

Preparatory

THE Commercial Clubs of Boston, Chicago, Cincinnati and St. Louis decided upon the trip to Panama after deliberation. Members of the Clubs who visited Cuba as guests of the Chicago Club, (February, 1905,) came back impressed with what the companionship would mean on a much more extended journey. During this Cuban trip, Mr. Samuel M. Felton, of Chicago, proposed and advocated the visit to Panama to see the Canal route. To Mr. Felton the members gave the credit for the impetus which the suggestion then received. At the twenty-fifth anniversary meeting of the Commercial Club of Cincinnati, the proposed expedition to the Isthmus was one of the topics discussed. When Secretary Taft, in November, 1905, delivered his address on the Canal before the Commercial Club of St. Louis, he strongly commended the suggestion that the Clubs visit the Canal Zone. In November, 1906, representatives of the Clubs by appointment met Secretary Taft in Chicago. Following a luncheon given by Mr. Samuel M. Felton, a conference was held. In behalf of the Clubs, Mr. Lucien Wulsin of Cincinnati stated that among the questions which had arisen the most important was:

Will the proposed trip by the Clubs be regarded favorably by the President and the Secretary of War, and will it be helpful to the important work which they and the Panama Commission have in hand?

Secretary Taft's reply was an unqualified affirmative. He said the Government would be much pleased to have such a visit as that proposed made by men of experience in business and manufacturing, and that such a visit would be of great value and assistance to those in charge of the work, giving them assurance of the interest taken in their work by the people of the country.

One of the conclusions of this conference was that the members of the Clubs be polled to determine the probable number who would go.

Upon his return to Washington Secretary Taft wrote to Mr. Wulsin repeating and emphasizing the Government's encouragement in the following words:

"I merely repeat now what I said to your joint committee in Chicago—that nothing would give the President and the gentlemen charged with the responsibility for the construction of the canal greater pleasure than a visit by such representative men as the members of the Commercial Clubs of Cincinnati, Chicago, Boston and St. Louis, to the Isthmus, for the purpose of observing the work which is going on there. I have a strong conviction that it will help the work if disinterested witnesses like your members—men of business experience and judgment—can see just how the work is being done, and can, by three or four days' observation, learn the surroundings and circumstances under which the great enterprise is being pushed.

"I shall take great pleasure in directing Mr. Shonts, the Chairman of the Commission, and Mr. Stevens, the Chief Engineer, to give your party every facility for seeing and understanding everything that is done on the Isthmus under the auspices of the Government. I understand fully that your purpose is to pay all your expenses, and that this is not a junket, but an expedition undertaken for the public weal, and I am glad on behalf of the Government, to express its pleasure in the proposed visit."

The Clubs appointed representatives to take charge of the arrangements. A Joint Committee consisting of Robert Batcheller, of Boston, Benjamin Carpenter, of Chicago, Harry L. Laws, of Cincinnati, and Hanford Crawford, of Saint Louis, met in New York and undertook the task of chartering a steamer, as well as of arranging an itinerary. The "PRINZ JOACHIM," a fine 6000-ton steamer of the Hamburg-American Line, was selected. The "PRINZ JOACHIM" was built for travel in the tropics, having large state-rooms and electric fans, and being otherwise equipped for voyages in the vicinity of the equator.

The Commercial Clubs looked forward to the trip to Panama as meaning much more than the interest in a three weeks' voyage with congenial companionship. In no sense did these gentlemen, who were going to the Isthmus at their own expense to observe conditions and the progress of the canal work, pose as experts. They did not expect to pronounce conclusions on the Gatun Dam or the Culebra Cut, but as organizations they had stood in close relation to the selection of the Panama route, and from the beginning they had been the mediums for the dissemination of much important information about the canal project.

When Bunau-Varilla came to the United States to interest this government in the building of the canal, it was as the sequence to an invitation cabled by the Commercial Club of Cincinnati. And that invitation came about through one of those comparatively trifling incidents which some times lead to momentous results.

During the Paris Exposition of 1900 several members of the Commercial Club of Cincinnati were there as exhibitors or visitors. One evening Mr. Taylor and Mr. Procter, two of these members, set out with Commander Asher C. Baker, of the United States Navy, to dinner. Commander Baker suggested a typical restaurant in the Latin Quarter, and thither the three Americans went. Looking around the room the naval officer recognized Bunau-Varilla, whom he knew for his relationship with *Le Matin*, and for his interest in the Panama Canal and other public affairs. Introductions followed. Bunau-Varilla was at the cafe to get dinner, his family being out of the city. The four gentlemen dined together. The next day Mr. Taylor gave a luncheon at which Mr. Wulsin, of the Commercial Club of Cincinnati, and other gentlemen were present to meet Bunau-Varilla. Mr. Wulsin had seen and had given some study to the model of the proposed canal exhibited at the Exposition. A few questions started a most entertaining conversation by Bunau-Varilla. A very agreeable two hours passed and apparently that was the end, except that Bunau-Varilla promised, if asked, to come to the United States and present his views. The Cincinnati gentlemen came home to find Congress seemingly about to commit the country to the building of an Isthmian canal. The Canal Commission had reported to the President. The House of Representatives soon after the opening of the session in December passed a bill authorizing the President to take the preliminary steps looking to the location of the canal on the



THE JOINT COMMITTEE IN SESSION

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

Nicaragua route. The Cincinnati gentlemen recalled the conversation with Bunau-Varilla. They spoke to Mr. Laws, the President of the Commercial Club of Cincinnati that year, suggesting that an invitation be sent to Bunau-Varilla to come over and to deliver an address upon the subject of an Isthmian canal with special reference to his knowledge as an engineer of the Panama project. Mr. Laws at once authorized the sending of the invitation. It brought prompt acceptance.

In January, 1901, the distinguished Frenchman appeared before the members of the Commercial Club of Cincinnati and their guests. He told why the Panama route, in his opinion, was the most feasible. He outlined a plan through which the canal concession might be taken off the hands of the French Canal company and under which the canal might be constructed by the United States. The next day the Frenchman met at luncheon several members of the Commercial Club, including Mr. Schmidlapp and Mr. Wulsin. Before the party separated Mr. Schmidlapp had talked by long distance phone with Myron T. Herrick at Cleveland, and it had been arranged that Bunau-Varilla should stop a few hours at Cleveland on his way East and should meet Mr. Herrick and some friends. Mr. Schmidlapp, a friend of Mr. Herrick, vouched for the exceedingly interesting and important character of the views expressed by Bunau-Varilla.

At Cleveland the visitor made the same strong impression upon his hearers that he had made at Cincinnati. He was lunched and dined. When he departed it was with the request of Mr. Herrick that he go to Washington before leaving the country and talk with Senator Hanna. Bunau-Varilla went to Washington, but failed to meet Mr. Hanna. He was in New York and getting ready to return to France when Mr. Herrick and Senator Hanna met him one day in the office of the Waldorf. It was entirely a chance meeting.

"Why," said Mr. Herrick, "here is a man you ought to meet, Senator." Senator Hanna was predisposed in favor of another route for the canal, but, upon Mr. Herrick's request, he listened good humoredly to the Frenchman.

