater to the tourist traffic which came principally from England and Germany. During the war there was very little business doing and since then the Germans have not been in a position to travel very much and the English have also felt the effects of the war. A tremendous effort is being made this year to attract tourists, particularly American tourists, but as a rule they prefer gayer London and Paris to the quiet of Switzerland. It is different in the winter time. The hotels that cater particularly to winter sports, as for instance, at St. Moritz, are filled to overflowing. There winter sport is at its best, and ski-ing, toboganning, bobsledging, snow-shoeing, skating, are in vogue, the weather being ideally clear and crisp. These hotels are entirely different from what one would imagine them to be, situated in mountains and away from supplies which must be brought to them by teams in winter. They are magnificent structures, steam heated with furnishings of the most expensive design. The waiters are all perfectly trained, always in evening clothes or dinner jacket, immaculately clean and the service from the manager to the most insignificant bell-boy, is courteous and efficient. Switzerland can teach the world how to manage hotels, so that one's stay with them passes with the least amount of friction.

On the second day of our visit, we were conducted through the city of Montreux, where there was a magnificent Flower Show recently, and which is famed for its hotels. Up through winding roads to Gryon, 3500 feet in the Alps. Here we found a flourishing Silver Fox Ranch, with an almost ideal site, excellent drainage, lots of woodland and shade. The foxes seemed perfectly contented, and why shouldn't they be? The air was just wonderful and they were looked after most capably by the people in charge. This fox ranch started very small but has now assumed considerable proportions. The success has been due to the excellent selection of breeding stock and good care of the management. From this elevated site we got a view of Mont Blanc, the highest of the Alps and the highest mountain in Europe. It is in the French Alps and there is also a fox ranch in this vicinity. Keeping a fox ranch in those out-of-the-way places meets with a certain amount of difficulty, getting supplies to them. On the other hand, they are not disturbed by strange noises and are not subject to too many visitors or curious people.

Our last day in Switzerland was a most interesting one. We travelled to Caux by motor car. This little village is over 3,000 feet high in the mountains and is very picturesque, its houses being beautiful and well constructed and its hotel one of the most famous in Europe. In our travels we have seen many grand hotels, but we do not think anything grander than the hotel Caux. It cost two million dollars pre-war to construct and probably could not be built today and furnished for less than ten million dollars. Everything about it was of the very finest, and the manager most attentive to us. We learned from him that it had not paid any dividends since the war he hoped for better times now and they were also improving with winter tourist traffic.

From Caux we went by a little railroad to the summit of the mountain. This railroad is of Swiss construction and Swiss engineering. It goes up almost perpendicularly in spots and is so constructed that it locks itself as it pushes forward, thereby preventing an accident should the engine suddenly stop. Our little train was crowded with passengers, and we received quite a few thrills as we looked down on our journey to the top. Finally at a height of 6,500 feet, we reached the little station and then after a climb of one mile, we were at the mountain peak, where a small platform with railing gave us a safe view. This was one of the grandest sights in Switzerland. For many miles we could look down and over the mountains viewing the beautiful scenery and the little villages clustered in the valleys; the houses with their red roofs looking at that distance like dolls' houses. The picture is one that we will not easily forget. When we descended we had tea at a little hotel near the station where the service was splendid, the best of linen and silver being on the tables, and the finest English tea and biscuits served.

Before closing with Switzerland we want to mention something more about the people—just to instance—their industry. Everyone knows about Swiss watch-making, but we did not know that in certain sections the farmers are also watch-makers. For instance, the farmer will work in his fields in favorable times and during the hours of the day and then in the evenings, rainy days, and days there is nothing to do on land, he will operate his lathe and become a mechanic, turning out the parts for watches, his family assisting in the work. This has been going on for generations and in the particular localities that practice it, the people have, by training and heredity, attained a high degree of mechanical perfection.

We might mention that the Swiss are wonderful engineers, and the roads, bridges, tunnels, etc., constructed there are, many of them, marvellous. They have made great use of electricity and have harnessed their natural resources which are enormous due to the torrential fall of waters from the mountains, so that electric energy is generated easily and very cheaply. Electrification is carried on to a great extent in manufacturing plants and the humblest home of the humblest peasant has electric light and electric power if desired.

