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the evening of the departure from Jamaica, Mr. Whitman, of Boston, and Mr. Dozier, of St. Louis, met a committee bearing credentials from the American consulate. The extent of the suffering among the American residents of Kingston was explained and a written appeal for assistance was presented. After the steamer sailed, Mr. Whitman and Mr. Dozier drew up a brief statement and opened a subscription for the sufferers. No canvass was made but notice was given that those who felt disposed to contribute to a relief fund for the American colony in Kingston could find the paper in the reading room. Mr. Whitman consented to act as treasurer of the fund. Before the end of the voyage he had received \$3,900. A committee composed of Robert M. Burnett, R. H. W. Dwight and Robert Batcheller was chosen to determine the disposition of the fund.

At Charleston the members of the Commercial Clubs of Chicago, Cincinnati and St. Louis disembarked. Full two hours on the dock was required to do business with the customs officers. The travelers had not brought home a great deal that was dutiable, but they did bring the most extensive and varied collection of souvenirs ever encountered by the officials of that port. Each member of the party was stocked with what had caught his fancy. Time was required to go over the individual inventories and to determine whether some of the unusual imports were dutiable. In the end the members got the benefit of doubt and the United States Treasury was not materially benefited by the cruise of the "PRINZ JOACHIM." Mr. Yeiser, of Cincinnati, had been captivated by a Panama monkey, "an amosin' little cuss." The monkey was the only live souvenir. Mr. McCormick, of Chicago, had, perhaps, the most unique and valuable collection of material reminders of the places he had visited. He was one of the last to get away from the Charleston dock. The mayor of St. Louis, Mr. Wells, had been honored with so many gift cigars by the various alcaldes he had met in West Indian waters that the landing at Charleston was somewhat embarrassing to him until the customs officers showed their appreciation of the situation. Dress patterns of pina cloth, the fibre of the Philippines, manufactured at Barcelona, had caught the eyes of Mr. Nugent and Mr. Homer P. Knapp, of St. Louis. Mr. Bixby and Mr. Dozier, of the same city, went in for Panama hats. Mr. Chalmers, of Chicago, and Mr. Russell, of Boston, had enough of the bright-colored beans and shells of Jamaica to supply a kindergarten. Mr. Carleton, of St. Louis, had searched the shops of Obispo street,



Shuffle-Board on the "PRINZ JOACHIM." The players (reading from right to left): Charles S. Dennison, Walker Hill, H. W. Cumner, W. D. Mandell.

Havana, with charming results. Enough Spanish fans to make the east wind envious were carried home to Boston. Mr. Carpenter, of Chicago, gathered the most varied assortment of strings of beads. Mr. Batcheller and Mr. Mandell of Boston, were among the members who secured extensive collections of post cards, while Mr. Geier, of Cincinnati, and Mr. Wright, of St. Louis, obtained complete assortments of the stamps of the Canal Zone and of the République of Panama. Mr. Morron, Mr. Swift and Mr. Wilson of Chicago, were among the most industrious and comprehensive collectors of souvenirs.

Intermingled with the business transactions on the dock were the leave-takings, cordial and hearty. Warm friendships these masterful men from the four cities had formed in the three weeks afloat. A round dozen of the Bostonians elected to return to New York on the "PRINZ JOACHIM," braving Cape Hatteras a second time in a month. A lonely, heroic group they looked as they stood on the all but deserted deck. Every train out of Charleston that day carried scattering members of the Commercial Clubs. Some hurried north on business. Some departed for Florida and other southern resorts to join waiting families. The largest party, made up of members of the Clubs of Chicago, Cincinnati, and St. Louis who were hastening direct to homes and duties, took a special train out of Charleston at four o'clock in the afternoon. This train reached Chattanooga next morning and Cincinnati in the evening, arriving in a severe rain storm. More farewells were said. The Chicago and St. Louis members left on the earliest trains for their respective cities.



