

favor of the railroad from Rome to
who may think of taking the journey
de of crushed lava and other stone
ast. We encountered a cool breeze
and when we began at this point to
n storm still further cooled the air.
y across the mountains themselves and
were, for obvious reasons, cool and
special preparations for this journey
of sweetened lemon juice in a bottle
most railway stations, and for a few
ad almost everywhere. Such a jour-
ges, can be made with fewer inconven-
red in traveling in a Pullman, at the
o to Buffalo.

pointment was reserved for us in the
between the south Italian port of Brin-
rts for Athens). The best of these is the
assured that our vessel, the *Habsburg*,
was everything that could be desired
ning two or more beds—not *berths*—
these was unusually good, and as the
all the time we could not complain.
were excellent. Before reaching the
the first evidence of the war. The boat
regular course to pick up some fifty
s from the Turkish seaport of Janina.
urks established a military depot here
ar for the use of the army operating on
re. The Greek fleet made short work
good opportunity of seeing what havoc
a small town. We saw warehouses in
me of them were merely pierced here
tially burned while others were simply
ding had two walls and the roof in posi-
and staircases still in place. In con-
anies of Turkish soldiers occupied one
which the red crescent waived, and in
coursed what probably passes in Epirus
lightful at all seasons of the year, and
hy the Empress of Austria chose the

island for the magnificent palace she built there a few years ago at
such enormous expense. We saw evidences, even during our short
stay, of the misdirected philanthropy that induced Mr. Gladstone to
present this and the other members of the Ionian group of islands to
the newly formed Greek monarchy. This action on the part of the
British Government was quite in accord with the wishes of the British
people and was done at the request of the inhabitants themselves, but
it is only another illustration of the truth that a strong and well
directed foreign rule is preferable, so far as material results are con-
cerned, to home government of the indifferent sort that the Greeks have
exhibited. With characteristic energy the British built roads, estab-
lished schools, encouraged agriculture and manufacturers of all kinds
and generally stimulated the indolent Greek to enterprises of various
kinds. Incidentally, of course, they regulated his taxes and saw to
it that he bought as many British goods as possible. But no oriental
likes to be incited to action that includes a regular program of con-
tinued work—even if it be in his own interest—and one may very
well question whether the Ionians do no still prefer their decaying
industries and crumbling country to the spick-and-span prosperity of
British rule.

At Patras we first encountered the luscious, little, purple grape
which, when dried, constitutes the "currant" of commerce. We saw
hundreds of acres of this delicious fruit and made many enquiries
from our genial consul in Patras, Mr. Jennings, and others regarding
it. The merchants are awaiting, with much anxiety, the outcome of
the tariff discussion, since a protective duty on currants means much,
not only to them but to all Greece. The cultivation and preparation
of the currant-grape for the market furnish a livelihood to a large
percentage of the population both of the island and mainland about
Patras, and the exclusion of the millions of pounds of dried currants
annually consumed by us would be a serious blow to them.

Very little is said about the comfort and still less about the pic-
turesque beauty of the railway journey from Patras to Athens. After
considerable enquiry we concluded that the canal across the isthmus of
Corinth is not as well patronized as one would have expected. From
Cephalonia, opposite the entrance to the Gulf of Corinth, to the
immediate Athenian seaport of Piraens is 366 miles round the Pelo-
ponesus, while the direct route through the gulf and canal is only
184 miles, and yet neither our vessel nor those of the Italian or
French lines took advantage of the shorter route. We understood
that the intricacies of the latter journey as well as the tolls imposed