The result of this series of accidental meetings was that Senator Hanna became deeply interested in the question of route. He went exhaustively into the subject. He took the information he obtained from Bunau-Varilla to President McKinley, at the White House. He discussed the proposition of the French engineer with fellow Senators. Bunau-Varilla was encouraged to attempt the education of his own people and government to the proposition that the project be turned over to the United States to carry out.

Not only were the details carefully arranged, but the members collected and carried with them maps and literature, including the latest government reports upon the canal.

The thoroughness of the preparations was proven in many ways. In detail, the itinerary, as framed by the Joint Committee, was carried out. At the stopping places the members of the party scattered widely in the exercise of individual curiosity and interest, and yet there was no waiting when the schedule called for departure and no one was left behind. So effective were the provisions made that the plans for travel and sightseeing ashore were carried out in every instance almost to the letter. Not a piece of baggage went astray. These results were not accomplished without continuous vigilance, of which numberless instances will be easily recalled. Starting almost simultaneously from the four cities, the members of the party came together at Charleston on the 20th of February. Those from the western cities were first to arrive. In the waiting for the steamer at the dock there was the scene of Mr. Nugent, of St. Louis, and Mr. Langdon, of Cincinnati, on patient guard over a mountain of trunks and hand baggage, with list in hand, unrelaxing the supervision until the last piece had been claimed. No personally conducted company of tourists ever had a more attentive official in charge than was Samuel M. Felton, of the Commercial Club of Chicago, until important business called him back, compelling him to leave the train at Chattanooga.

Strung out in automobiles and carriages, in a go-as-you-please fashion, on the old Spanish Military Road between San Juan and Ponce, with drivers who spoke no English, were the members whom Mr. Laws, of Cincinnati, had undertaken to see through to the southern terminus of the eighty-one miles' journey in time to catch the "PRINZ JOACHIM," which had steamed around the Island. High up in the Porto Rican mountains, at Cayey, with dusk coming on, Mr. Laws sat behind a team of stallion ponies, which refused to go a step further, and Ponce was thirty miles away. Other teams of ponies galloped by. Encouraging remarks floated back. That was one of the memorable scenes to which neither camera nor phonograph could do justice. And yet Mr. Laws' good-natured face appeared on the balcony of the Ponce Hotel the next morning, two hours before the "PRINZ JOACHIM" was due to sail.

In the two days' trip across Cuba the member of the Joint Committee chosen to conduct was Hanford Crawford, of St. Louis. No one in that detachment can forget Mr. Crawford calling the roll at Santiago, assigning the berths at Camaguey, proposing the toasts at Guantanamo and returning thanks at Matanzas.

Nine hours in Jamaica with Robert Batcheller, of Boston, was better than a week without this charming conductor to Bog Walk.

On the 11th of March, as the "PRINZ JOACHIM" was nearing Charleston, the sense of obligation to the four members of the Joint Committee found expression in the following tribute, which was adopted unanimously, and which was signed by every other member of the party:

"The members of the four Commercial Clubs of Boston, Chicago, Cincinnati and St. Louis, who are now coming to the end of



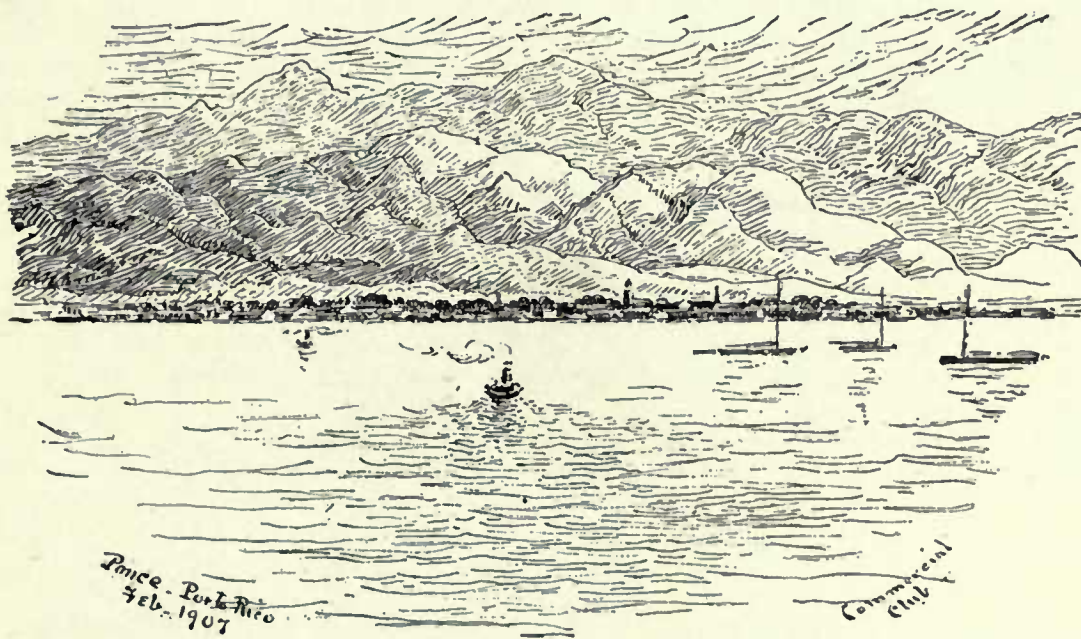
FROM NEW YORK TO CHARLESTON

The Boston Club members who braved Cape Hatteras the first time.

Reading from left to right: Front row—Von Leitner (Captain), F. B. Carpenter, Elihu Thomson, William Whitman, Robert M. Burnett, William B. Lawrence. Middle row—Robert Batcheller, Henry S. Warren (Surgeon), W. D. Mandell, Harry L. Rice, S. Parker Bremer, J. R. Carter, Stephen L. Bartlett, Robert A. Boit, H. W. Cumner, Joseph G. Wright, J. B. Russell. Third row—Laurence Minot, R. H. W. Dwight, Charles F. Cutler, Charles S. Dennison.

this most successful trip to Panama and the West Indies, desiring to express to the Joint Committee, Messrs. Harry L. Laws, Robert Batcheller, Benjamin Carpenter and Hanford Crawford, their hearty appreciation of the thought, time and labor given so unselfishly by them to the making of the preparations for this excursion, and of the uniform courtesy and efficiency with which they have carried out all those arrangements and provided for the wants and comforts of all the party;

"HEREBY RESOLVE, that there be given them, not only a unanimous vote of thanks, but also the assurance that the memories of these pleasant experiences will always call to mind the thoughtful and untiring work of the Joint Committee."



From a sketch by Mr. R. A. Boit, of the Commercial Club of Boston, made as the "PRINZ JOACHIM" was leaving the harbor of Ponce.

En Route

MEMBERS of the Commercial Club of Boston took the "PRINZ JOACHIM" at New York on the evening of February 17th. They sailed at six o'clock in the morning of the next day. The steamer arrived at Charleston about five o'clock Wednesday evening, February 20th.

