

# THE BIG TUPPENNY TUBE

## LONDON'S GREAT IRON TUNNEL AND ELECTRIC ROAD BUILT BY AMERICANS

LONDON May 28.—Come with me and take a ride through the Tuppenny Tube. Do you know what it is? It is an immense iron tunnel, so big that two men could stand one on the shoulders of the other upright within it and the hair of the upper man would just graze the roof. It is six miles in length and it runs under the busiest part of this busiest city of the world. It lies from 90 to 100 feet below the surface of the streets, and there is an electric railroad within it which carries you rapidly from station to station, where you can climb up or climb down. It is made of cast-iron pipes bolted together in segments. It is laid in cement, and it cost something like \$3,000,000 a mile.

I want you to see it, because it is a big part of the American invasion I have come here to describe. The most of its machinery was made in New York, and the locomotives were constructed by the General Electric Company of the United States.

The Tuppenny Tube carried more than 25,000,000 passengers last year, and its receipts during 12 months were more than a million and a half dollars. Its traffic is steadily increasing, and it promises soon to become one of the most profitable railroads in London.

**Locomotion in London.**  
Before we go into the tube I would like to say a word about the possibilities of investments in London locomotion. The population here is enormous, but the facilities for carrying it are the poorest of those of any capital of Europe. The streets are narrow, and most of them are accessible only by "buses or cabs. There are underground roads run by steam, and tramways hauled by horse-power, but as yet the electrical undertakings are at their beginning.

I have before me the number of passengers who pay fares on cars, cabs and buses last year. This is counting a passenger on each fare. The number is more than one billion. Of these 361 millions ride on the railroads, 231 millions on tramways and 56 millions on omnibuses.

Think of that! More than four times as many omnibus rides were taken in London as there are men, women and children in the United States, and every one of those rides was on a "bus dragged by two horses. There are more than three thousand omnibuses in the Greater London, and more than 300,000 horses are used to haul them back and forth through the streets. One omnibus company carried more than 200 million passengers last year. It used 3000 horses, and its fares averaged about 3 cents a ride. About one-third of all the people who rode in London last year rode in omnibuses, while two-thirds of them were pulled by horses. And this is the biggest city of the world.

**Fortunes in Electricity.**  
It is any wonder that the Yankees are grasping at these enormous possibilities with itching palms? I know a baker's dozen of New York millionaires who are scheming to carry the Londoner to and from his business more rapidly at a good round profit to themselves. You have all heard of Charles Tyson Yerkes. He made a few millions in Chicago, the most rapid city of the world, in carting passengers to and fro. He has come to London and expects to make tens of millions in carting these slowest people in the same way. He has, it is said, the control of the Metropolitan underground steam roads and will change their power to electricity.

Pierpont Morgan is in another big scheme and the chief systems seem destined to be owned by Americans.  
London is so big now that the possibilities of electrical traction within it cannot be estimated. With fast trains, twice as many will ride under the present system as there are now, and the city will grow beyond conception. It has 4,000,000 people now, and it is estimated that it will have 12,000,000 within 30 years. The new electrical scheme proposed will make the whole of England its suburbs, and by the Metro rail systems, of which I shall write later, millions of people outside will be brought to and from it in less than an hour.

**In the Tuppenny Tube.**  
But let us enter the Tuppenny Tube. We are in the west end of London, and there is the Marble Arch station just over the way. The ground on which it is built is worth about \$5 a square inch, but it is only one story. You see the sign "Central London Railway," and "fare 3d to any station" on the front windows. We make our way through the "buses and hansoms and enter the tube.

