

RAILROAD MANNERS.

BY J. A. CRUZAN.

Some enterprising publisher ought to get out forthwith a new edition of Chesterfield's book on politeness, with a supplementary chapter, by some American Chesterfield, on "Good Manners in Traveling."

A railway train, or a crowded steamboat, is an excellent place to study character. There the true man and woman are seen. People at home are under bonds, so to speak, to conduct themselves in a respectable manner. If they do not they forfeit the good opinion of those whose favor is of value to them. Away from home, among strangers whom they never saw before, and expect never to see again, and whose good opinion they think of no money value to them, they act out their real nature—that is, unmitigated, abominable selfishness.

Take, for example, Mercator. When at home, he is a seller of dry goods. Politeness is part of his capital. A gruff, uncivil style of speech, or unpleasant, annoying habits, would cost him hundreds or thousands of dollars annually. Mercator knows this. So, in addition to silks, laces, and calicoes, he keeps a stock of pleasant words, smiles, bows, and inoffensive personal habits. But Mercator, on the train or steamboat, is a different man. He looks around. None of his customers are present. He stands on the guards of the steamer, near the ladies' cabin, and puffs the strangling fumes of tobacco in the very faces of disgusted and nauseated women. On the train, he does the same, while he stands on the platform, and when he comes inside claims three times as much space as he should.

What cares Mercator for the discomfort of others? The store manners are not now in demand—"there's no money in it!" Being a gentleman at home only in the way of business, he now sees no necessity for being a gentleman at all. So all the selfishness and meanness of his nature come to the surface.

Miss Melliflud, at home, is a model of feminine gentleness. Her graceful virtues, and politeness, make her an ornament of society. Report has it that she is "in the market," with "great expectations." She, too, is bound over to keep the peace. At home one rude speech, one unladylike

act, one glimpse of selfish rudeness, might be gossiped all about town, and do serious damage to her "great expectations." But away from home, the foul atmosphere of the car or the odor of the steamer, seem to infect her character. She is rude, haughty, selfish, and shows no regard for the rights or comfort of others. I've seen her in a crowded railway train spread her voluminous skirts, wraps, and traveling outfit, over two whole seats; and when respectable people asked her, "Is this seat taken?" I've heard Miss M. forget all about the commandments and—lie! At the same time she said to every person in the car, very plainly: "Notwithstanding my fine clothes, you see I am not a lady. I am only a very common, coarse woman at heart, thinly venerated!"

Boreas rushes in hot haste through the car, brushes heavily against people, knocks off a hat or two, plunges into a seat without a word to the person already seated in it, drops his traveling-bag on the stranger's toes, and shouts, "Hello, Jim, is that you?" to some one at the other end of the car. Then he begins to spit tobacco-juice on the floor; the puddles spread right and left, far and wide, an insult to every clean person.

Now these persons, all three, are not bad people, however disagreeable. They do these things more from thoughtlessness than malice. In fact, there is great need for all who travel—and who, in this day of easy, rapid transit, does not?—to have their memories refreshed in regard to the rights and duties of travelers.

Some one has laid down four rules for railroad traveling, which would add greatly to the sum of human happiness, if they were pasted inside every hat and bonnet. They are:

1. A person who has paid for a ticket is entitled to just one seat. If the passengers are few, he may be allowed, as a matter of courtesy, to occupy more. But he has a claim on but one seat.

2. He can establish a claim to his seat only by taking possession of it.

3. If there is a vacant place by his side, he has no authority over it to say who shall occupy it. Any one who chooses to claim that vacant place has a right to it. If you don't want to sit by him, you are the one who must move.

4. A person leaving his seat, even for a few minutes only, cannot justly claim it again unless he has in some way notified new-comers that the place is taken. Any article, package, traveling-bag, etc., left in the seat, is sufficient pre-emption title.

These are very plain, just, common-sense rules. If they were only impressed on the memories of all travelers, much rudeness and discomfort would be avoided.

Let me give two additional general rules for all kinds of traveling by public conveyance:

1. Travelers should conduct themselves in such a manner as will not needlessly interfere with the enjoyment of others. If anybody is rude, or overbearing, infringing on our rights, we may quietly defend ourselves from imposition. But while those around us are courteous, we should be careful that no one outdoes us in courtesy. If we are surrounded by bores, then all the more need that we set them an example of true courtesy.

2. Ages before Chesterfield, there lived the truest gentleman that ever walked the earth. He traveled extensively through his native land. An old book containing a brief digest of his conversations lies on my desk as I write this article. In it I find the most comprehensive of all rules for the guidance of travelers—"Whatsoever ye would that men should do unto you do ye even so to them."

Waha prairie, south of Lewiston, Idaho, offers a good location for many settlers. The most favorably located claims are already taken up, and many are extensively cultivated. The average of grain to the acre is 35 bushels of wheat, 50 of oats and 30 to 40 of barley. Vegetables of all kinds grow in great abundance on sod lands. The prairie is but sparsely watered, the streams following the canyons. But water is generally found by digging from five to thirty feet. The timber for fencing and building is on Craig's mountain, about fifteen miles from Lewiston, but the winding roads around the mountain makes the distance to good timber fully twenty-five or thirty miles. There is a sawmill in Lewiston, one on the mountain and one located up the Clearwater. They can be reached by a gradual incline down the canyons from the table lands. The country is settled mostly by eastern men, many having their families with them.