

INDIANA HISTORICAL SOCIETY • SUMMER 2015 • SEVEN DOLLARS

TRACES of INDIANA and MIDWESTERN HISTORY

*"The Sweetest
Little Boy"*

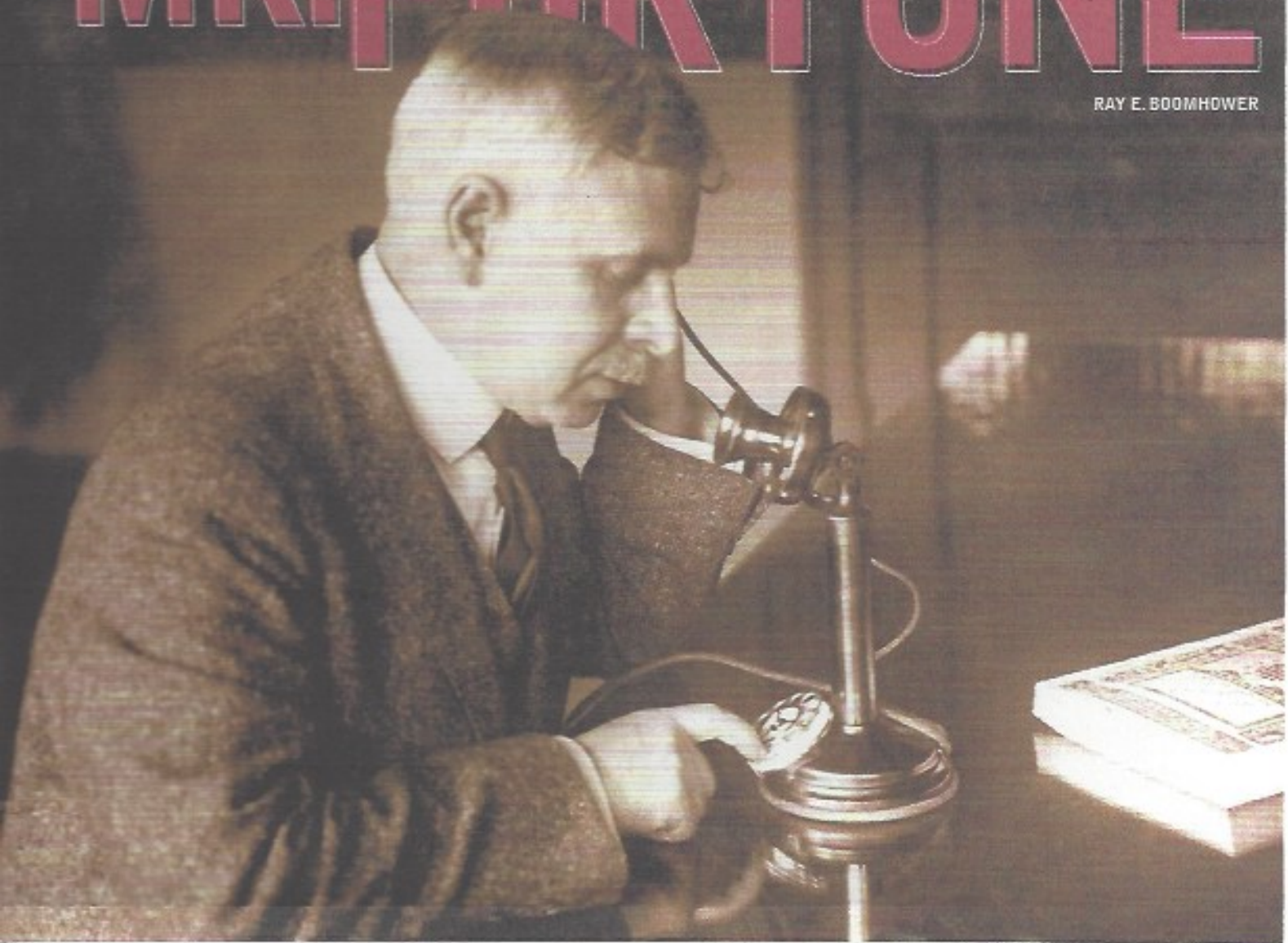


CALL

FROM

MR. FORTUNE

RAY E. BOOMHOWER



On March 18, 1917, an Indianapolis businessman sat in his office, picked up his telephone, and placed a call to his local newspaper, the *Indianapolis Star*, number 22-321. The call made by William Fortune, Indianapolis Telephone Company president, was quite different from those that had come before it in the capital city. Prior to that date, customers of Fortune's firm had to place their calls through a central exchange, whose operators would ask, "Number please?" before making the proper connection. As if by magic, Fortune, through a new automatic system his company had installed, could make his connection in mere seconds. "Hereafter," the *Star* reported, "subscribers will be their own operators."

With a tone of wonderment that may puzzle today's consumers, used to instant communication via cell phones and the Internet, the *Star* offered a step-by-step guide about how Fortune placed his call, noting he first removed the receiver from the hook. "Then he placed a finger in the hole in the dial over the number 2 and rotated the dial firmly and evenly until his finger touched the finger stop," the newspaper reported. "Then he placed his finger in the dial over 2 and went through a similar operation. The same process was repeated with the numerals 3, 2 and 1. When the last number had been pulled, the bell in The Star office rang."

Fortune, a former apprentice at his hometown newspaper in Boonville, Indiana, also had the distinction of receiving the first incoming call over the modern system, which had been installed over a nine-month period at a cost of more than \$1 million and matched systems in such cities as Los Angeles, California; Portland, Oregon; Columbus, Ohio; and Saint Paul-Minneapolis, Minnesota. The call to Fortune came from Mrs. Charles M. Walk-

er, for many years the president of the German Ladies Club, who likened the event to that which had occurred when Samuel F. B. Morse had sent the first telegraph message (suggested to him by Annie Ellsworth, the young daughter of a friend) on May 24, 1844: "What hath God wrought?" According to Walker, Indianapolis's new automatic system was "quite as wonderful an invention and calls forth the words used by Miss Ellsworth."