Wine-making is a great industry with the Swiss and the growing of the grape furnishes employment to a big proportion of the population. This work sounds easy but it is the most difficult of all. The vineyards are situated on the mountain slopes and we had a view of the peasants at work on their little patches on our trip to Montreux. For hundreds and hundreds of feet up the mountains we could see them. They seemed to be literally hanging on by their toes. Each little patch would be about 100 ft x 25 feet, with stone and concrete walls protecting them. These are necessary to prevent the vines being washed off by the strong freshets from the mountain tops. As it is, the peasant has every Spring to carry back the soil from the front of his plot, where it has been washed by the waters, and distribute it over the remainder. Each peasant has only a small portion of land as we would know it, and only by the most intensive work and effort can he make a living. Peasant women are also at work, husband and wife starting out early in the morning and continuing till late at night during the Spring and Summer months. We cannot conceive of anyone in Canada taking up vine growing as practised in Switzerland as an occupation.

We attended a moving picture show one evening and saw several of our American heroes, performed much to the delight of the Swiss audience, which by the way, was small, probably due to the large admission fee charged, which would correspond to 50 cents in our money.

Speaking about prices in Switzerland, we found that the cost of living there was much higher than in France, due to the fact that the Swiss franc is at par, 20 cents. The Swiss find it very difficult to live cheaply now owing to the low franc in France, and the low lire in Italy. It affects their export trade very much and also their tourist trade, as the tourist is naturally looking for accommodation that will please him, but the price is also a big factor.

Germany.

From Switzerland we went to Germany, travelling to Basle, stopping over night at Frankfurt on Main. We arrived late but took the tour of the city so as to get some idea about it. It is a very fine city. We would have liked to have spent some time in it but had arranged to be at Cassel the following day at noon. Our journey from Basle to Cassel was directly north through Germany and we had an excellent opportunity of noting the agriculture of southern Germany. Everywhere the fields were intensely cultivated—there were no fences. Farmers live in villages. Often a great number of farms are owned by one landed proprietor, and he and his tenants live together in what appear to be very

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comfortable houses grouped together in the village, the landlord's home being at some distance from the others and being more magnificent. This idea of community farming has something to commend it as the communities have their own town hall, church, etc., and we have heard that they enjoyed it.

The extent of the farming and the splendid crops gave us the impression that Germany could feed herself and a great part of Europe as well. This we found out to be erroneous. We had simply passed through the agricultural part of Germany. Later on we were told that Germany only produces about 40 per cent. of her foodstuffs and that the balance has to be imported. One thing we noticed was the absence in that particular part of the country of cattle, and we were told that the farmers, instead of allowing them to run on pasture, dry fed them. We also noticed very few horses, the work being done largely by oxen. These oxen are raised for beef purposes and also utilized to do the work on farms. We wondered how the farmers distinguished their own patch of land, there being no fences, but small stones with painted numbers on them were pointed out to us as dividing lines for fields. All the farm land we noticed, was very productive, probably due to the fact that the Germans have the largest fertilizer works in the world and Germany is the source of most of the fertilizer that comes to America.

From Cassel, which was not a very interesting town, the only feature that we enjoyed there very much being an auto road race, in which entries were from all over Germany and some from Italy. These cars were of the racing type, and could make from 80 to 100 miles per hour. The motor road racing is quite in vogue in Germany in certain parts. A German car won the race, and there was great excitement around the hotel when the winner arrived. When he finally crawled out of his little low car, he proved to be a real Prussian, 6 feet 3 inches high.

The use of the motor car is not very general in Germany, due to the lack of money in the country at present, but the American manufacturers are making a big effort to sell cars there. The Germans are also pushing their output of cars. The Krupp Manufacturing Co., formerly the great armament works, is turning out motor cars as well as cash registers and farming machinery. From what we saw of the German motor cars, we were not greatly impressed with them. We are sure, for the same amount of money or a great deal less, the American motor car is far superior. It will take Europe, we believe, many years before they can hope to be able to produce cars as cheap and as good as the United States. In Germany there is a heavy duty on foreign motor cars. This duty is imposed on the weight of the car and is particularly meant to protect the high-priced German Mercedes, which is similar to the Packard in America. The German motor cars we rode in did not seem to have the power for hill-climbing, nor did not seem to be geared correctly for it, and did not seem to be as smooth as the American cars. Everywhere in Berlin, one could see American motor cars in use, and even the high duty does not seem to prevent their being bought. We inquired the price that American cars were being sold at so as to get an idea of the relative difference between German and Canadian prices. A Buick five-passenger coupe that would retail for $2,000 in Canada, would sell for $2,500 in Germany. The Chrysler people are making a great bid for business in London, Paris, and Berlin, and we saw their cars on the streets everywhere.