The Old Guard—Leaving Charleston for New York. Reading from left to right: Wm. D. Mandell, S. Parker Bremer, W. B. Lawrence, S. L. Bartlett, Elihu Thomson, James R. Carter, H. J. MacFarland, R. A. Bolt, F. B. Carpenter, J. M. Clark, William Whitman, C. S. Dennison. In the rear—Lawrence Minot and W. R. H. Dwight.

Washouts along the White river in Indiana delayed the St. Louis delegation twelve hours, giving Mr. Walker Hill, who had been put in charge of traveling arrangements, an excellent opportunity to show his ability as commissary. At 7 o'clock in the morning this bank president might have been seen picking his way along the single muddy street of the hamlet where the train lay storm bound. Under one arm Mr. Hill carried the entire stock of crackers of the only grocery in the place. Under the other arm he lugged a great section of cheese.

To be eligible for membership in one of these Commercial Clubs, a candidate must be a man of affairs; he need not be a millionaire. Business or professional success and a marked degree of public spirit count. Money does not talk in the councils of the Commercial Clubs. On this voyage to the Isthmus the evidences of wealth were not conspicuous. A cap, a loose coat, a pair of trousers, an outing shirt, a belt, canvas shoes, constituted costume de rigueur. There was no special







THE JOINT COMMITTEE AT LEISURE'

Reading from left to right: Robt. Batcheller, Harry L. Laws, Hanford Crawford, Benj. Carpenter.

dressing for dinner. Once on the cruise down the travelers broke the rule of go-as-you-please in dress, and that was in honor of Washington's Birthday, when, upon the appeal of the Joint Committee, dinner coats and dress shirts were brought out of the steamer trunks.

A canvass of the party showed only four who could be classed as "retired" or as capitalists at leisure. The others had visible employment. Merchants were, perhaps, the most numerous class. Manufacturers were the close second in numbers. But both merchants and manufacturers represented a variety of interests, ranging through dry goods, drugs, hardware, wool, paper, meats, soap, woods, iron and steel. Law, medicine, banking, insurance, journalism, were on the list of occupations shown by the roster. Managing officials of a score of great national corporations were in the party. From Boston came members of families whose names are part of the history of New England. Chicago, Cincinnati and St. Louis were represented by men who have been identified with the upbuilding of those cities for a quarter of a century.

Perhaps nothing better illustrated the varied character of the membership of this party of nearly one hundred persons than the assignments to the groups for observation of conditions in the Canal Zone. Special adaptability was discovered for every line of inquiry. When, for example, the group on Housing and Food was made up, the membership included the commissary general of Massachusetts, two representatives of the National Biscuit company, an officer of one of the great meat packing concerns, a manufacturing chemist who, for recreation, conducts a model dairy, marketing the milk and cream of 800 cows.

In his special message to Congress, last winter, the President said of this Panama Trip of the Commercial Clubs, then in contemplation.

"It will offer as witnesses of the exact conditions men whose experience as business men and whose impartiality will make the result of their observations of value to the country as a whole."

The country has gained eighty-six eye-witnesses to exact conditions in the Canal Zone. These witnesses were not in any sense guests. They planned their itinerary. They paid their bills. Nowhere was any implied obligation of hospitality permitted to influence judgment. Governments and corporations have conducted expeditions to promote publicity. That is legitimate. But the resultant testimony must always be taken with due allowance for the enthusiasm of the guest. The Trip to Panama of the Commercial Clubs was of entirely different character from the so-called junket. Who can at this time begin to estimate the influence of this unique tour of inquiry?

The Commercial Clubs have returned. The members of the Clubs have given out their impressions.

Landing at Colon. — Members of the Clubs making a landing by tug.





Their utterances have gone to all parts of the country. But this is not the end. Indeed it is only the beginning. The eighty-six representatives of the four Commercial Clubs are standing witnesses. They have acquired thorough personal knowledge of conditions and are equipped to consider the problems of the Isthmus, as they may arise. Their evidence will be continuous. As the work progresses, as questions of detail come up, these witnesses will be qualified to express opinions and to support those opinions with statements of facts.