The *Star* article explained that each subscriber's number consisted of five figures, with each digit having its own meaning. "The first figure denotes the office to which the called party's line terminates," the article said. "The four figures following selected the thousands, hundreds, tens and units, respectively—the last pull reaching the desired number and ringing the bell." The *Star* added that advocates of the automatic system claimed it would provide "secret, accurate, quick service," and if mistakes were made, they would be the mistakes of the subscriber, "for there is no operator on which to shift responsibility."

The Indianapolis Telephone Com-

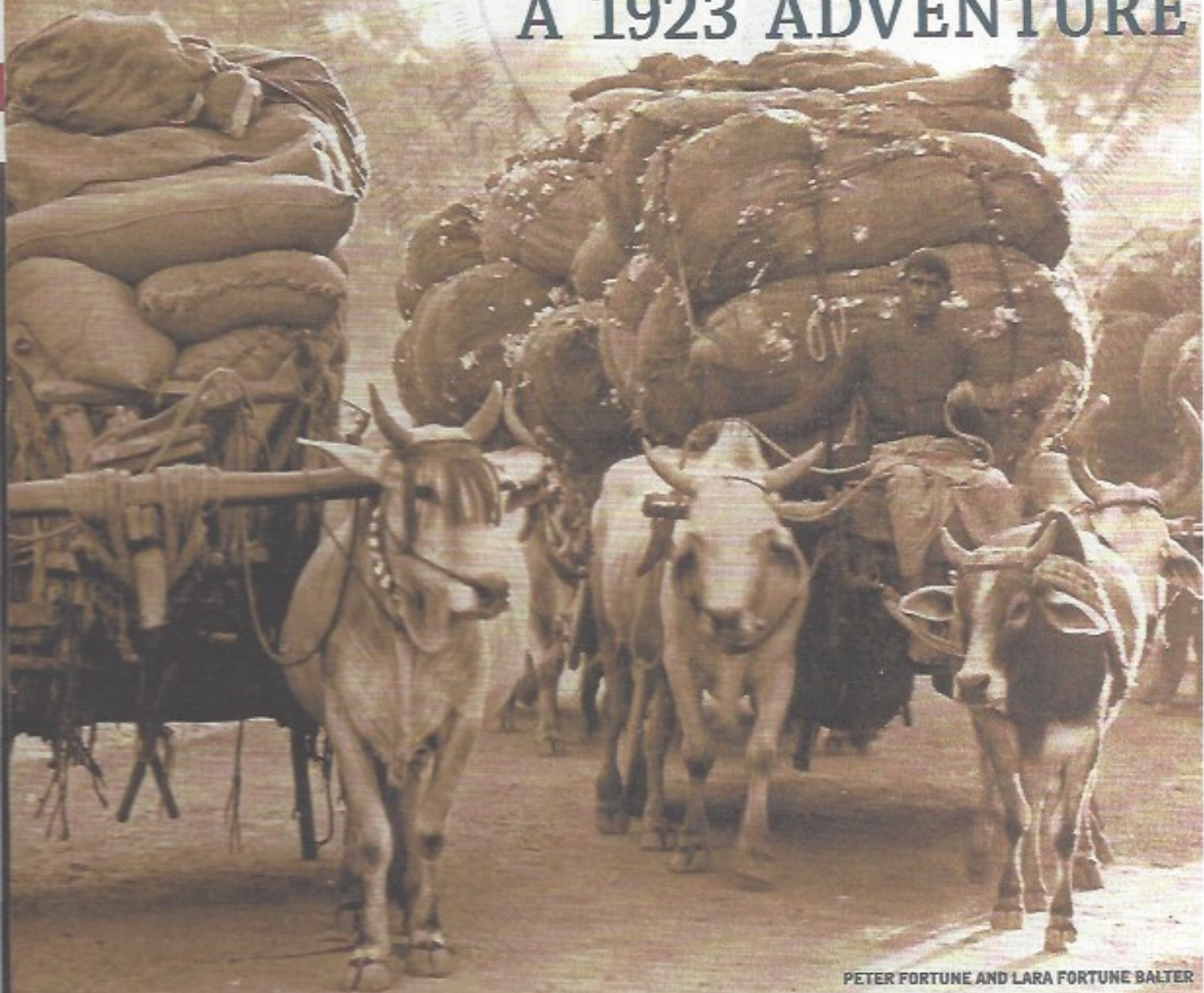
pany was just one of numerous ventures undertaken by Fortune, who had moved to Indianapolis in 1882 and began his career as a reporter and editor for the *Indianapolis Journal*. During the late nineteenth and early twentieth century, Fortune became a key figure in improving the city through his involvement with the Commercial Club (later the Chamber of Commerce), including working to pave its streets and helping workers during times of economic depression. He later organized the local chapter of the American Red Cross, strove to preserve the Lockerbie Street residence of his friend James Whitcomb Riley, and headed the American Peace Society.

A man possessed with, as his biographer Charles Latham Jr. noted, "natural energy and initiative," Fortune recharged his flagging energy from time to time with travel. In early 1923, along with his good friend, Josiah Kirby Lilly, Eli Lilly Company president, he embarked on a grand around-the-world tour aboard the Cunard Line's RMS *Samaria*. Fortune detailed his adventures on that trip, examined in this issue of *Traces* by Fortune's great-grandson and great-great-granddaughter, in a logbook that is now part of the William Fortune Collection at the Indiana Historical Society William Henry Smith Memorial Library. As the article's authors note, the log kept by Fortune offers "a snapshot of a world with remarkable diversity at a time when world travel was the privilege of the very few." Also, Fortune, known for his wry humor, "gives us a view into himself, his relationship with Lilly, their relationships with fellow passengers, and their appreciation or dismay at the wider world they encountered." •

Opposite: William Fortune places the first direct-dial call for his Indianapolis Telephone Company, March 18, 1917. Three years later, the firm was bought by the Indiana Bell Telephone Company.