Perhaps the less said about the voyage in the vicinity of Hatteras the better. There were men, ordinarily stout-hearted, on land, who had little to tell about the latter part of the run when the steamer drew into the dock. However, they mustered valiantly on the main deck and shouted a welcome to the members of the Clubs from the West. This greeting was rather at variance with a wireless message which had come from the "PRINZ JOACHIM," not yet sighted, while the men from the West were killing time on the dock. The sender was Benjamin Carpenter, Secretary of the Commercial Club of Chicago and a member of the Joint Committee. Mr. Carpenter had gone to New York and had taken the boat there with the Bostonians. This was his message:

"Boston pirates have seized the ship and say they will not stop at Charleston. Wire Secretary Taft. Tell him to send a warship."

Members of the Commercial Clubs of Chicago and St. Louis left their cities Monday evening, February 18th, the Chicago party by the Big Four, the St. Louisans by the Baltimore & Ohio Southwestern. Hurried greetings were exchanged with the members of the Commercial Club of Cincinnati in the station of that city Tuesday morning. Sleeping cars were switched. By special train on the Southern system the members of the Commercial Clubs of the three cities started from Cincinnati for Charleston. They filled five sleeping cars and kept a diner busy at meal times. The party was carried on one of the most novel tickets in American railroad transportation. The slip was a yard in length, showing on successive coupons the divisions traveled, and having the usual auditor's checks upon paid transportation. This slip cost \$1,512.00 (fifteen hundred and twelve dollars). It paid the fare at regular schedule rates for every member of the party from Cincinnati to Charleston and return. From St. Louis to Cincinnati members paid their regular fares. The Chicago members did likewise between Chicago and Cincinnati. The regular sleeping car charges were paid, and whenever a member patronized the diner he gave up his dollar for a meal, and paid for his mineral water and other extras by the card. In the party were railroad presidents and managers, bank presidents, heads of many of the largest mercantile and manufacturing establishments in the country. The professions were well represented. There



THE CHOIR

Lawrence Maxwell, Jr., Leader.

Reading from left to right: Standing—F. A. Geier, S. Parker Bremer, H. S. Warren (Surgeon), W. B. Lawrence, A. H. Chatfield, Benj. Carpenter, C. H. McCormick, H. C. Yeiser. Sitting—N. H. Davis, Robt. A. Boit, Henry C. Scott, Lawrence Maxwell, Jr., Edward Goepper, Geo. M. Wight, Hanford Crawford.

were no favors in the way of transportation, beyond that superintendents of the divisions traversed accompanied the train to give their personal attention to the maintenance of the time schedule.

The journey from Cincinnati was over the old Cincinnati Southern, which the city of Cincinnati built years ago, at an expenditure of some \$20,000,000, to preserve and to promote that city's commercial interests in the South. Members of the Commercial Club of Cincinnati took no little satisfaction in pointing out that by the terms of the operation of the road under lease, the interest on the bonds is met, the payment of the bonds is insured, and at the end of a period of sixty years the city will receive back the road in greatly improved condition with the cost of its construction paid out of the operation. In brief, the Cincinnati members pointed with pride to their Cincinnati Southern Railroad experience as one of the most satisfactory enterprises the city had ever engaged in.

One of the first notable incidents of the journey of the Commercial Clubs to Panama, was an illustration of the most recent development of telegraphic communication. The Clubs of Chicago, Cincinnati and St. Louis, traveling by rail to Charleston, were placed in direct communication with the Commercial Club of Boston on board the "PRINZ JOACHIM" en route from New York to Charleston. The following wireless telegram was passed around among the members of the Clubs on the train:

"PRINZ JOACHIM" at sea, via De Forest Wireless.

Chicago Commercial Club,

On Board Train:

Greetings from "PRINZ JOACHIM." Fine weather. Band playing.

Everything fine and dandy.

Carpenter.

Passing through East Tennessee, the members of the party took no ordinary interest in the evidences of industrial development and activity. Each iron and steel making center was scrutinized by men familiar with investments in that section. Everywhere the blast furnaces were in operation, a fact which was commented upon with much satisfaction. Some of the members of the party had considerable financial interests in that section.

At Chattanooga a stop of half an hour was made. The travelers got out for a breath of Lookout Mountain air, and noted the growth and prosperity of the city.

Atlanta was passed about midnight. Augusta was reached early in the morning, but several of the members of the Clubs were out to take constitutionals under the big train shed, while engines were being changed. The cotton mills on both sides of the river were in operation with the day shifts. Their magnitude, the water power, the neat homes of the operatives, the well kept appearance of the grounds about the great mill buildings, came in for notice and favorable comment by the visitors from the North.

From Augusta to Charleston the run was made quickly across South Carolina, through the pines of the Aiken region and over the plantation country nearer the coast.

The Clubs reached Charleston about noon without a single unpleasant incident, and with the members all well and in high, good spirits. While awaiting the arrival of the steamer, the members from the West took carriages and rode about the city. They were the recipients of courtesies from city officials and members of business organizations of Charleston.

The "PRINZ JOACHIM" sailed from Charleston at 8 o'clock. So gently did the ship leave the dock that the movement was not noticed for some time by many who were at the tables in the dining saloon. It was only when someone, glancing through the portholes, saw the lights of the city seeming to move away that the word went 'round—"We're off."

Through the interchange of greetings, the story-telling, the hilarity, even in the very beginning of the voyage, ran the thread of serious purpose. The "PRINZ JOACHIM" was not an hour away from the wharf at Charleston when the earnest motive showed itself. At the close of the first meal on board, R. Henry W. Dwight, Treasurer of the Commercial Club of Boston, brought David R. Francis, of St. Louis, to his feet, after a humorous reference to the world-wide distribution of the World's Fair medals and the claim of the Bostonians to be "medaled" for braving the trip from New York by sea. Mr. Francis came back with the assertion that the gentlemen who conceived and carried into execution this expedition of the four Commercial Clubs to Panama certainly deserved nothing less than grand prizes. Then Mr. Francis sounded the key-note in a few words, which were enthusiastically applauded. He said:

"I do not know of any better time to express what I feel about this excursion, upon which we are entering, than now at its inception. Four great cities of this country, represented on this occasion by organizations composed of the representative men of their respective cities, have concluded, of their own volition, and at their own expense, to make an excursion of three or four weeks' duration in order to inspect the progress of the greatest work ever undertaken by the Government of the United States. It is very unusual that such men should enter upon such a mission. Divesting ourselves of partisanship, we have decided to go thousands of miles to inspect a work which was once undertaken and afterwards abandoned by one of the greatest nations on the globe, and which has now been undertaken by our own Government. We approach this duty, or this excursion, or whatever you may term it, with unprejudiced minds. We feel, however, that sense of proprietary responsibility which is inspired by our pride of American citizenship and our consequent desire to see our Government succeed in all of its undertakings. We may combine pleasure and recreation with our serious purpose on this excursion, but I am sure that every member of each of the four Commercial Clubs is imbued with a determination to see and judge for himself. We all cherish a patriotic interest in this union of the two oceans, and however stupendous the undertaking, we would never have consented for another country to perform or attempt it again.

Old Charleston — The Pringle House, King Street.