From Cassel we went to Dresden, famous for its manufacture of Dresden china, and for its splendid art gallery, where hangs the famed painting of the Madonna, by Raphael. This is one of the world's masterpieces, and people travel to Dresden, just to have a look at it. The day we visited the galleries, we noticed many foreigners, all there for similar purposes. In a room set apart from the others there was hung the celebrated painting and everyone who viewed it did so in awe and admiration. We spent 15 minutes looking at it. The impression is so vivid that it will probably never be effaced. The art gallery also contained thousands of other wonderful paintings and it took us practically a day to complete the round of it. We had Louvre in Paris, and we were now looking at another school of art, equally as fascinating. From Dresden to Berlin was only a few hours. Finally, we arrived at the hotel Adlon, the finest hostelry in Berlin. This beautiful hotel, which the owners claim to be the finest in Europe, is situated on the celebrated Unter den Linden, the most famous street in Berlin, and one of the most famous in the whole world. It is a good hotel, but no better than others we visited, and we think that it is not superior if as good as some high class American and English hotels. However, the people were very nice to us, indeed, and gave us every attention. The boast of the management is that there are two employees for every guest.

That evening we took a tour of Berlin, and were greatly struck by its beauty and cleanliness. Next to London, we believe it is the finest city in Europe. The next day we interviewed leading fur dealers and looked over quite a number of silver fox pelts offered for sale. The following day we took a trip to Potsdam, famous for its palaces and for the fact that it was the home of Frederick the Great, who made Germany great and powerful. Potsdam was a garrison town of military Germany, built up in Frederick's time. Everywhere were evidences of Frederick's work and we were particularly interested in the palaces he built, which are the work of his own designing. We made a careful trip through "Sans Souci", on which Frederick spent ten million doHars. He built it with the intention of having it as a resting place where he would be free from the cares of the world, hence the name "Sans Souci" (without sorrows.) After he built it he found that it was impossible to get away from cares and worries of state, so he placed a comma between the words Sans and Souci, which decorate the exterior over the entrance, for, he said, the Adjutant's part, which was on the left, was without, and his part, which was on the right, was with sorrows.

We sat in the chair where Frederick was wont to play the flute and, looked on the little plot in the garden where are buried his favorite dogs and horse, and where he asked to be buried himself; but his successor thought it was not fit that the Monarch should be buried with dogs, so Frederick's remains repose in a lead coffin in the church at Potsdam. This church is well worthy of a visit. Here the last Kaiser worshipped when at Potsdam. It was built by Frederick, and all around the walls are the flags of various Prussian regiments. Frederick's lead coffin is near the altar and a light is always burning alongside it. Over this coffin in 1814 the Emperors of Austria, Russia and Germany swore to join forces to crush Napoleon.

The New Palace

From Sans Souci we were conducted down beautiful terraces to the gardens. The fronts of these terraces have glass casings, which contain growing fruits of various kinds. This novel method has continued since Frederick's time. The grounds are truly wonderful and cover a wide extent and are kept beautifully by the staff of expert gardeners. A visit to Frederick's last architectural achievement — which palace our guide described as the "new Palace"—completed the tour of Potsdam.

A few words about this Palace will not be amiss. It was here the Kaiser spent many months of the year. When Frederick the Great built it he had been engaged in an exhausting war with France, Austria and Russia, and they believed him impoverished; so to show them that he was still possessed of some coin, he endeavored to construct a Palace that would be the "last word" in that line. It certainly is wonderful in architecture, extent and furnishings. Frederick the Great had quite a sense of humor and when he had finished the exterior he placed over the entrance a statue of three women holding aloft on their bare heads his crown. Two of them are absolutely naked, one has a trifling amount of clothing. They represent three women which at that time largely swayed the destiny of the courts arrayed against him. Each has her back to her own particular country. The Austrian Empress is the one with the scanty clothing—"for," said Frederick, "she is so thin, I must not expose her unduly." The greatest attraction inside the Palace for

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