Around the World in 128 Days

A 1923 ADVENTURE



PETER FORTUNE AND LARA FORTUNE BALTER

UNLESS OTHERWISE INDICATED, IMAGES COURTESY JHS, WILLIAM FORTUNE COLLECTION, M 462

In his photograph album from his 1923 trip, William Fortune captioned this image of grain and cotton merchants transporting their cargo with cattle as "the motor trucks of India."

The Cunard Line's steamship *RMS Samaria*, launched in 1920, took its maiden voyage, from Liverpool to Boston, in April 1922. More than 600 feet long and lavishly furnished, it was among the most elegant cruise ships of the time. The ship's first around-the-world cruise, arranged by the Thomas Cook Agency, departed from New York in early 1923. A contingent of Indianapolis residents were prominent among the ship's 360 booked passengers.

Among the *Samaria's* travelers were Josiah Kirby Lilly and William Fortune. Lilly served as president and chairman of Eli Lilly and Company, a pharmaceutical producer whose newest product, Iletin, was the first form of insulin produced in quantity; it revolutionized the treatment of diabetes. Fortune was a former newspaper reporter, editor, and publisher who had created several local telephone companies that were eventually sold to Bell Telephone, and who was an active advocate for improved municipal roads and sanitation. At the time of the cruise he was an Eli Lilly director, serving on its finance committee. Fortune and Lilly were close friends and kin: J. K.'s son, Eli, had married William's daughter, Evelyn, in 1908.

During Fortune's time as a newspaper reporter he developed a keen eye for people and contexts, and a facility with the English language. His 150-page, single-spaced log of the cruise, now part of the William Fortune Collection at the Indiana Historical Society William Henry Smith Memorial Library, from which this record is taken, gave a snapshot of a world with remarkable diversity at a time when world travel was the privilege of the very few. With wry humor he gives us a view into himself, his relationship with Lilly, their relationships with fellow passengers, and their appreciation or dismay at the wider world they encountered.

The evening before the two men departed on their journey, they dined with Ida Tarbell, the famous "muckraker" known best for her biography of Abraham

Lincoln and history of the Standard Oil Company. Fortune had met her when she interviewed him about an oral history of Lincoln in Indiana that he gathered in his teens. Lilly was already homesick for his wife of seven years and his grown children; he remarked that he would have canceled had he not already paid for the trip. Fortune, who had not remarried after his wife's death from diabetes at age thirty-three in 1898, was ready to press on.

And so they did, traveling in rough weather for eight days until finally arriving at Funchal, Portugal, on February 1. During those days they meet their very cockney steward, Mr. Elms, whom they dubbed "Slippery Elms." They also discovered that one of Lilly's Indianapolis neighbors, dubbed the Judge, was an unexpected and unwelcome fellow passenger. The Judge was not a judge, but rather a flamboyant narcissist who had elevated himself from simple attorney to a judgeship in order to gain greater respect and admiration from his fellow passengers, and Fortune frequently commented on his exploits in his log.

Funchal, on Portugal's island-province of Madeira, was a half-day stop, during which Fortune reported that the view from the summit of the mountain overlooking Funchal was remarkable, with the sky and sea blending together in the distance. He also noted that the Judge, wearing khaki and adorned with "as much hanging on him as we put on Christmas trees" was "true to form and busier than a cranberry merchant." Little else drew

Fortune's attention on this stop before they departed for Gibraltar and Algiers.

Fortune described Algiers as a very cosmopolitan city. A mix of races ("French, Arabs, Moors, Turkish Mohameddians, and Africans") inhabited the stark, white buildings spread over the mountainsides. He found the mix of languages remarkable, though English seemed absent. In Algiers the ship's passengers began their touring in earnest: a Moorish palace; a mosque in the fisherman's district, where Fortune remarked on the abundant signs of "mean, wretched life;" a rug factory worked by "little Arab girls, from eight to twelve years old;" the Arab Quarter, where Lilly is temporarily misplaced; and an Algerian museum.

After a day and night at sea, the *Samaria* arrived at Naples, Italy, on February 7. Mount Vesuvius loomed overhead, its top shrouded in cloud and ash. The passengers were quickly put into open carriages and driven to the train station by "wild and noisy Italians." The train left for a three-hour ride to Pompeii; along the way the passengers saw abundant orange and lemon groves beside the lava-walled roadsides, with occasional Roman wells seen in the fields. In Pompeii they spent three hours touring the shops, bakeries, temples, bathhouses, and residences along the Della Fortuna. After lunch they visited the Temple of Justice, the King's Palace, and the Forum, ending with some time spent enjoying the views. The day ended with an evening at the Naples Opera, a building of "vast proportions, splendid in red and gold," noted Fortune.

After a day and a half at sea, the *Samaria* entered the harbor at Alexandria, Egypt. Seeing nothing of Alexandria, the passengers were immediately bundled into open carriages and taken to the train station for a three-hour trip to Cairo. The land along the route was flat and featureless except for the rich dark fields plowed by water buffalos and occasional structures where animals and people lived together. Fortune described the people as "lean, dark, dirty and ragged, with

much on their heads but often nothing on their feet." No modern machinery was seen, and, beyond the irrigation from the Nile River, there appeared to be no improvements to the land. Cairo's modernity was a stark contrast to its surroundings—a city with paved streets, modern amenities, a faintly French architecture, and 366 mosques, which Fortune found to be the most obvious feature of the city. The practice of carrying coffins in parades through city streets is his first—but not last—surprise at the funeral practices of other cultures.