"And so, at the inception of this voyage, having talked about the serious phases of this excursion, I now wish to again felicitate the members of our respective organizations who planned this excursion, and who have launched it so successfully."

From stem to stern of the 373 feet, the "PRINZ JOACHIM" was an Eveless Eden. Not a pound of femininity was represented in the 4789 tons of displacement. That is why the door-plate "Fur Damen" did not count on this trip. The members of the Clubs had unrestricted use of the ladies' saloon with piano, library and all. The only soprano sound heard on the "PRINZ JOACHIM" was when the graphophone ground out some prima donna's selection. The conditions imposed by the Joint Committee went so far as to stipulate that the doctor must take along a male nurse. All of this may appear to be ideal from the masculine point of view. In practice, however, it meant business for the wireless telegraph man, who worked his buzzing machine overtime sending "a few words to my wife, you know, just to let her understand I am all right." It meant also letter writing at all hours of the day and the mailing of hundreds of postcards at every stopping place. The day after the "PRINZ JOACHIM" left Charleston one of the happiest men in the party was President Whitelaw of the Commercial Club of St. Louis, when he found upon his breakfast table a bunch of roses with a card showing that Mrs. Whitelaw had done some telegraphing to a Charleston florist after President Whitelaw's departure from St. Louis. A member of the Boston Club exhibited with much pride a letter from his wife, who is in Europe, the letter having followed him down the Atlantic seaboard and overtaken him in the West Indies.

In the evenings when the travelers gathered in the smoking room and the ladies' saloon, the graphophones were turned loose. The favorite records were those in treble, as to tone, and sentimental as to character. "Canned music," Mr. Wright, of St. Louis, called it, but everybody listened, after dinner.

The life of the members of the Commercial Clubs on board the "PRINZ JOACHIM" was not monotonous. Strenuous might apply to some features of it. There was golf on the boat deck, shuffle-board and ball on the promenade deck, and almost anything else in the way of entertainment on the saloon and upper decks. There was music by the German band. Graphophones at either end of the saloon deck supplied music and vaudeville as continuously as the boat's impressario found time to wind the machines. Breakfast followed

An After Breakfast Group on Deck — Reading from left to right:
E. C. Goshorn, Alfred L. Baker, John V. Farwell, Jr.



A Group on Deck— From Left to Right: Rolla Wells, Stephen L. Bartlett, Murray Carleton.



the sea water "bad" at eight o'clock in the morning. Bouillon was served at eleven; luncheon at one; coffee and tea at four; dinner at seven, and light supper at eleven.

Life was well ordered. The government aboard was vested in the Joint Committee, Mr. Laws, of Cincinnati, Mr. Batcheller, of Boston, Mr. Carpenter, of Chicago, and Mr. Crawford, of St. Louis. These gentlemen arranged all programs, listened to all suggestions and supplied all official information.

The decisions of the Joint Committee were not only accepted, but won hearty approval. Many of the rulings were experimental, for the expedition was without precedents to guide. The "PRINZ JOACHIM" was chartered under a contract which covered the staterooms and meals and other accommodations included in first-class passage. The contract also determined the itinerary. But there still remained open the question of supplies usually considered extras— mineral water, cigars, cigarettes, wines, liquors, playing cards, etc.—which are issued, as a rule, on the order of the traveler and charged to him. The Committee decided that such supplies should be paid for from the common fund. Everything on board, with the single exception of service in the barber shop, was free. This decision proved to be so satisfactory in its operation that special mention of it seems justified.

The detail duties of the Joint Committee were divided. Mr. Laws was the medium of communication with Captain von Leitner. He was navigation officer, so far as the Clubs were concerned. Mr. Crawford had charge of the staterooms and of the bathrooms. Mr. Carpenter was officer of the decks and the arbiter in all controversies which arose in the smoking room. The very delicate duties of the cuisine supervision and of the dining room etiquette devolved upon Mr. Batcheller, of Boston. Mr. Batcheller was a diplomat. The first decision he made was that everybody should sit where he pleased, with the advice that everybody take a different seat at each meal, so as to get well acquainted with fellow voyagers. Mr. Batcheller's next fine stroke was to announce that anything but pajamas would be sufficient dress for the dining room. Each day, at eleven in the morning, the Joint Committee—the high joints—got together, compared notes on past kicks, and prepared plans for the future.

The first Sabbath on board the "PRINZ JOACHIM" will be remembered as one of the most notable days of the trip. The Joint Committee began preparations for the observance of the day by appointing a

committee headed by Walker Hill and Henry C. Scott, of St. Louis. Associated with Mr. Hill and Mr. Scott to arrange appropriate observance of the day were Homer P. Knapp and George M. Wright, of St. Louis, Edward Goepper, President of the Commercial Club of Cincinnati, F. B. Carpenter, of Boston. Mr. Scott found a valuable auxiliary in the person of Lawrence Maxwell, Jr., of Cincinnati. Mr. Maxwell is remembered as Solicitor General in the second administration of President Cleveland. It was not so well known to members of the Commercial Clubs that Mr. Maxwell is an amateur musician of no ordinary qualifications. Mr. Scott pressed Mr. Maxwell into service with the result that the musical features of the service were something unusual in excellence. Mr. Maxwell arranged the scores and instructed the German band in the rendition of good American hymns. He trained a choir composed of Mr. Goepper, of Cincinnati, Dr. Warren, of Boston, Mr. Geier and Mr. Davis, of Cincinnati, Mr. McCormick, of Chicago, Mr. Bremer and Mr. Lawrence, of Boston, Mr. Farwell, of Chicago, Mr. Rowe and Mr. Chatfield, of Cincinnati, Mr. Wright, Mr. Scott and Mr. Crawford, of St. Louis. Mr. Maxwell, played the piano and conducted his combined orchestra and choir. Mr. Scott, and his committee selected with care hymns in which the congregation of the members of the Clubs could join with the choir. The words of the hymns were put in type by the ship's printer, and a sufficient number printed on cards to supply all. Captain von Leitner and several officers of the ship attended the service.

At eleven o'clock the bugle sounded. There had been an air of quiet expectancy all of the forenoon. By common consent, and without a suggestion from the Joint Committee, the usual amusements of week days were omitted. Members of the Clubs sat about the decks, looking at the flying fish, reading and conversing. At the sound of the bugle everybody moved in the direction of the dining saloon, which had been prepared for the service. The band under the direction of Mr. Maxwell played a German hymn. When Mr. Walker Hill arose at the end of the room it was to face the entire membership of the Clubs on board. He invited all to join in the singing and gave out the hymn—

"Come, Thou Almighty King,
Help us Thy name to sing."

The choir and orchestra led in perfect time. Quite generally the congregation made use of the card copies of the hymn. The singing was earnest and harmonious.

"Let us pray," said Mr. Hill, and every head was bowed. The Episcopal service was followed. Mr. Hill read the prayer in a manner which might be expected of one who was brought up in a city which has twenty-one Episcopal churches, and whose family for several generations has been represented in the clergy. When he reached the Lord's Prayer the members of the Clubs repeated the whole in unison. The same was true when the Creed was reached. The choir and orchestra led in—

"How firm a foundation, ye saints of the Lord,
Is laid for your faith in His excellent word."

