

DIARY OF  
EUROPEAN TRIP.

FROM AUGUST 5 - 1908  
TO AUGUST 28 - 1908

MOMENCE — LONDON.

*Student's  
Note  
Book*

VARNUM A. PARISH,

MOMENCE.

U. S. A.

ILL.



Diary.

Aug. 5 - 1908

Wednesday.

I left home at 5 A. M. for Chicago. Mother and Father went to the city with me. I left them at 63rd St. and went to the stock yards to see about my pass to N. Y. City. Mr. Pat. Grehey assured me that everything was all right, and he instructed me to be at the office of the co-operative live stock commission Co. at 1:30 P. M. From the stock yards I went out to



Stunt Maggie's; thence down  
to Marshall Field's where I  
met Mother, Aunt Ella, Willie  
Bowe and Anthony Parish.  
After buying a lunch for  
my trip from Chicago to  
New York and doing a  
little shopping I bid Mother,  
Aunt Ella, Willie and Anthony  
good-bye; and then started  
for the stock yards. Mother  
tried to keep a straight face  
but when I kissed her I  
could see the tears come  
to her eyes. Father met me  
at the yards and stayed  
with me until I boarded



my train. I got my pass  
from Schwartzchild and  
Gulzberger, then Mr. P. Trehey.  
The stock train left the  
yards at five P.M. A new  
crew took the train up about  
every 125 miles. The first  
change was made at Wolf  
Lake about six or seven P.M.  
The next change was made  
at Garrett Ind. about 11 or 12  
P.M. The conductor that  
took charge of the train at  
Garrett made me a good  
bunk in the caboose, and  
I slept well till we got  
to Chicago Junction about  
4 A.M.

Thurs. Aug. 6 - 1908.



A new crew took us up at Chicago Junction and pulled us to New Castle Junction. We got there about noon. I bought me a lunch while the train was being inspected.

We arrived at Willow Grove, the name of the B. & O. yards at Pittsburg, about 3:30 P.M. Here the cattle were unloaded, fed, and watered. I went to the Lincoln hotel, ate a light supper, and then went out for a stroll thru the business district of Pittsburg. I walked



down to the confluence of  
the Monongahela and  
Allegheny rivers, forming  
the Ohio. I crossed the  
bridge that spans the  
Monongahela just above  
where it meets the Allegheny  
About seven P.M. I dined  
in Child's Restaurant on  
5th Ave. just above Wood St.,  
and had a glass of milk  
and a piece of pie. This  
is one of the best and  
most reasonable eating  
houses in the city. I return-  
ed to the Willow Grove yards  
at seven thirty only to  
find that my train would  
not leave till 3 A.M. next



morning. Three of the  
25 cars of stock that I left  
Chicago with, had been  
cut out along the way be-  
cause of bad boxings. Our  
train had orders to wait in  
Pittsburg for those cars to  
arrive. Then upon their  
arrival, they too had to be  
unloaded and the stock fed  
and watered. Upon learn-  
ing this, I returned to the  
city and went to the "Volun-  
teer Organist" at the Edwin  
theater. This is a fine  
show house. The play  
was fair. After the play,



I again went to Child's, had a light lunch and returned to the railroad yards. I slept on the operators desk from 11 P.M. till 2:30 A.M.

Friday, Aug. 7-1908,  
We left the smoky city about 3 A.M. The first change of crews out of Pittsburgh was made at Connelsvill, about 7 A.M. I spent all the forenoon riding thru the Alleghenies. The scenery was rather pretty. I had a very congenial crew from



Connellsville to Cumberland, Maryland. I arrived in Cumberland about noon.

Shortly after leaving Cumberland we crossed the Potomac over into West Virginia. For about two hours we ran along parallel, or nearly so, with the Potomac river.

We passed many quaint old Virginia homes. The country along the Potomac is very pretty. About 3 P.M. we were passing thru the Blue Ridge Mountain. We recrossed the river, back into Maryland again.



at the historic Harper's Ferry.  
I saw the monument  
that marks the place  
where John Brown's  
fort stood. We arrived in  
Brunswick about 4 P.M.  
brews were changed here.  
I went from Brunswick  
to Baltimore by way of  
Washington D.C. We  
passed along the old Chesapeake and Ohio canal. I  
saw several canal boats being  
towed along by mules. One  
boat was laden with melons.  
It must have had 3 or 4 car  
loads on it; yet, it took  
only two mules to pull it.  
Besides the melons there were



several mules on board. I presume that these mules were used to relieve those that were pulling the boat, at regular intervals.