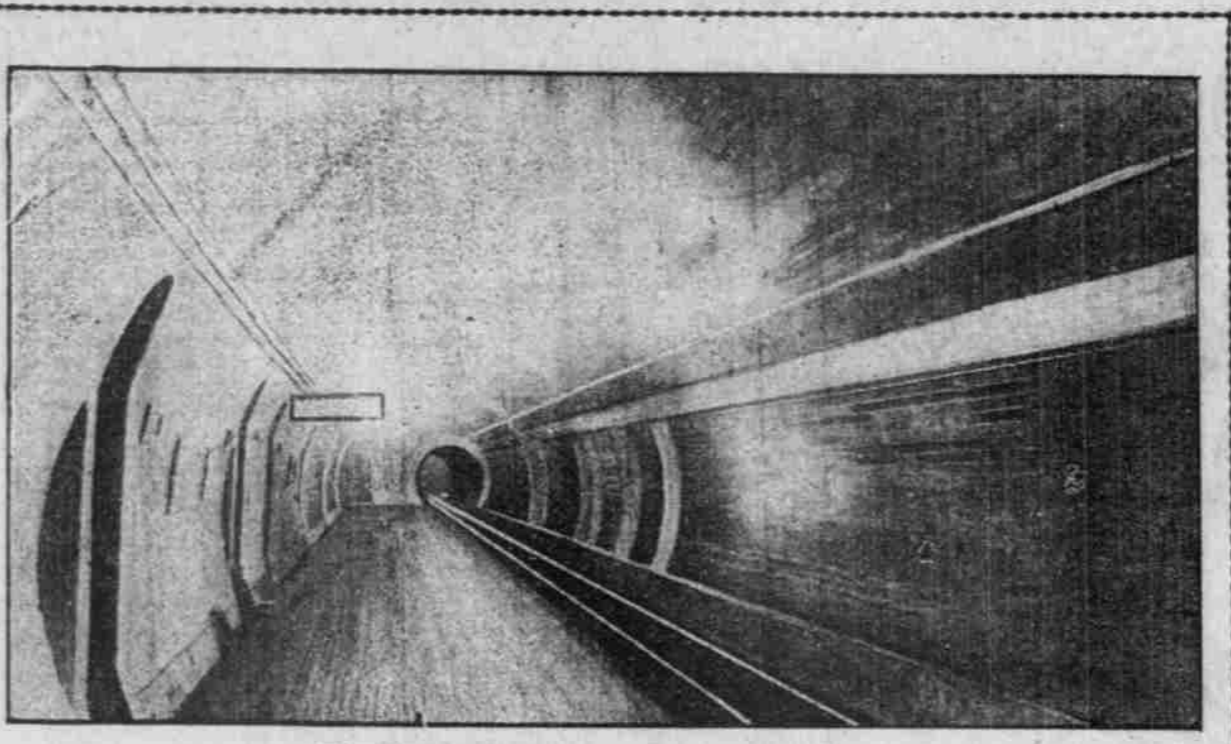
How clean everything is! The walls are tiled, and all above is white. There are glass doors in the ticket windows, and over them incandescent electric lights. We each have in two minutes and are handed our tickets, which we drop into the chop-boxes just as you do in the elevated road in New York when you pass through the gate.

We are now on the level of the street, and we must go down almost 100 feet to get into the mighty tube, which will take us to the bank of London. We might enter the elevator put in by Americans, but we prefer to walk down the great spiral staircase. Down, down, down we go. We wind our way around and around an enormous well, walled with porcelain tiles as fine as those in a millionaire's bathroom. The well is brilliantly lighted with electricity, and we can see ourselves in the white tiled mirror as we wind our way down it.

We stop midway and listen to the tramp of the people above and below us. We can hear the hum of the city overhead and the volcanic thunder of the cars far below. We are now on the level of the street, and we must go down almost 100 feet to get into the mighty tube, which will take us to the bank of London. We might enter the elevator put in by Americans, but we prefer to walk down the great spiral staircase. Down, down, down we go. We wind our way around and around an enormous well, walled with porcelain tiles as fine as those in a millionaire's bathroom. The well is brilliantly lighted with electricity, and we can see ourselves in the white tiled mirror as we wind our way down it.