The exercises lasted about three quarters of an hour. It goes without saying that with such a body of

American business and professional men the most perfect decorum was observed. But it can be said with propriety that the spirit of reverence and interest in the service throughout was such as to make the occasion very impressive and such as to afford no small degree of satisfaction to the Joint Committee and to the special committee which had prepared the order of the day.

After the service the members sat about the decks in groups, reading or conversing. The first Sabbath of the Commercial Clubs was neither a *dies non* nor was it like a week day. It was a day unto itself and to be most pleasantly remembered.

On Sunday, March 3d, the members of the Clubs arose to find the "PRINZ JOACHIM" headed toward Jamaica, and rapidly increasing the distance from Colon. The two days of intensely interesting observation on the Canal Zone were behind them. A bright sun shone. There was just a touch of coolness in the breeze which blew over the Caribbean from the North. This Sabbath was a day of needed physical rest after the talks and walks with Chief Engineer Stevens and his staff on the Isthmus. At eleven o'clock the bugle call drew a full attendance into the dining saloon. The choir under the leadership of Mr. Maxwell sang —

"O God, our help in ages past,
Our home for years to come."

Frank J. Jones, of Cincinnati, who had been chosen by the Committee to conduct the exercises of the day, read selections from the Episcopal service. The choir sang —

"My faith looks up to Thee
Thou Lamb of Calvary"

After the second reading the choir sang —

"Jesus shall reign where 'er the sun
Does his successive journeys run."

The services closed with the singing of the Doxology by the congregation.

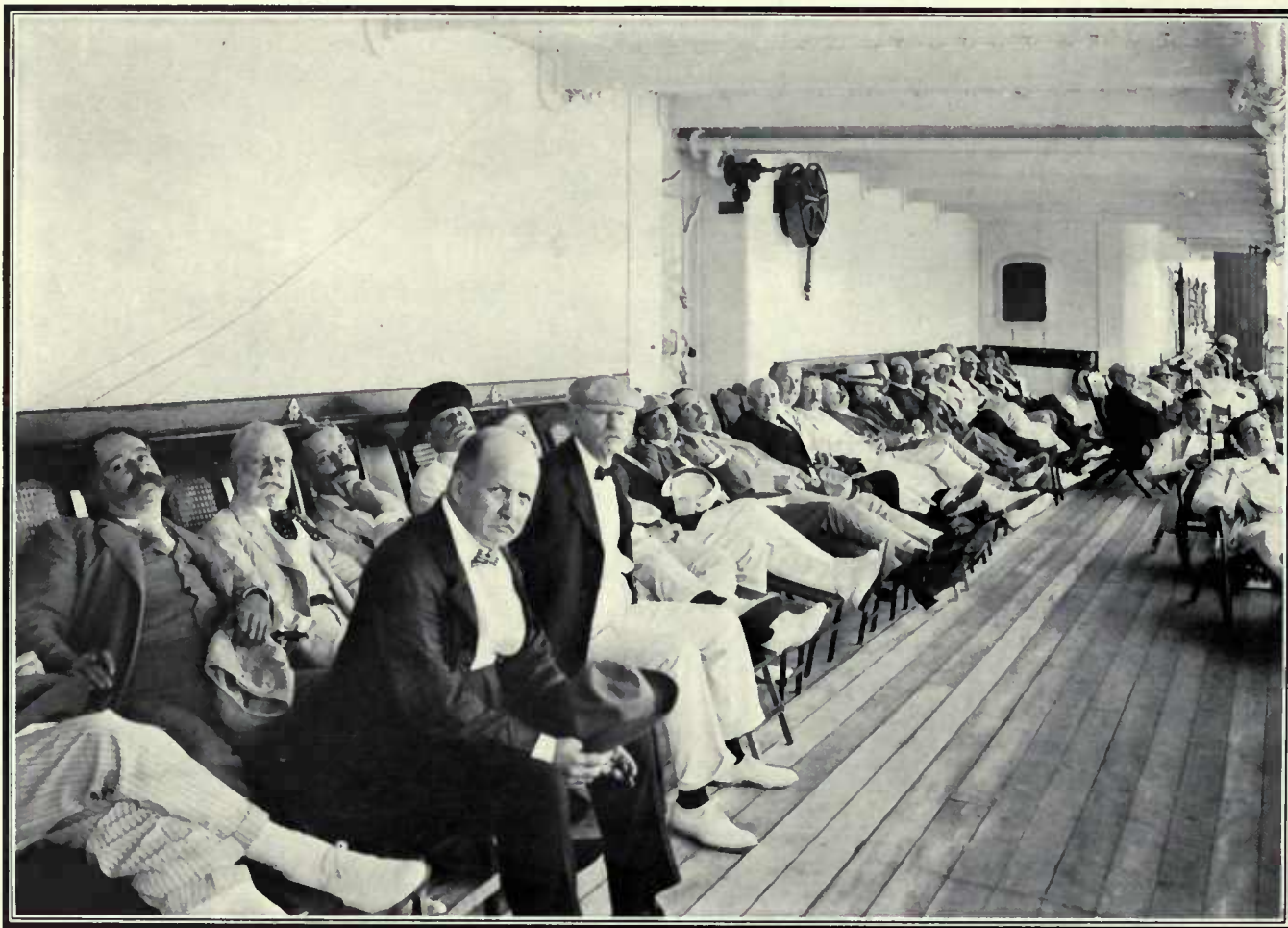
The third Sabbath on board the "PRINZ JOACHIM" came with the end of the cruise only two days away. Services were conducted by William Whitman of Boston. There was added solemnity when the prayer for the sick was read. In a near-by stateroom Charles Gordon Knox lay seriously ill, although at that time he was not thought to be in a critical condition. The choir sang impressively —

"Nearer, my God, to Thee,
Nearer to Thee."

The exercises closed with the entire body singing —

"Onward, Christian soldiers,
Marching as to war."

Sabbaths well spent were the three which the members of the Commercial Clubs passed on the "PRINZ JOACHIM."



SUNDAY AFTER LEAVING THE ISTHMUS. A DAY OF REST.

Reading from left to right: Edward Goepper, Walker Hill (in foreground), Oscar L. Whitelaw, Jos. R. Russell, Jos. D. Bascom, John Omwake, L. D. Dozier, James A. Green, Chas. W. Durrell, Jas. E. Mooney, Stephen L. Bartlett, Chas. F. Cutler, Robt. Batcheller, Harry L. Rice, S. Parker Bremer, L. W. Noyes, William Lodge, Harry L. Laws, Daniel Catlin, B. W. Campbell, E. C. Goshorn, William A. Fuller, Hanford Crawford. In chairs: From front to back—J. T. Carew, Charles L. Hutchinson, Charles W. Knapp, David B. Gamble, D. B. Meacham, George O. Carpenter.