February 12 began a whirlwind of tours: the oldest mosque, where visitors were invited to lick a stone to heal their ailments; the Coptic church, not much newer; and the pyramids and the Sphinx, reached by car and by the obligatory camel ride. In the afternoon a party of twelve stalwarts went to the train station for a thirteen-hour ride to Luxor. To Fortune's dismay, the Judge wrangled a seat on the trip. On reaching their destination, the passengers were taken to a landing on the Nile River, where they boarded a large skiff and were rowed to the "City of the Dead." The heat, dust, and "pestiferous" flies were a hindrance, wrote Fortune, and

the visit to the recently discovered tomb of Tutankhamen—the subject of intense interest among archeologists, newspapermen, and other Westerners visiting Cairo—revealed little because of the early state of its excavation. But the tomb of Ramses II did catch Fortune's eye for its depiction of the

Cairo's modernity was a stark contrast to its surroundings—a city with paved streets, modern amenities, a faintly French architecture, and 366 mosques, which Fortune found to be the most obvious feature of the city.

progress of Egyptian funeral arts. The tourists also made a quick visit to the Ramnesseus temple, once glorious but long since defaced by Persians and other invaders, and had a view of the Colossi—stone pillars that once stood at the gates of Thebes but now stood alone in a wheat field.

After two weeks at sea, the ship, on February 25, docked at Bombay (today Mumbai). This was the first stop on a truly intense eight weeks of touring—India, China, Manchuria, Korea, and Japan. The two men had one day in Bombay. Fortune

noted that Bombay was a decidedly more English city than Cairo, but that the influence of Egyptian art was abundant. Before lunch they visited the *dhokmas*, or Towers of Silence, in the "City of Silence" on the Malabar Hills. According to the funeral practices of the Parsis (Zoroastrians), the

dead cannot be buried or cremated because their souls would be trapped. The solution is to place the corpses on a *dhokma*, a circular stone platform around a central pit. Vultures pick the bones clean, the spirits are released, and the bones are collected in the pit for permanent disposal.

At 9:00 p.m. the Agra-bound travelers boarded a train for their two-day, 1,600-mile ride to the Taj Mahal. Narrow, hard berths defeated sleep, and the countryside appeared sparse—in population, in vegetation, in both wild and domesticated animals, and in interest. Hourly stops at remote stations for water and fuel slowed their progress. In the afternoon Fortune and Lilly arrived at their first destination of interest—Bhopal, whose *Begum* (ruler) was the only woman ruling an Indian province. The position was matriarchal and purely hereditary, but it revealed no modern views of gender equality—the *Begum* was the only woman in Bhopal who was not subservient to men.

They stopped in Bhopal for food and fuel only and the party continued on to Agra, passing through a jungle area at night and arriving at Agra in the morning. Immediately the two men headed off to the Taj, where Fortune found the discomfort and inconvenience of the trip

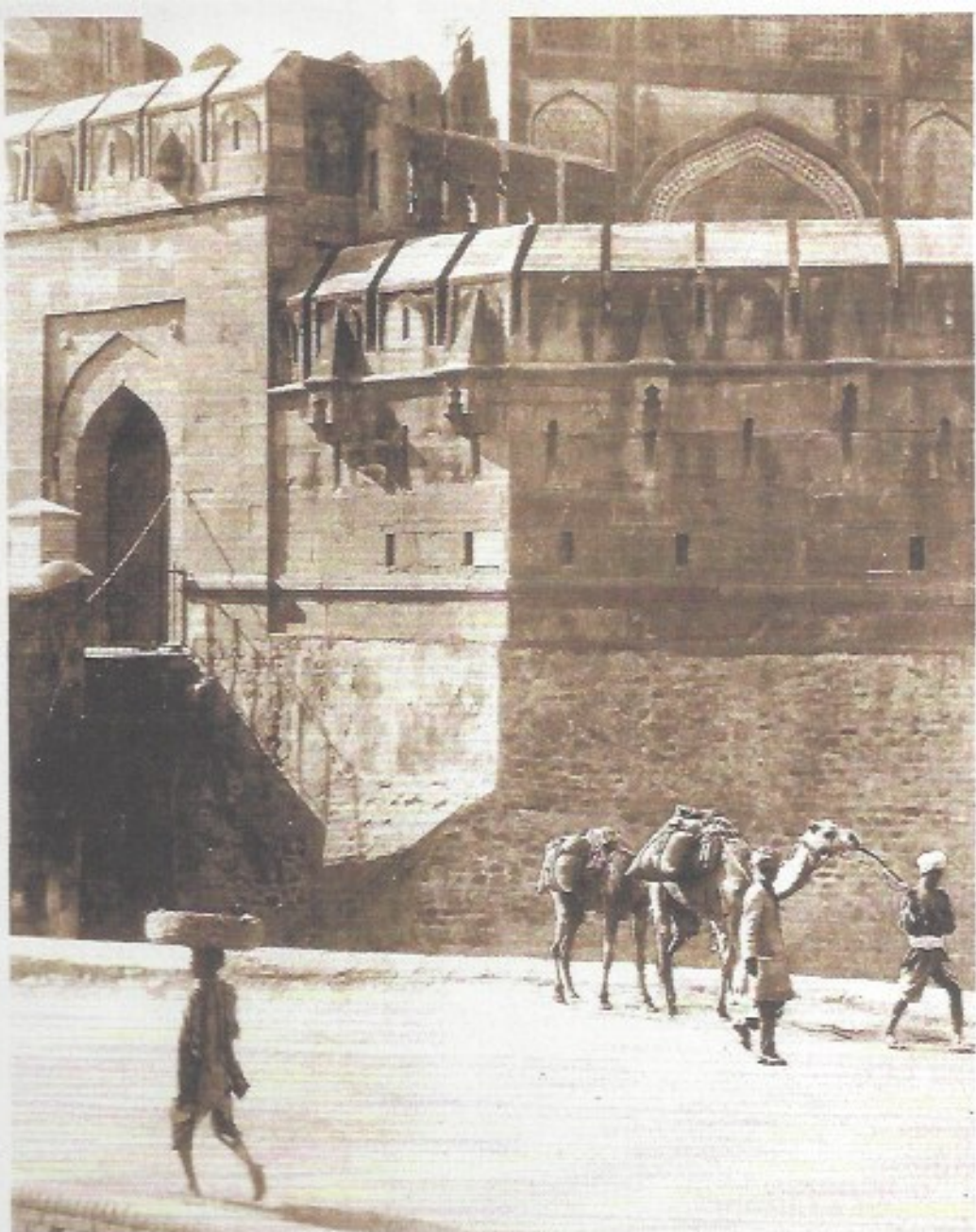


After years of service as a passenger liner, the RMS Samaria enjoyed a different career during World War II when the Royal Navy used the ship as a troop transport. After the war the Samaria returned to ferrying passengers. In 1956 it was sold for scrap.