We arrived in Washington about 8 P. M.; it was too dark to see much of the city. The next stop was Baltimore. We passed thru that city about 9:30 P. M. As the B. & O. passes under the city thru a tunnel, one doesn't get to see much of Baltimore in merely passing thru the city. The crew that



took us up here pulled us to  
Philadelphia.

at Aug. 8 - 1908.

We arrived in Philadelphia  
about 3 A. M. It was quite  
dark, and I saw very little  
of the city. We changed  
trains just after leaving  
Philadelphia and just  
before arriving on  
Staten Island. Upon my  
arrival on the Island, I  
took a ferry across the  
harbor over to Manhattan.  
The train load of cattle  
was taken across  
the bay on a float.

I arrived in N. Y. about  
10 A. M. I went immedi-



ately to Simon O'Brien's  
home, at 966 St. Nicholas  
ave. Simon, his sister,  
and I spent the afternoon  
and evening atoney Is-  
land. Simon and I took  
a swim in the sea. It  
was my first swim in  
the ocean. I enjoyed it  
very much. It is easy  
to appreciate the difference  
buoyancy between fresh  
and salt water. We visited  
Luna Park and Dreamland.  
We got home about 11 P.M.  
I was very sleepy, for I  
got very little sound sleep



while traveling on the cattle  
train as I had to change  
caboose every 3 or 4 hours;  
so I went immediately  
to bed.

Sun. Aug. 9 - 1908.

I slept till 9:30. Break-  
fasted, and went to eleven  
o'clock mass. After dinner  
Simon and I went down  
town. We crossed the  
Brooklyn bridge; strolled  
about the downtown  
district a while; and at  
five thirty I boarded my  
boat for Fall River. The  
name of the boat was the  
Commonwealth. There



are two good lines between  
N. Y. & Boston, the Metro-  
politan, and the Fall River  
line. The Yale and Harvard  
are Metropolitan boats and  
the Commonwealth and  
Priscilla are Fall River  
boats. The Metropolitan  
is an all water line  
while the Fall River goes  
only as far as Fall River  
Mass. by water. The rest  
of the trip is made by  
rail. Some of the points  
of interest I saw in N. Y.  
were, the Statue of Liberty,  
Brooklyn bridge, Singer



bldg. (42 stories), Metropol-  
itan (48 stories), Broad-  
way, Blackwell's Island.

Williamsburg bridge, and  
two other bridges, which  
were not yet completed,  
one between Brooklyn bridge  
and Williamsburg bridge,  
and the other, one that cross-  
es Blackwell's Island. This  
last bridge is about 2 miles  
long. I met a colored  
steward, that is, assistant  
steward, on board the  
Commonwealth. He was  
quite a philosopher, but a  
man of meagre education.  
Some of the words he



used were "sacrificion",  
"dispression", "allusion",  
illustration, "substantuate",  
and several others equally  
ridiculous.

Mon. Aug. 10 - 1908.

I didn't go to bed at all  
last night. My bunk was  
in a place that was very  
poorly ventilated, so I decid-  
ed to sit up. I went into  
the dining room about  
9:30 last night and drank  
a pot of strong coffee, then  
smoked a cigar. I had  
no trouble at all keeping  
awake after that. We landed

in Newport R. I. this A. M.  
about 3. I got off on shore  
for a while. We left Newport  
about four and landed in  
Fall River Mass. about 5 A. M.  
took train from there to  
Boston at 5:45 and arrived  
in Boston at 7:10 A. M. I  
went immediately out  
to Brighton to see Mr. Dud-  
ley. I arranged to sail  
Sat. P. M. at 11 on the  
Gymnic of the White Star  
Line. I then went down  
to the North Station in  
Boston to see if I could  
see anything of Willie  
Parish and Becki McCon-  
nell. They were to have



met me in Boston last  
Sat. but I was unable  
to get here on that date.  
I was unable to find  
Will. I believe he must  
have gone home. In  
the afternoon I went out  
to Mrs. Mary Sheridan's in  
Wellesley Hills. This lady  
is a cousin of Mary Hughes.  
I found the Sheridans to  
be a very fine Irish family  
There are four girls Mary  
Margaret, Catherine, and  
Ann, and one son  
James. I was asked  
to stay at Sheridan's and

I did so. This evening, I met Mr. Thos. Slide, a friend of Miss Margaret Sheridan's. He is apparently a very fine fellow. I spent most of the evening talking about the West with the Sheridans.