Washington's Birthday

THE third day afloat of the Commercial Clubs brought Washington's Birthday. When the Joint Committee notified Captain von Leitner of the desire to observe the day he smiled and promptly produced United States flags and a bust of the Father of His Country. The resources of the ship were put at the command of the Committee. Under the direction of the inspector, Mr. Fahrenheit, the bust was placed in the center of the saloon and decorated with the colors. The ship's electrician produced an electric star which was placed above the head of Washington. The head chef came forward with his special contribution to the occasion, a copy in miniature of Liberty Enlightening the World. This was done in parafine, and was an artistic reproduction, even to the electric torch held aloft. The flag of the four Clubs, the field embracing the four colors, blue for Boston, red for Chicago, yellow for Cincinnati and white for St. Louis, was displayed at the front of the saloon, forming the background for the speakers. All day the steward and electrician worked in the saloon, carrying out their plan of decoration with a zeal and taste which charmed the travelers.

Celebration of the anniversary began early in the morning. The travelers arose to the strains of the "Star-Spangled Banner," and when they came from their staterooms they found the ship dressed in flags fore and aft. But the elaborate formal program was associated with the dinner hour. At seven o'clock the members of the Clubs, in dinner dress, assembled forward and marched into the saloon to the measures of a Sousa march played by the German band. The Joint Committee had arranged the program. This being a national occasion, rather than an official function of the Clubs, the committeemen decided to go outside of the officers of the Clubs to elect the chairman of the evening. At the invitation of the Committee David R. Francis accepted the duty of presiding. Immediately after the soup, Mr. Francis brought to their feet the members of the Clubs with this toast to

"THE PRESIDENT OF THE UNITED STATES—Wherever patriotic Americans are assembled, whether on land or sea, whether under their own flag or under the flag of any foreign country; wherever toasts are proposed, there is one sentiment that is never overlooked. It is the sentiment—not to our ruler—the American people have no ruler; but I am sure you will all join me in drinking to the health and long life of the President of the United States."

The toast was received with cheers. Mr. Chalmers, of Chicago, moved that a committee of four, one from each Club, be appointed to frame a message to be sent by wireless to the President of the United States. The motion was carried with enthusiasm. The committee was named, consisting of W. J. Chalmers, of Chicago,

J. B. Russell, of Boston, Charles W. Knapp, of St. Louis, and W. W. Taylor, of Cincinnati. Without delay the committee proceeded to the wireless office on the boat deck and sent the following:

On Board S. S. "PRINZ JOACHIM," February 22, 1907.

The President, Washington, D. C.

On this birthday of the first President, greetings are tendered to his worthy successor by the united Commercial Clubs of Boston, Chicago, Cincinnati and St. Louis, now enroute to Panama.

The "PRINZ JOACHIM" was too far from a land station of the wireless to get the message through direct, but the operator "picked up" a coast-wise steamer equipped with the apparatus, and the coast-wise steamer was requested to send the message on to a land station.

Soon after the forwarding of the message of greeting to the President of the United States, Mr. Francis again claimed the attention of the Clubs, proposing a toast to the German Emperor. He said:

"We are sailing in a foreign steamer under a foreign flag—under the flag of Germany—on a boat of a line whose steamers encircle the globe. That line has attained its present efficiency and superiority largely through the influence of the German Emperor, who looks after, not only the political welfare of his people, but their industrial interests as well. I am sure you will join with me in drinking to the German Emperor."

Mr. Francis called upon Captain von Leitner to respond. The band played "Die Wacht am Rhein" and everybody sang. The Captain came to his feet, his face rosy at the enthusiastic reception. There were shouts of "Hoch der Kaiser!" "Dreimal Hoch der Kaiser!" Captain von Leitner showed himself something of a humorist by saying:

"I have heard your toasts to the President of the United States and to the German Emperor, and I think I can do no better than to propose in return three cheers for the Commercial Clubs of Boston, Chicago, Cincinnati and St. Louis."

The cheers were given and then the officers of the ship presented the chief surprise of the evening. Every light went out. The star above and the circlet about the bust of Washington flashed. The flags fluttered. The members of the Clubs arose and voiced their appreciation. But this was not all. To the measures of a march, Steward Eggerstedt's entire force of assistant stewards and waiters in sailor shirts, with American flags looped over their shoulders, filed in. Each man carried an American flag in one hand while in the other he held high the ice cream course. The cream was in large pineapples resting on blocks of ice, hollowed to form lanterns. Inside of each block of ice burned a candle.

At the conclusion of the menu, the Joint Committee sprung a happily arranged program. Only three speeches were permitted. The subjects were the Past, Present and Future of the country. As St. Louis had furnished the presiding officer, to the other Clubs were assigned the subjects for the speeches. Boston was appropriately given the Past. Cincinnati followed with the Present, while the orator for Chicago addressed himself to the problems of the Future. In every case the speaker grasped the idea had in mind by the Joint Committee, and the program worked out perfectly.

In presenting the speakers, Mr. Francis said:

"I believe it was William Makepeace Thackeray who said in 'The Newcomes' (it has been nearly, if not quite, forty years since I read it) that George Washington was the greatest boon in the shape of a man that an all-wise Providence had conferred upon the human race. Not only was he the Father of His Country, but twice its saviour, after we had achieved our independence. The most critical period in American history was the eleven years between the gaining of our independence and the adoption of our Constitution. No influence other than that of Washington could have induced the Colonies to adopt the Constitution; and after he became President of the United States, no influence other than his, no will less determined than his, could have prevented our Government from taking sides with France in her war with Great Britain. It was his influence and his wisdom that kept us from all entangling alliances. So that from the standpoint of citizens of the United States, at least, no man who ever breathed the free air of America is entitled to one title of the credit that we should cherish for George Washington.

"But his influence is not confined to the limits of our own country. You cannot go to any part of the civilized globe that you do not see the effects of the principles espoused and championed and established by George Washington. By virtue of the independence which his leadership achieved in this country, the shackles have been severed from the limbs of the oppressed throughout the world. Today in the Western Hemisphere there is not an independent country that is not a Republic. To Washington's influence a great deal of that condition of affairs may be attributed. So that around the globe the influence of this remarkable man has been extended. Too much credit cannot be given to his work; too much homage cannot be paid to his memory. And we, a handful of American citizens, journeying from one part of the Western Hemisphere to another, here in mid-ocean, but do our duty when in response to our instincts we assemble around this festive board to do honor to the memory of so great a man. The history of the United States has impressed itself not only upon everyone who lives under the flag, but upon every intelligent mind in every civilized country on the globe.

"This evening we are to talk about ourselves—about our glorious past, about our magnificent present, and our promising future. And when we speak of the past our minds naturally revert to Faneuil Hall and Boston and Massachusetts. The first commercial club in the United States was organized in Boston. We who are members of commercial clubs in other cities of the United States, are grateful to Boston for having originated the idea, and for having carried into execution this most excellent plan. Therefore, the Committee has wisely determined that the 'Past of the United States' shall be responded to by a son of Massachusetts, by a member of the Commercial Club of Boston, by a man who not only represents our organization in that commercial metropolis of New England, but who represents a great industry, the manufacture of cotton, and a man, who in addition to that, stands for his own



EMIL FAHRENHEIM
Who came from Hamburg to accompany the party as Inspector of Cuisine.

individuality, which is admired by all who know him. I have the honor to introduce to you Mr. William Whitman, of Boston."