Of the high estimate which people at once placed upon the impressions formed by the members of the Clubs, it was possible to realize some idea. In the cities of the four clubs invitations to deliver addresses were many. The public shared with the Government at Washington the opinion of the value to be put upon the impressions received by the members of these Clubs.

In a few weeks following the return of the Commercial Clubs more than one hundred and fifty lectures or addresses upon the subject of the Canal were delivered by the members. Mr. James A. Green, of the Commercial Club of Cincinnati, prepared a lecture which he illustrated with 100 lantern slides. This lecture was delivered before the Commercial Club of Cincinnati. Mr. Green was immediately in request. He repeated his lecture twenty times to clubs and organizations in and about Cincinnati.

"I consider it a patriotic duty," he said, "to tell the story of Panama and what the Government is doing. My experience is that the people are enthusiastic over the Panama Canal; that they appreciate its tremendous importance and that they foresee the day when the diplomacy, strategy and commerce of the western world will center about this Isthmus."

Mr. O. L. Whitelaw, president of the Commercial Club of St. Louis, was not far behind Mr. Green in the number of addresses delivered upon the results of the trip. The Boston Commercial Club devoted its annual meeting to "Panama;" and issued a program of surpassing interest. Other members of the Commercial Clubs have delivered addresses in relation to the trip, some of which are still being repeated as this book goes to press.

Those members who gave special attention to climate, to ethical and welfare questions, were deeply impressed with the feeling that Americans who go to Panama to dig the Canal are subjected to peculiar and trying conditions; that they need the mental recreation and the moral encouragement which soldiers in the field must have to do their best.

The President understood this wearying quality of the Panama atmosphere. He had seen it. Doubtless he had it in mind when speaking of the trip of the Commercial Clubs, he said:



St. Michael's Church, City of Panama.

"Such interest as a visit like this would indicate will have a good effect upon the men who are doing the work."

The morale of an army means a great deal in relation to its efficiency. The visit of the Commercial Clubs has resulted in more than the dissemination of accurate and comprehensible information of inestimable value to the whole country. It did great immediate good to the thousands of Americans on the digging line. It will make to a more correct appreciation of the consideration and encouragement which the folks at home must, in the coming years, extend to the army of Canal makers in the Zone.

While observation of the Canal was the primary purpose, it was by no means all that made this cruise of the "PRINZ JOACHIM" a notable voyage of discovery. Grave problems—humanitarian, political, commercial—exist in the islands south of the mainland of the United States. They are pressing for solution. The members of the Commercial Clubs have met these problems, not as on the printed page, darkly, but face to face. Three of the principal Islands of the West Indies the Commercial Clubs visited under most favoring conditions to form opinions. They saw Porto Rico, Jamaica and Cuba. Porto Rico is under stable government which encourages education and which gives popular representation in political forms approximating the territorial in the States. Jamaica has had the colonial policies in force for generations. Cuba's political status is—what next? In progress toward higher civilization, toward material prosperity, Porto Rico is far in advance of the others. Jamaica is the same yesterday, today and forever, so long as the colonial system shall endure. That system is the procrustean form of politics. Cuba was a revelation in material possibilities. Those members of the Clubs who made the overland journey from Guantanomo to Havana—three-fourths of the length of the island—saw a territory as large as Pennsylvania not one-half cleared. They saw soils derived from decomposition of an organic limestone of oceanic origin—soils which produce the exhausting crop of sugar cane year after year without replanting. There are no soils in the States, or anywhere else in the Western Hemisphere, which offer such possibilities of production as Cuba's.

As questions pertaining to our American 'Mediterranean develop—questions other than those about the Panama Canal, questions of trade relations, of political policies—it will be of incalculable value to the country to have these witnesses, who can speak out from personal knowledge of conditions.