Tues. Aug. 11 - 1908.

As I was very tired from getting no sleep last night, or rather Sun. night, I slept till 11 this A.M. ate breakfast and dinner in one meal. Had quite a discussion at the dinner table, on religion. Spent part of P. M. writing letters and



cards. Didn't leave the house today. Yesterday afternoon Misses Annie and Catherine Sheridan took one over to Wellesley College. Miss Catherine Sheridan is a graduate of that college. It is a girls' school. The attendance is about 3000. Campus is beautiful; buildings are fair.

Aug. 12 - 1908.

I went down town with Mr. Hyde this morning at seven. At his business didn't begin

till 10 A. M. he took me around  
the city for a couple hours.  
We walked down to the  
Tea wharf, where the Boston  
tea party took place. This  
wharf is use by fishermen  
at present. It was an  
interesting sight to  
watch them unloading  
their vessels. From the  
wharf we went back to the  
downtown district. We  
saw the old State House,  
from the balcony of  
which was proclaimed  
the repeal of the Stamp  
Act, the Declaration  
of Independence,  
and the Peace with



England. I also saw and stood on the spot on which the first blood was shed in the Revolution, the spot where the Boston Massacre occurred. We saw the Old South Church in which was baptized Ben. Franklin and in which many of the orators of the Revolutionary period spoke. Left 10 A.M. Mr. Hyde went to his place of business and I went to the writing rooms of the Young's Hotel and did some writing.

At noon Mr. Hyde and I ate  
at a Thompson's restaurant.  
At three, after Mr. Hyde work  
was finished, he and I  
started out to finish up  
the historic points of  
Boston. We were in Man-  
ceil Hall. The lower part  
of this building is used  
for a market at present  
and the lower part of  
the state house, that is  
the old one, is used for  
an entrance to the  
tunnel. We also visited  
the Granary bemetery  
in which ~~are~~ buried Paul  
Revere, and the parents  
of Ben. Franklin.



The remains of many  
of the victims of the  
Boston massacre  
are also in the cemetery.  
We also saw the King's  
Chapel and the cemetery  
where lies the Winthorps.  
The Copp's Hill ~~cemetery~~  
cemetery is another  
place of interest that  
we saw. The Mathers  
are buried there. We  
visited the new state  
house, court house,  
post office, Courgin Hotel,  
and other important  
buildings. One of the

most interesting things that  
I saw today was the  
Old Constitution in the U.S.  
navy yards at Charlestown.  
Then there was the dry  
dock, the scout cruisers  
Birmingham and  
Salem. We were on  
board the Constitution  
and Birmingham.  
From the Navy Yards  
we went up on Bunker  
Hill. From there we  
crossed the harbor; then  
thru the tunnel; then  
back again on the ferry.  
While in Charlestown,  
we were on board the  
Brynmar, the ship on



which I sail. On our  
return to Boston proper  
we visited the Old North  
church, Paul Revere's old  
shop and other points  
of interest. Last night  
we dined at Crosby's  
Inn, which is an old  
historic tavern. Washing-  
ton spent several days  
at this tavern. We got  
home about ten. I enjoy-  
ed my night's rest because  
I was quite tired. Mr.  
Hale is an excellent man  
to show one around the  
city.

Aug. 13 - 1908.

I slept till nearly noon.  
Spent most of the day ~~at~~  
~~the house~~ around the  
house. This P. M. I went  
down to the Lenox Hotel  
to see if I could find Dr.  
Monaghan who is in  
the city at present attend-  
ing the Catholic conven-  
tion. I failed to find  
him, however. Went to  
bed about 10:30 P. M.

Friday, Aug. 14 - 1908.