rewarded. "The fame of the Taj as the most wonderfully beautiful building in the world causes one to approach it with very high expectations, but the average human being is probably incapable of imagining any architectural creation that could surpass it, and therefore there can be no disappointment when one views it," wrote Fortune. Completed in 1648 by Shah Jahan as a tribute to Mumtaz, his thirteenth and favorite wife, who died in her fourteenth childbirth, it stands as a tribute to love.

Fortune and Lilly were back in Bombay in the early morning of March 1. A day of recuperating and minor touring, and in the late afternoon the *Samaria* left Bombay bound for Colombo, Ceylon, arriving on the morning of March 4. Passengers began to arrange special land trips not on the itinerary and Lilly and Fortune met with the Cook representatives to propose a land trip by train from Calcutta to China, through Manchuria, to Korea, and then on to Japan to meet the *Samaria* at Yokohama. They had done their homework and thirty passengers immediately expressed interest in accompanying them. The Cook Agency took the proposal under consideration, then approved it.

On March 10 the travelers reached Calcutta after transferring to the steamship *Ellora* for the seven-hour/forty-mile trip up the shallow and heavily traveled Hooghli River. In Calcutta they had a hurried dinner and boarded a train for a 500-mile trip to the sacred city of Benares, which they reached the next morning. After a tasteless breakfast they took cars to the Ganges River, where they transferred to boats. Fortune remarked on little of the boat ride, but once again funeral practices caught his interest. The Indians were definitely *not* Parsis—they burned bodies in *ghats* on the Ganges shore, then tipped the ashes and remaining residue into the river to be enjoyed by downstream bathers who drank the water. The man in charge of the *ghats* was a wealthy untouchable with a hereditary monopoly



Gateway to the fort in Agra, Uttar Pradesh, India. Today the fort, located northwest of the more famous Taj Mahal, is a United Nations Educational, Scientific and Cultural Organization World Heritage Site.

who charged whatever he wanted for the service: 2,000 rupees for a rich nobleman and three rupees for a very poor peasant were the price ranges Fortune quoted.

The group visited the Black Hole of Calcutta, where, legend had it, on July 20, 1756, the Nawab of Bengal incarcerated 146 British prisoners; only twenty-three emerged alive the next day. All the tourists could see when they visited was a tablet at the site. At the dock, waiting for the return trip via the *Ellora*, they observed the return of a large party that had been on a separate land trip through India. The Judge led his

fellow travelers up the *Ellora's* gangplank, noted Fortune, "with distinct conspicuity, bareheaded, and with a huge bundle of books on his shoulder;" he had announced his intention to write a book on the journey and he immediately spread his library around his deck chair and began.

Apparently the Judge's stunts on the trip angered his fellow passengers—at two important stops he detached himself from the group and accosted Indian VIPs (the Viceroy of India at Agra, the Maharajah at Benares), introducing himself in flowery language as the leader of Americans visit-

ing India. Though mystified by this sudden American presence, each rewarded the Judge with quality time.

The travelers reached Rangoon on March 16. As they arrived, Fortune noted a large cloud of dust from an elephant herd, and a variety of Buddhist pagodas on the skyline. Public-health officials made them wait until the following morning to disembark. Rangoon was surprisingly modern and "generally prosperous," Fortune wrote. Perhaps this was because it

was burned in the 1850s and completely rebuilt. They took a motor ride around the city, watched elephants moving teak logs, visited the famous Schwe Dagon Pagoda, and had lunch before reboarding the *Samaria* to travel to Dutch Sumatra.

The *Samaria* reached Sumatra on the morning of March 20, coming to rest in Emma Harbor near the town of Padang. Fortune and Lilly hired a car for the trip to the mountain-top town of Padang-Padang. Their driver, the hotel proprietor, gave

an excellent guided nature tour covering animals (tapirs, monkeys); vegetation (cocoanut trees, banana trees, rubber trees, tropical exotica), and native life (rice fields, bungalow-style houses). The driver reported that the Dutch government was stolidly supportive—roads ranged from good to poor, schools were built, and the population seemed content. The last few miles were on rough zig-zags up a steep mountainside. They arrived in Padang-Padang at the same time as the train carrying their fellow travelers. Visitors were rare and the tourists were warmly received, greeted by a crowd of locals who had constructed a temporary bazaar. The auto trip back to Padang was quick enough to avoid a rainstorm that moistened the train travelers, and in the afternoon the *Samaria* cast off for Batavia, Java.

Batavia, reached on March 22, was of interest to Lilly because of the medicinal cinchona tree, whose bark is the basis of quinine for treatment of malaria. Lilly and Fortune arranged for a car to take them on a five-hour trip to a tea-coffee-rubber-cinchona plantation, where they stayed the night. They arrived for lunch, during which they learned that the most serious inconveniences of life in Batavia were the extreme heat and the poisonous snakes. After refreshing themselves, they were off for an hour-long drive through the tea and coffee plantations to the cinchona plantation high in the mountains. Lilly inspected cinchonas at every stage of growth, learning about their life cycle and management of growth. Fortune reported that the quantity of cinchona produced exceeds the demand and to maintain the price the growers had agreed to restrict production.