**The American Invasion.**  
While we wait for the train I notice that the walls are hung with framed advertisements, and I look about for signs of the American invasion. It sticks out like a bull on your nose. There is an American typewriter picture just opposite me. You can see the big red seal which forms its trade mark, and above it is the statement that 300 of these American typewriters have just been bought by the British War Office. Beside it is a card puffing a well-known brand of American oats, and further on is another of those infernal Yankee little pill ads, which keep your liver turning ever and over faster than a ventilating fan run by electricity. You find them all over London and you can't escape them even in the bowels of the earth.

But what is that noise? It is the advance thunder of the invasion. That is the Tube Line train of American cars carried by American-built electric locomotives through the Tuppenny Tube. Keep your eye on the black hole at the left. See that turtle-back engine as it shoots out, dragging the long train behind it. That is the little Yankee baby that does

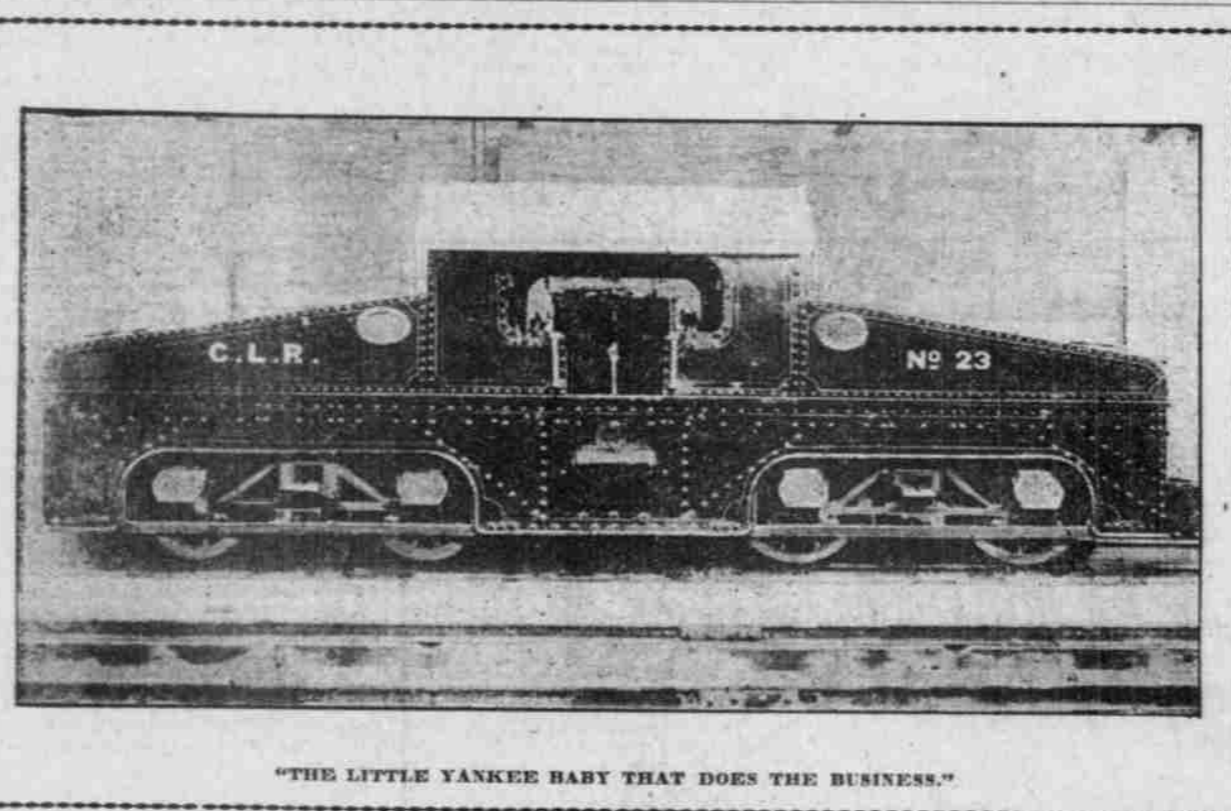


IN THE TUPPENNY TUBE, 75 FEET UNDERGROUND.