As the result of a bet with  
Miss Katharine Sheridan, I  
arose at 6 A. M. and mowed  
the lawn. Miss Mary Sheridan  
and I spent the day in



Cambridge. On our way  
there we visited the public  
library of Boston. It  
is an excellent building,  
and the art on its walls  
is worth the while seeing.  
We visited Memorial Hall  
of Harvard, the museum,  
and many other buildings  
of the university. I got  
a pretty good general  
idea of the institution.  
We dined at the Dunster  
Lodge on Dunster street.  
This is a very good restau-  
rant. In the P. M. we saw  
the stadium. It is made

of cement, and it will  
seat about 25,000. There  
is a quarter mile track and  
a fine football field in the  
center of the stadium. From  
the stadium we went to  
the homes of Longfellow  
and Lowell. From there  
we went to Mount  
~~Sturbum~~ and saw the  
graves of these poets.  
We got home about five P.M.  
Another of the points of  
interest that we saw in  
Cambridge was ~~Chin~~ ~~Chin~~ ~~Chin~~  
an old building of worship used  
as barracks during the Revolution.  
We also saw the Old Elm  
under which Washington took <sup>charge of the</sup> ~~continental~~ ~~army~~



We spent the evening at home.

I went to confession.

Sat. Aug. 15 - 1908.

I arose at 4:20 and  
went to 5 o'clock mass. I  
went to communion. Miss  
Anna + Katharine Sheridan  
went to mass with me.  
After breakfast I packed my  
clothes and said good-bye  
to the family. Got down  
to the pier about nine. I  
watched the cattle being  
loaded. It is a great sight.  
After getting my transport-  
ation fixed up, I went  
down to City square in

to Charleston; cabled Les Boonty;  
wrote letters to Mother and Grances;  
ate dinner on shore; and then  
boarded the vessel.

The brymic pulled away  
from pier ~~4~~ 43 in Charles-  
town at 1 P.M. There were  
many women signing,  
sniffing and crying as  
the boat pulled away. This  
was the first time I ever saw  
an ocean liner leave a wharf.  
It is quite a sight. A couple  
hundred. The sea was  
quite calm all day. I  
did my first work about 3 P.M.  
The cattle were fed hay, and that  
was all they were given till  
Sunday. I spent most of my



{Left Boston light about 2:30 P.M.  
{The pilot was landed here.

idle time looking the steamer  
~~at~~ over. Our sleeping apartments  
were better than I expected. Every  
cattleman is given a new  
gunny bag filled with straw  
for a mattress, a clean sheet (one  
that slips over the mattress) and  
a clean blanket. Our apart-  
ments ~~is~~ about mid-ship -  
plenty of light and air. There  
was considerable drinking  
and boisterousness the  
first night but I was able  
to rest well nevertheless.

Sun. Aug. 16 - 1908.

The cattlemen got up at  
4 A.M. to water and feed hay. We



4 A.M. to water and feed hay. We  
got thru about five thirty. <sup>at</sup>  
breakfast about six or half past.  
About eight we swept the  
alleys and troughs, then fed  
shelled corn. About thirty  
minutes after feeding we  
swept the alleys again.  
Our morning work was  
over before ten A.M. Dinner  
was at 12. Our afternoon  
work lasted from 2 P.M. till  
4 P.M. We fed and watered.  
Hay is all that we fed in the  
afternoon. Sunday noon we  
had ~~gone~~ <sup>gone</sup> 305 miles. Today  
didn't seem like Sunday at all.  
I went to bed early, about 8:30  
for I was very tired. We always  
~~have~~ <sup>have</sup> to sweep the alleys right



after supper, which we ~~had~~<sup>ate</sup> at  
five. These Englishmen always  
call supper tea.

Monday. Aug. - 1908.

As usual we got up at 4, watered  
and fed hay. Breakfasted  
about seven. Fed corn about  
8:30. The day passed in  
the usual way. We passed a  
couple ocean liners. Fed hay  
and watered about two P.M. Got  
thru about 4. Had tea at five, and  
then swept alleys which took about  
20 minutes. My entire work  
for the day takes me about  
six hours. At Noon today we had  
gone 343 miles. The sea got

gone 343 miles. The sea got  
rather rough tonight as ~~a~~  
the result of a northeast  
wind that came up. I  
slept much better tonight  
than last night for the  
men were quieter.