The *Samaria* reached Singapore on March 25. The tourists were taken by train and ferry through tea and coffee planta-

Columns of the great reception hall of the kings, Karnak Temple Complex, Egypt. The site is the second largest ancient religious site in the world after the Angkor Wat Temple in Cambodia.



tions to the island of Johor, where they visited the sultan's palace. They spent the next morning traveling on a whirlwind auto tour. Fortune listed a dozen streets they passed and noted that now his readers would know all that he knew about Singapore's environs. He eschewed temples and botanical gardens, noting that an Asian botanical garden appears to be simply a park, and that none had been very interesting. After lunch, the tourists headed to the pier to board their ship. Vendors hawking their wares met them. This created a flurry of buying. "The *Samaria* passengers are all great buyers," wrote Fortune. "Many of them have more money than they know what to do with. . . . The buying is a kind of sport with many of them, and they will not know what to do with all the stuff they have accumulated after they get it home. Certainly much of it is trash." The acquisitions included Mynah birds and one elephant. The ship's captain, however, refused to let the elephant aboard.

The *Samaria* reached Manila on March 30 after an evening of dissipation and poor sleep. Immediately on docking, Colonel and Mrs. Long visited Lilly and Fortune; Bowman Elder, Fortune's son-in-law, had been the colonel's adjutant during World War I. The colonel was stationed at Cor-



The Great Sphinx of Giza on the West Bank of the Nile with pyramids in the background. Note the group of people to the right of the Sphinx for scale.

After reestablishing connections, the four left the ship for a visit to the "walled city," built 300 years earlier by the Spanish. At the San Sebastian Cathedral they climbed a high tower for a magnificent view of the area. Corruption had been rife since the Spanish occupation but appeared to be on the decline, the colonel told his guests, adding that education had expanded and with it living standards. The Filipinos, he

tive center for Governor-General Leonard Wood, and had lunch at the Army and Navy Club. Then they planned on observing the Rites of the Flagellant, an annual Good Friday event in which seven natives were beaten and whipped as penance for the sins of all, but they discovered that it had been prohibited. They later learned that the ceremony had been held at another spot and its penitents were "severely beaten and horribly mutilated," Fortune said. Then they boarded a ferry for the thirty-mile ride to Corregidor. On the morning of March 31 they returned to Manila and attended a reception given by Wood for those on the *Samaria*. After an afternoon of shopping and sightseeing, the ship departed, passing Corregidor at sunset on its way to Hong Kong.

On April 2 the *Samaria* reached its berth at Kowloon, the "Hoboken of Hong Kong," as Fortune described it. Kowloon was more Chinese than Hong Kong but "as distinctive and fine as Hong Kong," Fortune observed. A new city of Kowloon was being built along old Kowloon's waterfront. Fortune wandered around

"The *Samaria* passengers are all great buyers," wrote Fortune. "Many of them have more money than they know what to do with. . . . The buying is a kind of sport with many of them, and they will not know what to do with all the stuff they have accumulated after they get it home. Certainly much of it is trash."

regidor, the large island protecting access to Manila Bay. He seemed proud of his assignment to make Corregidor the "greatest fortification the world has ever known."

argued, had been positively affected by the American presence.

The small group also visited the American Headquarters, the administra-

the streets of Kowloon, observing that the Chinese were "extremely foreign to our type and therefore the two are naturally irreconcilable" but "the people are industrious . . . thorough . . . and show marked mental superiority in comparison with other races of color."

Early the next morning the tourists boarded a train for Canton, China's largest city. On the way Fortune noted the graveyards with sunken tombs, the sparse population, and the abundance of rice paddies. The graves were on fine, flat land. Canton's river was congested with sampans and junks, used for both freight transport and as homes. They arrived at the island of Shammen in time for tiffin (English tea), then were taken in sedan chairs to a shopping district with "tunnel-like" streets, passing from "one stench to another . . . an experience quite like a nightmare," Fortune wrote.

Fortune spent the morning of April 4

recuperating while Lilly met with a Hong Kong representative of one of Eli Lilly and Company's distributors. Fortune and Lilly spent the afternoon on an auto tour on

have been riotous in their orgy of buying," quipped Fortune. In the late afternoon they returned to the *Samaria* for its departure to Shanghai. Lilly and Fortune

Early the next morning the tourists boarded a train for Canton, China's largest city. On the way Fortune noted the graveyards with sunken tombs, the sparse population, and the abundance of rice paddies. The graves were on fine, flat land. Canton's river was congested with sampans and junks, used for both freight transport and as homes.

good paved roads through the mountain-side residential areas of Kowloon. The next day was spent in Hong Kong's shopping district, where "the women of the *Samaria*

were still "negotiating" over the side trip to Peking, Manchuria, and Korea.

On the night of April 7 the *Samaria* arrived at the Yangtze River, where it an-



Bathing ghats (a series of steps) leading to the Ganges River, Benares, India.

chored thirteen miles from Shanghai. Early in the morning Mr. King, the representative from Eli Lilly's Shanghai offices, appeared at their door to greet Lilly. King advised them to go to Peking, and Lilly instantly agreed. They visited the International Dispensary Company, in which Lilly had an interest, and a photographer took a formal picture of Fortune, Lilly, and the staff in front of the main office building. Afterward the Americans took an auto tour and visited a Chinese garden. Shanghai, Fortune observed, was very Chinese but very modern, appearing much like a European city.

On April 10 Lilly, Fortune, and some of their fellow tourists boarded the train in Shanghai for the trip to Peking and beyond. The Judge was also on the trip, having first been refused by the Cook Agency. Many passengers protested his presence, and the solution was that he take the same route but a day later than the main party. Two days later they arrived at Tien Tsin and were greeted by the Tien Tsin Chamber of Commerce. Fortune, having been a founder of the Indianapolis Chamber of Commerce, was pleased that the concept had spread so far. The destination was Peking, which proved to be a riot of activity. They visited the Temple of Heaven, where the emperor once came annually to give thanks to heaven and to pray for divine blessings for his people. Next they visited the Forbidden City. Although at the time China was a republic, the last emperor, Puyi, still resided in his old capitol. The emperor lived in a state of semipovertry because he had not been paid the pension he was promised by the government.