Mr. Whitman said:

"I thank you, sir, for your very kind presentation of my name, and for your reference to the Commercial Club of Boston; and I thank you, gentlemen, for your cordial reception.

"Your chairman has stated to you that those who are expected to speak tonight have been given but brief notice, and you will readily understand that under the conditions which have ruled on the ship, there has been little time for preparation; and as it is my habit to prepare when anything elaborate is expected, I wish to make apology for the desultoriness of what I may say.

"I shall make no attempt to eulogize the great man whose birth we commemorate today. His place in history is firmly established. He is universally recognized as a great soldier, a great statesman and a lofty patriot. His name is endeared to the American people, and will live in history and in the hearts of the people as long as the written page and the memory of man endure.

"But it may not be amiss on an occasion of this kind to allude to those qualifications of the first President of the United States which seem to me to have made him an ideal Chief Magistrate of our great Republic. We have been told that he was commanding in person; that he was courteous and dignified in manner; that he appreciated and understood the exalted position which he occupied, and that he maintained the dignity of that position. His poise and self-control were admirable. He exemplified the proverb (I do not know that I can quote it accurately) that 'He that ruleth his spirit is better than he that taketh a city.' Washington was a born leader and commander of men, and possessed that remarkable quality which I cannot describe of dominating and influencing those about him. His actions were in harmony with the Constitution and laws of his country. He recognized the limits of his functions. I do not remember any encroachments by him upon the federal legislature or the judiciary. Self was lost sight of in exalted patriotism. Although acknowledged to be the greatest man of his time, in his own country, he appreciated and recognized the ability of those around him.

"But I am called upon to speak of the Past. Possibly it may have been expected that I should refer to the part that Boston has played in the history of this country from prior to the Declaration of Independence down to the present time. It seems to me, however, that in a company of business men such as this I should confine myself to speaking of the material development of the country. I will not enter into much detail. It is sufficient to know that during the past century this country has taken the foremost position among the nations of the world, in agriculture, in manufactures, in mining, and, when we take into account what is foreign, what is coastwise and what is internal, in commerce; and that that commerce comes as a consequence of the development of our productive industries. This development, as you know, is the wonder of the world. Pessimists think it is dangerous. They view our growth in wealth with alarm. The accumulation of large fortunes they regard as a menace to the Republic. But, Gentlemen, there is no occasion for alarm. There is a fundamental law—there are exceptions to that law, I know—but there is a fundamental law that men receive only in proportion to their contributions to the public good. The exceptions are rare. Wealth can be used by its possessors for the public welfare only. There may be exceptions, I say, but to what use can accumulated wealth be put that does not inure to the benefit of the people at large? It may not be a good simile, but in this connection I have thought often of the little rills that come down the mountains and empty into the streams, and eventually find their way to the ocean, and then the water that flows into the ocean goes back, by the operation of natural laws, to its original sources.

"The inventions and discoveries of the last century that have made our material development possible have, in my judgment, correspondingly contributed to the comfort, the happiness and the uplifting of our people. Under them the hours of labor have been reduced and the wages and efficiency of labor increased. This development, as a whole, has been brought about through the

Washington's Birthday — The decorations of the dining saloon prepared for the celebration.



progress. Everything of importance that occurs today in any particular part of the world is immediately known to all the rest of the world. So that, in the dissemination of knowledge, rapid communication plays an important part. I believe too that rapid communication is bringing about gradually what we all long for, namely, the brotherhood of man. It is bringing all people into closer touch and sympathy with each other. It is spreading the gospel of love and peace to all men.

"I also believe the moral, spiritual and intellectual development of the country has kept pace with our material development. I need not refer to the establishment of institutions of learning and to institutions for original scientific research; to the care of the State for the sick, the unfortunate, the helpless and the insane; to the increased educational facilities of the country; or to the benevolence of individuals for the same purposes. Every member of each of the Clubs can point to men who spend the best part of their lives in carrying out these benevolent purposes, and none more so than the gentlemen from the Western States.

utilization of steam, the improvements in chemistry, mechanics and metallurgy, and the wonderful adaptation of electricity. Let us think for a moment what we have on this ship, and compare it to what could have been had in Washington's time, or even up to a few years ago. The steamship is built of iron and steel, and iron and steel in the construction of steamships came into use within a few years. The steamship itself is no older than some of the gentlemen present — I refer to no one in particular. Even the locomotive and the railway have taken place within the memory of people now living. But to revert to this ship. Think of what electricity has done for us. I have no doubt there are some here who were born on a farm. What would you have thought in your early days—some of you seated around this table—of a room lighted like this is? When I was a boy the only light that was used in the country was a tallow candle. Whale oil was for grand occasions.

"The telephone—think what it has done for us. And most wonderful of all, we have wireless telegraphy. By an instrument on this ship, you have just sent a message to the President of the United States in Washington.

"We are apt to think at times 'of the good old days,' but no sensible man can wish to go back to them. This trip, with its concomitants, would have been impossible a few years ago, without the inventions to which I have alluded. This trip, as someone said to me tonight, is a unique one, I venture to say the first of its kind ever made in the history of the world, the commercial clubs of four of our largest cities, at their own expense traveling nearly 6,000 miles to visit all these widely separated parts of the globe within twenty-four days.

"Moreover, I consider that rapid communication—I mean communication by sea, by rail, by means of the telegraph and the telephone—is one of the greatest instrumentalities in the world's

"In conclusion, I desire to call your attention to something that perhaps is of as great importance in connection with this subject as any. It is but a few more than fifty years since anesthesia was discovered. Just think of the human suffering that has been prevented by the use of anesthesia. It is only within a few years that antiseptics were discovered. The discoveries of anesthesia and antiseptics have made possible the great advances in surgery. Without them, the wonderful operations that are daily performed would be impracticable. Think of the discoveries that have been made in medical science, of the germ theory of disease and of germ destroyers. Only recently, in my own city, has been discovered the germ organization of small-pox. But as I am not to speak of the Future, I will let you imagine what will come from that discovery. The science of medicine is now being applied to the prevention as well as to the cure of disease, and the prevention of disease will work far greater changes than the curing of disease. We shall witness the latest triumphs of sanitary science on the Isthmus and in Havana.

"Now the point of my remarks is to say, that our country is better for our material growth; that the members of these Commercial Clubs have been great factors in promoting it; that we recognize the contributions of science to the well being of mankind as having been greater in our day than in all the days that went before; that it is our privilege to live in an atmosphere pulsating with new thoughts and the discovery of latent powers; and that as each of us can say with Saint Paul, that he is 'a citizen of no mean city,' all of us can rejoice that we are citizens of the country of George Washington, a country dedicated to the liberty and progress of humanity, which has become in many respects and ought to be in all respects, an exemplar to the nations of the world."

Introducing the next speaker, Mr. James A. Green, of Cincinnati, Mr. Francis said:

"The next division of this very comprehensive subject of the United States is 'The Present'. It was in 1783 that the treaty of peace between the United States and Great Britain was signed, and the next great event in our national history occurred twenty years later when, on April 30th, 1803, by a memorable treaty signed at Paris, our limits were extended to include the Louisiana Territory, or virtually to the Pacific Ocean.