If this trip of the Commercial Clubs to Panama shall prove a precedent, so much the better for the country. There cannot be too much of personal inspection of the Canal. There cannot be too close personal acquaintance of professional and business Americans with other parts of the world, and especially with the islands to the south.



## Charles Gordon Knox

**W**ITH flags at half mast, the band silent, not a handkerchief waving from the promenade deck, not a loud word of greeting, the "PRINZ JOACHIM" came to the dock at Charleston, early in the morning of March 12th. A few hours before the landing the unexpected death of Charles Gordon Knox, Secretary of the Commercial Club of St. Louis, had occurred.

Mr. Knox had participated actively in the earlier part of the three weeks' cruise of the Clubs in the West Indies. He was not thought to be critically ill until after the steamer left Havana for Charleston. When he started on the trip from St. Louis, February 18th, he was, apparently, in good health. Two days after the steamer left Charleston, February 20th, Mr. Knox told several of the members that he was not feeling well, but he did not consult the physician accompanying the party, Dr. H. S. Warren, of Boston. He adopted such simple remedies as he thought the ailment called for. When the ship reached San Juan, Porto Rico, Mr. Knox was feeling so much better that he joined those of the party who elected to cross the island in carriages to Ponce, a distance of eighty-one miles. Mr. Knox rode in the carriage with Henry C. Scott, a fellow member of the Commercial Club of St. Louis. Mr. Knox spoke repeatedly of his enjoyment of this overland journey, long as it was. When he went on board the ship at Ponce, February 26th, he was not feeling so well, but he attended to business as an officer of the Club from St. Louis.

On Wednesday Mr. Knox discovered that he had considerable fever. He carried with him a testing thermometer, and on trying it saw that his temperature was 104. This prompted him to call on Dr. Warren. The disease had not progressed to that stage which made a definite diagnosis possible. Dr. Warren gave his immediate and close attention to the patient. When the ship reached Colon Mr. Knox was much improved. He greatly desired to make the trip across the Isthmus and was so certain he felt entirely equal to it that the Doctor consented. Mr. Knox took the trip without apparent discomfort. He was much interested in the Canal work.

In the division of members for systematic observation on the Isthmus, Mr. Knox was selected for chairman of the group on Housing and Food. He called together those who were to be associated with him and helped to plan the work before the arrival at Colon. This group made a thorough study of the housing policy and of the system of food supplies for the different classes of employees and labor.

When the party returned to the ship Saturday night, Mr. Knox was not so well. Shortly before the departure on the steamship Dr. Warren asked Colonel Gorgas, the head of the medical department of the Canal Zone, to see the patient. He was apprehensive that typhoid fever was developing. Dr. Gorgas confirmed the opinion. From that time Mr. Knox was confined to his state-room with a trained nurse in charge. The disease progressed slowly. Mr. Knox repeatedly expressed entire confidence that he would pull through. He dictated the telegrams to his wife and friends. He insisted that he was in no danger and that nothing alarming should be sent about him.

Upon the arrival in Cuban waters the question of removing Mr. Knox from the ship to a hospital was considered. The situation was explained to the American officials. Governor Magoon took a personal interest in the matter. Dr. Jefferson R. Keane, the head of the American Medical Department in Cuba, saw Mr. Knox and make an examination of his condition. The patient was anxious to get home. Dr. Keane and the other physicians expressed the opinion that Mr. Knox was in no immediate danger, and that it would be better for him to proceed to a cooler climate. Acting upon the best advice obtainable, and in accordance with Mr. Knox's wishes, his friends decided to have him continue the voyage to Charleston, it being the purpose to have Mrs. Knox meet him there and to have him remain until able to proceed to St. Louis. At Havana, a second nurse especially qualified for care of typhoid fever, was taken on board. There was nothing to indicate a critical condition until Monday, March 11th. In the forenoon complications caused alarm. Mr. Knox had trouble in breathing. Later in the day the lungs cleared and the patient was better. At five minutes to seven o'clock in the evening Mr. Knox was resting quietly and perfectly conscious. Mr. Scott said to him he would go to dinner. Mr. Knox replied, "All right." Ten minutes later Mr. Scott was summoned hastily by the nurse. At 7:30 p. m. Mr. Knox died.