Fortune had a long relationship with well-placed Chinese. In 1904 Prince Pu Lun, the emperor's nephew, visited Indianapolis with a delegation to the Saint Louis World's Fair. He was a possible heir to the emperor's throne until the dowager empress intervened in 1908 to have it awarded to two-year-old Puyi, who abdicated in 1912 after the republic was formed. Fortune had

entertained the visitors (including an auto tour when the car caught fire) and had become fond of many, among whom was Admiral Tsai, who lived in Shanghai.

On the way back to the hotel after their whirlwind tour, Fortune left his card for Tsai. As soon as he reached the hotel the admiral, now "a very important person in China," arrived. On greeting Fortune, the admiral remarked, "Wherever I see your name I rush to you as the moth to the flame." After catching up on family and events in China and Indianapolis, the admiral offered to take Fortune and Lilly to visit the Palace—the former residence of the emperor and dowager empress, now the republican government's administrative center. Realizing this was a unique opportunity, the Indianapolis businessmen jumped at the opportunity.

On the morning of April 14 the admiral arrived to guide Fortune and Lilly through the Palace, which, Fortune noted, was really a collection of palaces. This was an invitation-only experience requiring the presence of the grand master of ceremonies. They visited gardens and rockeries, the public spaces, and the private rooms of the emperor and dowager empress. The three-hour tour concluded with tea in the president's reception rooms.

On April 15 the train trip continued, passing through Manchuria. At



Above: A peddler with his wares strapped to a donkey, Gibraltar. Below: According to Fortune, the "rag pickers bazaar" in Algiers had everything from bent nails to bottles.





Above: The ruins of the city of Pompeii with Mount Vesuvius in the background. Left: The hills and waterfront of the Hong Kong harbor at sunset.



Mukden the tourists switched to a Japanese train for Korea. Their new Japanese guide assigned all the comfortable lower berths to the ladies and their escorts, upsetting the single men who were allotted the most uncomfortable berths. "I will never travel with a party of American women again," proclaimed Fortune.

Annexed by Japan in 1910 and renamed Chosen, Korea was in sharp contrast with China. The peasants declared their Korean ancestry by wearing two-story black hats made of bamboo and horsehair. The Japanese had brought about great improvements: buildings and farms were neat, orderly, and productive. Fortune disliked what he saw as the aggressive attitude displayed by the Japanese, but he

admired their energy and spirit. They were, he said, "industrious, enterprising, and progressive . . . certainly the Yankees of the yellow races."

Arriving at Seoul (then Keijo) on April 16, the tourists had rooms at an excellent hotel. While in Seoul they visited the Palace—very much like the Chinese palaces, with a number of buildings; the Korean palace had a Think Room, where the emperor thought before receiving guests in the Audience Room. They also took part in an auto tour of the environs, going to a mountain top to view the area through fog and rain. They boarded another Japanese train and headed for Fusan, Korea, where they boarded a steamship headed to Shimonoseki, Japan, then a major port

for trade with Korea. The eight-hour trip on rough seas made their arrival especially happy. They stopped only briefly in Shimomoseki before taking a train for Kyoto.

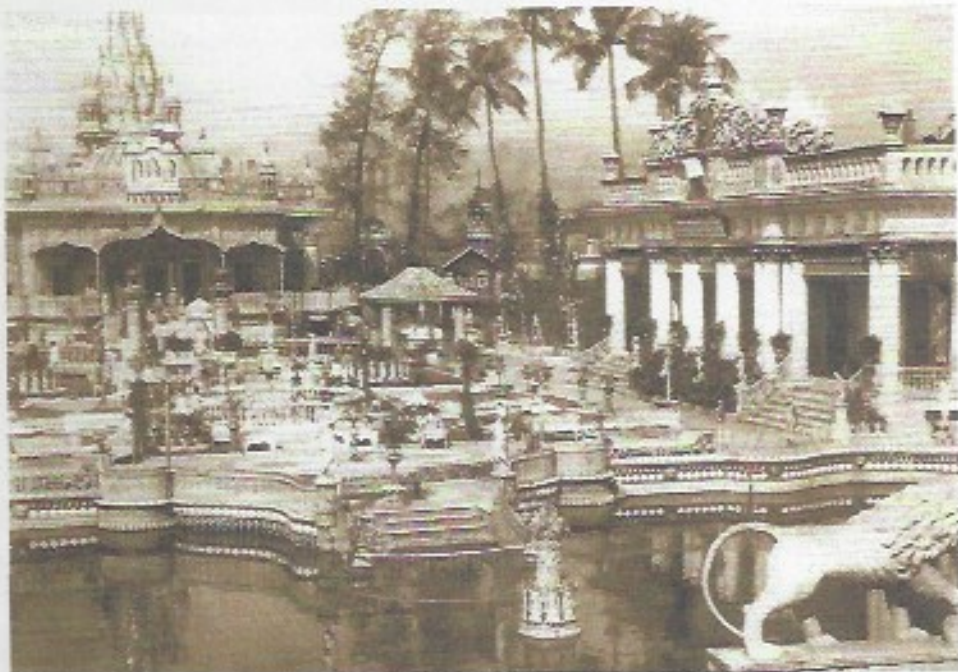
Kyoto, Japan's former capital, was once the center of Japan's "civilization, glory, and splendor," noted Fortune. It was now a place of temples and beautiful gardens. The highlight of the afternoon for Fortune was observing training at a jiu-jitsu and fencing school. The youth were stoic, very aggressive, and plucky. They next traveled to the city of Hara to see a *Disbutsu*, a large wooden Buddha fifty-three feet high and covered with copper and gold. Lilly rang a large gong, swinging the hammer with such force that he turned a somersault and burst his suspenders. The result was a great sound—and a significant dent in the gong.