the business. In size it is perhaps the smallest working engine of the world, but it has all the strength of 600 horses, and it can drag that train along at 40 miles an hour, although the average speed down here is less than half that. The engine weighs 48 tons and it gets its current from that third rail in the center by means of two contact shoes which are mounted on each side of the locomotive.  
The engineer stands in the center of the

engine and operates the controller. There is a circuit breaker and an ammeter mounted on each side of the cab, and also an air pump and motor of large capacity under the curved turtle back. Notice how beautifully it is made. That engine was constructed by the General Electric Company of Schenectady, N. Y., and it is a jewel in steel.  
But look at the cars. See the people rushing in and out. They surely cannot

be Britishers, for they have a move on them like the hustling Americans. The truth is that the average Londoner did not know what the word "hustle" meant until this road was put in. On the ordinary train it is the custom to stop and take up the tickets before you enter the principal cities. That is what I did before I got to London, and 500 people waited with me 15 minutes while they took up the tickets. In the tube line the tickets



"THE LITTLE YANKEE BABY THAT DOES THE BUSINESS."

are dropped into the boxes before you get in and the conductor urges the passengers to step lively or they will get lost.  
We have to rush to get our own seats. The gate closes as soon as we are on the platform and the car has started before we have taken our seats.

How American everything is! We can almost imagine ourselves back in New York. The cars are almost a facsimile of those on our elevated railroads, except that the ceilings are lower and the seats are upholstered.

But we have the station and shot into the darkness of the tube. We can see nothing out of the windows, but within electric lamps in balls of cut glass as big as your fist make the cars as light as day. We go on shooting through sections after section of the great dark tube and coming out into light at the stations. It is like riding through a flute and looking out the holes. We ride to the Bank and then back to the Bank to study the road.

**Twenty Acres of Electricity.**  
At Shepherd's Bush we come again to the surface and go over the enormous electric works built there to operate the Tuppenny Tube. They cover 20 acres, and with the tube itself cost all told about \$2,000,000. There are 16 boilers under one roof and six great generators. The machinery is almost altogether American. The most of it was made by the General Electric Company, and Americans have much to do with its management.

Here I learn something about the tube. The tunnel is six and a quarter miles long. It consists of two great tubes running side by side by side, and in some places above one another. The average depth of the tube is about 70 feet below the surface, although at the Bank it almost approaches 100 feet. The tube runs through the heart of the city, and under the houses. This was partly because it was much cheaper, as no right of way had to be paid for the route below the streets, whereas had it been under the houses each property owner would have claimed damages for every man it supposed to own down to the center of the earth, and this road runs less than 100 feet from the surface.

**American Elevators.**  
The elevators which carry passengers up and down from and to the streets are also American. They are immense affairs, large enough to accommodate several hundred people. They are octagonal in shape, with seats about the walls. They move slowly and smoothly without giving you the sensation of giddiness or sickness of the stomach, as some of our elevators. The walls are hung with advertisements, and among them we notice some of American shoes and other things. I see by means of one of these elevators to the Bank station, and there found myself in the very center of financial London. The great treasure vaults of the British Bank were all about me, and I could see John Bull's subjects rushing and scrambling this way and that after the pennies, notwithstanding that had allowed their Yankee cousins to get the profits of carrying the great train, a million-dollar undertaking I had just passed through.