Tuesday<sup>Aug 18</sup> - 1908.

Did our work as usual.  
The sea was rough this  
morning and I became  
sick as a consequence.  
My sickness was partly  
due to the fact however, that  
I had about 2 hours work  
to do before breakfast on  
an empty stomach. After  
eating a good breakfast  
of fried fish and boiled  
potatoes I felt well.



At noon today we had  
gone 350 miles.

Wednesday, Aug. 19 - 1908.

Today we had splendid weather.  
~~I did not go as usual.~~ The  
day passed in the usual  
way. I worked way down  
in the hold when we  
pulled up our hay today.

At noon we had gone  
358 miles. Had coffee with boatman at <sup>4 A.M.</sup>

Thursday Aug. 20 - 1908.

Rainy A. M. Fair P. M. Passed  
a tramp steamer this P. M. It  
was the only boat we saw  
today. I am writing this on  
a greasy old table in the cattle-

a greasy old table in the cattle-  
men's room. The fellows are  
playing cards and singing "Old  
Kentucky home." Mileage at  
noon today, 352.

Nothing unusual occurred  
today.

Friday, Aug. 21-1908  
Sea smooth. Weather fine.

Run ~~355~~<sup>355</sup> miles. Day passed  
as usual. I am enjoying  
this trip much more now  
than I did the first few  
days. I am getting the best  
kind of food. I have been  
taking coffee with the  
boatswain at 4 A. M.  
before starting any morning  
work. I enjoy my morning  
coffee and rolls very much.



because I take them in a  
clean room. I also drink  
tea with the Boatswain  
after dinner and supper. He,  
the Boatswain is a very  
pleasant and hospitable  
man. His name is Bob  
Jones. Tonight and last  
night also, Louis Hickey,  
John Perot and I had a little  
lunch up on the fore deck  
about 8 P. M. We could hear  
the sailor on watch in the  
crow's nest ~~sing~~ <sup>call</sup> "Oh, well,"  
to the captain every bell.

Sat. Aug. 22 - 1918  
Sea calm. Weather fine. Run

353 miles. I slept in the

Sea calm. Weather fine. Run  
353 miles. I slept up on deck  
last night with Ed Nuttall.  
Had a good rest up there in the  
fresh sea air. I wakened in the  
night and heard the men  
up in the look-out calling  
the watch. We passed a  
tramp steamer today. It  
took quite a while to get our  
feed up today for we are  
way down in the hold near  
the bottom of the ship. Ed  
Hotchkiss and I worked  
down in the hatch.

Sunday. Aug. 23-1908.  
Sea calm. Weather rainy  
and foggy as we neared  
the coast of Ireland. This  
hardly seemed like Sunday.



Milage today, 284.

there was so much work to do. Of course we only watered and fed hay once today, that was early this morning; but nearly all the rest of the day we spent in hoisting the surplus grain and hay out of the hold. There were about 200 bales of hay and 500 bushels of grain. Heretofore we had been pulling our feed up by hand but today we had a steam winch. We first saw land about one P.M. Got in Queens-town about 2:30 P.M. Our

boat did not land. She merely anchored in the harbor and a tender came out along side of her and took off the passengers and mail. We passed the Mauritania today. She is an immense boat. An important light near Queenstown is Daunt's Light. I could not see much of Ireland for it was too hazy. However, all I could see was very pretty. The land ~~was~~ was rolling along the coast.

Aug. 24 - 1908

I slept on deck last night.



I was awakened about four by  
the sailors who were throwing  
a steer overboard that had  
strangled himself during  
the night. The little calf  
that was born last ~~the~~ week  
about Wednesday was  
hit in the head and thrown  
over into the sea last  
night. It seemed a shame  
to have to throw the calf over  
but the <sup>cow</sup> ~~could~~ couldn't be  
landed for beef if she had a  
calf with her. We got in  
Liverpool early this morn-  
ing. Landed passengers  
about eight o'clock. The cattle