The itinerary allowed one night in Kyoto, but Fortune experienced stomach discomfort and he and Lilly make plans to go directly to Yokohama to meet the *Samaria*. A small group of men, exhausted by the trip, decided that Fortune needed company. He described the daytime train trip as "picturesque . . . through cultivated fields and mountains brightened with azalea and cherry blossoms." They passed Mount

A small group of men, exhausted by the trip, decide that Fortune needed company. He described the daytime train trip as "picturesque . . . through cultivated fields and mountains brightened with azalea and cherry blossoms." They passed Mount Fuji and traveled through mountains until descending quickly to Yokohama.

Fuji and traveled through mountains until descending quickly to Yokohama.

On April 23 Lilly and Fortune traveled to Nikko, their last destination in Japan. After a night in Nikko they visited the shrine. Along the rickshaw ride they passed



The Jain Temple in Calcutta, India.

numerous temples. The Nikko Shrine—itsself a series of temples—was magnificent in both its architecture and its art. The pinnacle was reached at the Temple of the Shogun Ieyasu, the first of the Tokugawa dynasty. The Nikko temples were, Fortune noted, "Mecca for the Japanese."

The tourists returned to Yokohama, then left the next morning for Tokyo—a

The doctor had lived in Greencastle, Indiana, where Lilly was born, so a natural bond was formed. The doctor talked of the rising spirit of democracy in Japan, and of his hopes for Prince Regent Hirohito—the soon-to-be emperor—who was "a good man and very democratic."

The doctor took Lilly and Fortune to visit the house of the late premier Marquis Okama, who had inspired Japan to side with the Allies in World War I. Okama was the doctor's mentor and his memory was widely revered; his home, gifted to the University of Tokyo, was a much-visited shrine. The next stop on the Takasugi's tour was the home of the president of the Japanese Steamship Company, whose beautiful Japanese-speaking daughters entertain them with a ceremonial tea. Lilly was at his most charming. In spite of the language barrier, he impressed the daughters with his wit and ease. His eloquence was so great that they seemed to understand him perfectly. The visit concluded with entertainment by a Japanese magician. Upon leaving, Takasugi informed his guests that the daughters were all educated in America and they spoke fluent English!

half hour away by train. There they visited a large department store—a new concept in Japan—and yet another Buddhist temple. Arriving at the Imperial Hotel, Fortune met Doctor Takasugi, a university professor and the friend of a good friend.



A busy street in Hong Kong captured by Fortune with his camera

The *Samaria* departed Japan on April 28 for an extended period at sea. Next stop: Honolulu. The trip was quiet, with occasional talks by eminent passengers, frequent parties, and small events. Fortune's fondness for Lilly had grown on the trip: "Dear Old Joe! We have been together constantly since January 24th, except during his extra hours of sleep, and knowing him as I do he is dearer than ever."

On May 7 the ship arrived at Honolulu. They took a driving tour of the city, visiting the Royal Palace, the aquarium, and going as far as Diamond Head in one direction and Nuuanu Pali in the other. They viewed green mountains, pineapple plantations, and the battleship USS *Omaha*, about to depart in a speed test to San Francisco. Fortune revisited the Royal Palace, learning that the Judge had left his card for the governor. The card invited the governor's wife to go dancing, which prompted the governor to ask questions about the Judge.

On the afternoon of May 8 the *Samaria* departed for San Francisco, and the trip was filled with good-bye parties, where the ladies attempted to outdo each other in their kimonos and other garb they had purchased on the trip. Fortune spent time in his "office," a table in the starboard salon, catching up on his logbook and chatting with passengers who urged him to turn what he had written into a book. The passengers learned that bandits in China had hijacked a train of American tourists just a few hours after their own train passed by—they were the original target, but the bandits misjudged the exact time their train would pass.

On May 14 the *Samaria* arrived at San Francisco. More than a hundred passengers departed. From May 15 through May 25 the *Samaria* headed south to the Panama Canal. Fortune had hoped to have a leisurely and pleasant trip of social entertainment with the benefit of female company, but the Judge broadcasted that



Above: Fortune (second from left, front row) and Josiah K. Lilly (center, front row) pose with the staff of the International Dispensary Company in front of its main office building in Shanghai. Right: The terraced rice fields of Ceylon.



that some twenty ladies "are angling for William . . . but it would do them no good as he is hard-boiled." Fortune feared that no lady would dare speak to him for fear of being judged. He told his readers, "Good-bye," and the frequency of log entries dropped sharply.

On May 30, the eve of the ship's arrival at New York, there was a final dinner at which the passengers gave their attendants gifts and gratuities to thank them for their service. The Judge claimed that he could afford a gift, but he wrote a poem for his table steward. The steward reciprocated with a poem of his own in which the first word of each line reads as follows: "When / May / I / See / You / Fall / Overboard / ?"

The revels lasted long into the night and included a conga line, misty-eyed viewing of the moon over a glistening sea, and—for Fortune—some hands of bridge. The next morning they were in New York Harbor. After 128 days, the *Samaria* had reached its starting point. "We were thrilled with great anticipation in going, but the greatest joy of it all was in getting back, for to an American there can be 'no place like home,'" Fortune concluded.

Peter Fortune, William Fortune's great-grandson, is a retired economist who has taught at Harvard and Tufts Univer-

sities and has served as a staff economist at the Federal Reserve Bank of Boston. Among his activities in retirement is research into family history. Lana Reynolds-Fortune Balter, William Fortune's great-great-granddaughter, has enjoyed following her father's footsteps as a family archivist. While raising yet another generation of Fortunes, she has also worked for various companies and charitable organizations, usually in a financial capacity. •

FOR FURTHER READING

William Fortune Collection, M 462, Indiana Historical Society William Henry Smith Memorial Library, Indianapolis. | Fortune, Peter. *The Fortune Family of Indianapolis: From Virginia to Massachusetts*. Weston, MA: Nob Hill Press, 1993. | Latham, Charles. *William Fortune (1863–1942): A Hoosier Biography*. Indianapolis: Guild Press of Indiana, 1985.