"Just ninety-six years thereafter, on the 11th of April, 1899, was signed another treaty of Paris—a treaty which marked the beginning of a new era in the history of the United States. From that date there has been a new foreign policy—not a colonial policy, but a policy which extended the jurisdiction of the United States beyond the Atlantic and the Pacific.

"Today we are living under the provisions of that treaty. We are going to touch at one or more of our acquired possessions—acquired under the treaty of 1899. We are then going to visit another possession of the United States acquired a few years later, which we purchased or assumed not through any desire of aggrandizement, but through a sense of duty. We took up the 'white man's burden'

"The present policy of the United States, glorious as has been our past, is different from what it was in the days of George Washington and the Declaration of American Independence.

"A member of the Cincinnati Commercial Club has been selected to respond to 'The Present'. He not only represents our organization in that city, but he is a representative citizen of what was in my boyhood days known as the 'Queen City of the West', and in his commercial pursuits he stands for one of the greatest industries of this age, iron and steel.

"I have the honor to present to you Mr. James A. Green, of Cincinnati."

Mr. Green spoke as follows:

"There was a Kentucky mountaineer who came to deliver an address in Cincinnati, and he began with the remark, 'I am glad

I have come'. All of us from Cincinnati are 'glad we have come', and the further we go the gladder we are. We feel that we can best express our thought in the words of Thomas Buchanan Read, whom we claim for our own:

'Yon deep bark goes
Where traffic blows,
From lands of sun to lands of snows.
Our happier one,
Its course has run,
From lands of snows to lands of sun.

Oh, happy ship,
To rise and dip,
With the blue crystal at your lip,
Oh, happy crew,
Our souls with you
Sail and sail and sing anew.'

"America of today is my topic—the America of the Present. And I wish I had the happy faculty of definition of the little girl in the physiology class who, when asked to define spine, said it was 'a limber bone—your head sets on one end and you set on the other.'

"America is so vast that no one definition will suit it. It is so great that the proudest boast of the mother country has in truth become ours, and the rising sun forever, day after day, gilds the stars and stripes upon our outer battlements. It is so varied that while they are harvesting ice in Maine today they are simultaneously plucking oranges in Florida; so varied that while the eternal summer clothes in everlasting green the hillsides in Porto Rico and the Philippines, yet winter without end spreads its deadly pall of ice and snow upon the northern shores of Alaska. These are material things. We also have lighted such a torch in our land—a torch of free speech, of free thought and of freedom—that it lights the heavens, and all the world may read.

"But America to us is the great land that stretches between the Atlantic and the Pacific; the land of rivers and mountains and of lakes, of valleys and plains so fertile that the world has nothing to offer in comparison with them; the land that flows with more milk and honey than ever the land of the Prophets of Israel. If the Psalmist saw the cattle on a thousand hills, we Americans see the cattle on ten thousand times a thousand hills. And all are ours. They used to say that we Americans were provincial—and never was anything more true. But are we provincial now? As Sir Christopher Wren's epitaph says, 'look about you' for your answer.

"Here we are, celebrating in feast and song and patriotic words the memory of that great American who was not over-praised when he was called 'First in War, First in Peace and First in the Hearts of His Countrymen.' Here we are, Pilgrims and Puritans from Boston; hustlers from Chicago, holding as their heritage the great Northwest; enterprising spirits from St. Louis, who hold as their domain the mighty Southwest. And we of Cincinnati—and modesty forbids me to say as I would fain do—that we combine in a remarkable degree all the civic, patriotic, business and social virtues; so that our city, in its possession of such citizens, is happy beyond compare.

"But here we are, Americans born and bred, Americans to the bone and sinew, going to an American possession, on a pilgrimage of great import, riding on a German boat and eating a dinner from a French menu, served on English china. If that is not cosmopolitan what is cosmopolitan?

"There have been great and distinctive periods in American history. All of us here have been brought up and lived through

one of the most notable periods, that of the Civil War and the Reconstruction that followed it. That period only ended with the Spanish-American War, and the new century began the Present for America.

“When I was a boy I was brought up to believe—and doubtless all of you shared the same opinion, that there would be no more war; that civilization had so far progressed that nations would no longer settle their quarrels by the bloody wager of battle, but that the poet’s dream would be realized—

‘When the war drums are all muffled,
And the battle flags are furled,
In the Parliament of Man,
The Federation of the World.’

“We were brought up as young men, I know, with the belief that our genius was not war but peace; and that our nation’s hope was not war but peace; and I, for one, am not a man to unduly exalt the soldier or to think him the hero above heroes. I believe that the victories of peace are far more renowned than those of war, and that the discoverer who gives to the world a new continent; the pioneer who lays low the forest and lets in the sunlight upon the fertile fields; the man who unites cities and states by great railroads; the man who flashes on electric wires the thought of the world around the globe in less time than it takes to tell it; the men who have made life better and sweeter and easier, because of the multitudinous inventions of this modern day—they are the heroes of the world and the benefactors of their time.

“Yet, in spite of this, there is something about war that is not to be gainsaid. The triumphant peal of battle seems to arouse a nation and a people as nothing else can do. I will not speak of the marvelous example of this, that is given now in the victory of Japan. The results of the Japanese-Russian War may not be worked out for a century, so far-reaching will be their influence. But the war with Spain sent a trumpet blast through the American people, arousing them to a new sense of their own potentialities. We now have visions of our opportunities, and American thought has changed its form and attitude. A provincial people, we have become a world-power; a self-contained people, we have colonies and islands, and principalities and powers depending upon us. The foreign entanglements that the revered Father of his Country warned us against, are crowding upon us in a score of ways.

“Then at home, no less than abroad, we have changed. There was a time when the ordinary thought could be expressed in thousands; now by the great consolidations of business interests men have changed things so that they think not only in millions, but in billions. Fresh life, fresh enterprise and new ideas are throbbing through and about us. We are tonight voyaging to visit the beautiful island that came to us as a result of the war with Spain, and to visit the much larger and more important island—practically as large as some of the countries of Europe—the burden of which is upon our shoulders.

“But more than that. We are going to see one of the logical results of the inspiration of the Spanish-American War. Uncle Sam has stretched out his hand, across the thousands of miles of land and water that intervene between us and the Isthmus of Panama, to take up the work laid down by another, and to carry it to successful completion; and when completed, it will not be the eighth wonder of the world, but the first.

“The Spanish-American War made obsolete all of the geographies of the world, as it wiped Spain from the Atlantic and the Pacific; and the Panama Canal will work a more startling change in the commerce of the world than war has ever made. America has made many contributions to mankind; it has given the world many great and high gifts, but the Panama Canal will be the greatest contribution that any nation has ever made to the general welfare of mankind.

“And this is the greatest task that any nation has ever undertaken, and it will stand as a monument of the present era.

“The marvelous thing about all these changes of thought, and of attitude on the part of our country, is that democracy is in no whit changed. There never was a time when a patriot could be more of a patriot than today. There never was a time when we were