about eight o'clock. The cattle  
were landed about 9:30 A.M.  
We cattlemen didn't get ashore  
till about 10:30 or 11. It  
didn't take much over 45 minutes  
however to unload all the  
cattle about 750 in all; but  
we cattlemen couldn't get  
off at Berken Head where  
cattle were landed. We had  
to wait for the boat to pull  
over to the Canada docks.  
I wif had 459 Morris 289.  
It was one of Morris's steers  
that died on board. We men  
worked in gangs. Each gang  
had a certain number to care  
for. Jack O'Neill, Ted Nuttall,  
and I had 116 cattle to  
look after. We had no feed-



ing or watering to do today.  
all we had to do was to get our  
cattle off the boat. altho I  
have enjoyed this trip very much  
I wouldn't want to make it  
again in quite the same way.  
Yet it is an experience that  
I shall never regret having  
had. The work, altho not  
easy, didn't last long  
and was not disagreeable.  
If I had had to eat the food given  
to the cattlemen I would<sup>not</sup> have  
made the trip for \$50.00. A  
large pan of boiled potatoes  
would be brought in and

dumped on a dirt road and



dumped on a dirty old wooden table. The table had big cracks in it, and they had got full of dirt and food. As a result, there were ~~maggots~~ maggots in the cracks. They would crawl out and ~~walk~~ ~~cross~~ the table while you were eating. However, I didn't eat many meals with the cattlemen. They had, in addition to the boiled potatoes, a big chunk of unappetizing looking meat in an old greasy pan. Poor coffee out of a dirty old pot, bread and salt butter. I went to the steward Monday and made



arrangements with him  
to take care of my baggage and  
see that I got something good  
to eat for the rest of my trip  
for 4.00. After that I got  
the best kind of food, ~~fish~~  
fish, steak, chicken, chops,  
bacon, and liver, mashed  
potatoes, ~~French~~ French fried  
potatoes, etc. But I couldn't  
get the steward to furnish me  
with coffee in the morning.  
All that I could get from  
him was tea and I couldn't  
always get that with my  
meals. I became acquainted  
with the boatswain Robert



with the boatswain Robert Jones, on Tuesday, however, and from then on I got all the tea and coffee that I wanted, in his room. It was the best kind of tea and coffee, at that. The fact that I knew Mr. Jones made my voyage much more pleasant than it would have been otherwise. When I left the boat I gave Mr. Jones' son \$1.25 as a tip. My entire expenses while on board for tips, drinking and eating, were \$7.00. One unpleasant feature about the trip was the smell in the part of the boat inhabited by sailors



and steerage passengers. Our own apartments weren't so bad, but in passing along the alleyways in our part of the boat one would meet with many unpleasant odors. The cattlemen's room wouldn't have been a bad place to sleep, if all the port holes were open; but most of the men wanted the holes closed at night and that made the air close. That is why I slept on deck when I could. I slept nine nights without ever having my clothes off.

I never saw a doctor on a



having my clothes off.

I never saw a dirtier or a more miserable lot of human beings in my life than the men and boys that were ~~hanging~~ <sup>loitering</sup> about the dock in Liverpool where I got off the ship. It is next to impossible to get along without some of them almost pulling your baggage out of your hand, they are so anxious to carry it and earn a few pence. Everything in Liverpool seems odd. The street cars are double decked, teams and cars pass on the left. All two horse teams or nearly all, are driven tandem. The horses here are much better on a whole than those in Chicago. —



five large animals. Upon  
landing we (the two Boston  
boys and I) went to the  
Gosnorton, a first class  
hotel on James St. We  
cleaned up and changed our  
clothes. I don't know that  
I ever enjoyed a bath more.  
I went into a little barber  
shop around the corner from  
our hotel and got a shave,  
hair cut and shampoo; all  
of these cost me only one  
shilling three pence, that is,  
6 pence for the hair cut, 6 pence  
for the shampoo and 3 pence  
for the shave. There are barber shops



for the shave. There are barber shops  
where one can get a shave for  
 $1\frac{1}{2}$  d. and a hair cut for 3 d.

Most of the little girls here  
wear their hair hanging  
down their backs unbraided.

The boys were so tired  
from our sea voyage that  
we retired about eight  
o'clock. Weather fair.

Tuesday, Aug. 25-1908

Weather rainy by spells.