It was the opinion of those most familiar with the case that Mr. Knox must have brought the germs of the disease in his system when he came on board the ship at Charleston, Feby. 20th.

The death of Mr. Knox was announced to the members of the Clubs just before the close of the dinner Monday evening. Mr. Burnett, of Boston, conveyed the sad information in a few impressive words. The hush that followed was broken only when eight members, two from each Club, were named to express the sense of loss and the feeling of sympathy for the bereaved.

The memorial framed by the Committee was as follows:

The members of the Commercial Clubs of Boston, Chicago, Cincinnati and St. Louis, returning from Panama on board the S. "PRINZ JOACHIM," do, by their Committee appointed for the purpose, express the deep sorrow which is felt by all, over the death at sea of our fellow-member

**Charles Gordon Knox,**

of St. Louis, on this the 11th day of March, 1907, as we are nearing our first home port of Charleston.

The respect and love felt for him by all who knew him, best testify to the high qualities of Mr. Knox. In his death the

Commercial Clubs lose one of their most valued members; one who cherished and maintained, by his unwavering devotion to duty, the high ideals of our Clubs. The hearts of all turn with deep sympathy to Mrs. Knox in her sad bereavement.

WILLIAM WHITMAN,	LUCIEN WULSIN,
ELIHU THOMSON,	J. G. Schmidlapp,
<i>Boston.</i>	<i>Cincinnati.</i>
OSCAR L. WHITELAW,	JOHN M. CLARK,
WALKER HILL,	BENJAMIN CARPENTER,
<i>St. Louis.</i>	<i>Chicago.</i>

Mrs. Knox, who had been informed from time to time of her husband's illness, arrived in Charleston Tuesday morning shortly after the steamer docked. All arrangements had been planned to convey Mr. Knox to a hotel or to a hospital where he could remain until able to return to St. Louis, so confident were his friends up to the last day that he would reach Charleston and that he would recover.

Henry C. Scott and Robert McKittrick Jones, of St. Louis, had been unremitting in their attention to the sick man. The details of the funeral were left with them, Mrs. Knox being prostrated by the shock. With Mr. Scott and Mr. Jones were associated L. D. Dozier, Dan C. Nugent and Murray Carleton to represent the Commercial Club of St. Louis at the funeral. A special car attached to the northbound train conveyed Mrs. Knox and the committee to Morristown, New Jersey, where the burial took place on Thursday, March 14th.

Mr. Knox was one of the most active members of the Commercial Club of St. Louis. He was a moving spirit in the arrangements for the Panama trip.

Born at Yonkers, N. Y., January 17th, 1852, Mr. Knox attended Phillips Academy at Andover, Massachusetts, and studied at the University of Berlin. In 1887 he married Miss Edith Sherman and in 1888 he came from New York to St. Louis to take an official position with the National Stock Yards and with the Stock Yards bank. He was a member of the Second Presbyterian church, a trustee of Westminster College, of the Mercantile Library and of the Young Men's Christian Association. He was a director in the Mechanics-American National bank and the Commonwealth Trust Company.







SUNSET ON THE CARIBBEAN

# The Commercial Club of Boston

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- LAURENCE MINOT,  
Trustee.
- CHARLES MOORE,  
Chairman Executive Committee Submarine Signal Co.





#### HOMeward BOUND

Those who braved Hatteras the second time.

Reading from left to right: Top row—Stephen L. Bartlett, Elihu Thomson, Jas. R. Carter, William Whitman, Robert A. Boit, Robt. M. Burnett, H. L. Rice, F. B. Carpenter. Middle row—C. H. Conover, N. H. Davis, von Leitner (Captain), John M. Clark, H. J. MacFarland. Lower Row—Charles S. Dennison, R. H. W. Dwight, W. D. Mandell, W. B. Lawrence.



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