We didn't rise till nearly  
eight. I spent most of the  
day in looking for Leo  
bounty and trying to  
get my pass extended  
till next year but was  
~~unable~~ unsuccessful  
in both attempts.



While in Liverpool we boys  
took our meals at bottles. It  
is a fine little eating house.  
The cheapness of the rates  
is surprising. A steak  
with potatoes chips, bread  
and butter, and a pot of tea  
cost only a shilling.  
John Hers left Louis  
and me at 3:30 P.M.  
He took a four o'clock train  
for some little town where  
he has relations living.  
At six fifteen Louis and  
I left Liverpool for London.  
Got to London at 10:45  
P.M. We made the trip over the



P.M. We made the trip over the  
London and Northwestern.  
The fare was 16 shillings, 6 pence.  
We stopt at the Euston Hotel.  
It is a first class house run  
by the railroad company.  
We found hotel rates here  
quite as reasonable as  
in Liverpool. Our room  
for the night, cost us  
only four shillings  
apiece.

Wednesday. Aug. 26-1908.  
Weather cloudy and rainy.  
~~Here~~ We got up at 9:30.  
Louis and I breakfasted  
together and then parted.  
It was rather hard to  
leave him after having



been with him so long. The fact that we shared the same fate on the cattleboat made us feel closer than mere acquaintances. I went out to Marple's on 6-8-10, Clerkenwell Road, to get my bicycle. I found it there and was well pleased with it. I also found to my extreme pleasure five letters awaiting me, one from Dr. Monaghan, Hugh Craig, Leslie McPartlin, and two from Frances. After getting my wheel together I went to a near by shop and purchased trouser guards and a carrier to put my



and purchased mouse guards  
and a carrier to put my  
~~suit~~ ~~on~~ carry all on. I  
then rode back to the  
Custom House. From  
there I went to the Can-  
non street station  
to inquire about the  
time of trains for Sid-  
cup. On my way to  
the station I dropped in  
St. Paul's Cathedral  
and whom should I  
run across but  
Louis Hickey. I returned  
to the Custom from the  
Cannon St. station  
I was unable to get  
my room back for  
tonight. I gave it up



this morning intend-  
ing to leave London  
today. As I was unable  
to get satisfactory apart-  
ments ~~at~~ at the Boston  
for tonight I came  
over here to the Edwards  
House where I am now  
writing my diary.

London, too, like Liver-  
pool is a queer town. The  
means of transportation  
are many. There are  
double decker electric  
cars, horse cars, horse  
omnibuses and electric

omnibuses and electric

omnibuses. All these vehicles are double decked. I can walk as fast as the horse omnibuses run. There seem to be more omnibuses than any other of the kind of vehicles.

These Englishmen are much slower in answering questions than Philagians. Nine times out of ten you have to repeat your question, ~~not~~ no matter how distinctly you enunciate at first.

It is difficult, too,



to understand them. ~~as~~  
I asked a shopkeeper to  
repeat his question sev-  
eral times today and  
finally he said are you  
deaf or are you a Yankee.  
I told I was a Yankee  
and ~~was~~ glad of it.

This hotel that I am  
in at present is a  
very quaint old place  
I rather enjoy it.

Thursday Aug 27-1908  
Weather fair and rainy by  
spells. Instead of leaving  
London this A.M. I de-  
-



ided to stay over until  
tomorrow and visit the  
Franco British Exhibition.  
The Exhibition is a small  
affair and this one day  
is sufficient for me.  
I sent several souvenirs  
home today. A book of  
views to Harris; paper  
cutters to Frances; spoons  
to Aunt Angie and Maggie.  
Knives to Walter & use.  
After returning from  
the exhibition ground  
I rode around the  
streets near by the hotel  
on my wheel. Nearly  
all the pavings I have  
struck are India wood.



I saw the stadium at Shepherd's  
Bush. I was told by a guard  
that it would seat about 100,000  
people. There is a fine cinder  
path - three laps I believe,  
inside a cement bicycle  
track. Then in the center there  
are a swimming pool and  
a green plot large enough  
for either a baseball diamond  
or football gridiron. It  
is a wonderful stadium.

The old hotel where I am  
staying has crooked hall-  
ways with many steps in them,  
fire places in nearly every  
room, and many other  
quaint old English features about  
it.