**City & Waterloo Railroad.**  
London already has several other tube lines, but none to compare with the one we have been through. There are several which come out at the Bank Station. Suppose we enter the tube of the tunnel of the City & Waterloo Railroad. We go down through a long pipe walled with porcelain tiles as fine as a dinner plate. There is a board chute running up and down, and people rushing back and forth from and to the cars and street. Their steps have a curious echo, and I stop at the entrance to listen. The incline is easy, and I pick up my camera and run with the crowd down through the tiled hole. The wind

from the ventilating fans comes fresh against my face as I trot on with a long-limbed, rosy-cheeked English girl sprinting beside me. I look at her out of the tail of my eye as I run, wondering if she is a bar maid, a dressmaker or a lady of quality. At any rate, she is a good runner, and we reach the bottom together.

Here we find a different kind of car and engine. This one is more like barrels with seats inside of them than anything else, and each car seems to carry its own motor. The trains go at great speed, but they do not compete in beauty and comfort with those of the Tuppenny Tube, made by the Yankees. Nevertheless they carry considerably more than 100,000 passengers a day and their receipts approximate those of the Tuppenny Tube. The fare is 4 cents, or the round trip for 6 cents.

**Other Tube Lines.**  
The electric underground railroads of London will be rapidly extended. There are schemes for something like 100 miles of such roads now before Parliament, and the day will soon come when every part of this vast metropolis will be honeycombed with electric underground extension. It is backed by Pierpont Morgan, connected with large British interests, and others as I have said, are being pushed by Yerkes. The Yerkes has the cars and the work of converting the Metropolitan Underground from steam to electricity is one of short time and much money. The London County Council has already been authorized by Parliament and in the suburbs there are several electric tramways above ground. I have ridden on a number of these. The cars are double-deckers with seats for 100 passengers. They are well patronized. The most of them belong to the London County Council, and I understand that they pay dividends, notwithstanding they run working under the same conditions as the cars at one-half and in some cases at one-fourth of the regular rates.

**Tramways Worked by the City.**  
The tendency here seems to be in the direction of the city owning as many of the railroads as possible. About three-fourths of the tramway traffic is now in the hands of the London County Council, which is a term comprehending the Council which manages the greater London, it carried on its southern tramways last year more than 15,000,000 passengers, and on its northern tramways, which were leased from the Northern Metropolitan Railroad, about 118,000,000.

Other tramways are being rapidly acquired, and it is safe to prophesy that within a few years all of the roads above ground will become the property of the County Council. Many of these roads are now worked by horses, but in the future they will be run by electricity. The first of the roads bought by the Council was along about 1858. The Metropolitan lease was made in 1897, and by 1901 that lease had cost the Council over \$4,000,000. The original lease gave the holder a fixed rent of over \$200,000 a year, and also 5 per cent on the purchase price of the property, which it owns in fee simple and pays 10 per cent on the value of its depots and other buildings. It also pays 12 1/2 per cent of the increase of the gross receipts over those of the year of 1901. At the same time the receipts are larger. They amounted to almost \$400,000 in 1901, and showed a profit balance of about \$200,000.

On the Southern London tramways the profit last year to the city was in the neighborhood of \$190,000, and the understanding that the passengers were carried at an average fare of less than 2 cents per ride. On the omnibuses 44 per cent of the passengers are carried at the regular fare and 48 per cent at 2 cents per ride. The County Council is steadily building railroads, and it has a number under construction. I may have more to say of its work in the future.

FRANK G. CARPENTER.

## DECIDED BY THE COURTS RECENT FINDINGS OF INTEREST TO LAWYERS AND THE LAITY

**W**HILE a combination to regulate prices and control output may be against public policy and illegal, the Supreme Court of Ohio in the case of Genruick vs. Alcott (33 N. E. Rep. 714) holds that the money arising as the fruits of such combination, when placed in the hands of a third person for one of the members thereof, ceases to be tainted by such illegality, and becomes honest money, subject to seizure and sequestration by garnishee process, in favor of a creditor of such member.

**Unreasonable Rule.**  
A Board of Trade rule providing for the expulsion of any member who shall be interested in business with, or who shall knowingly execute any order for the account of any firm or individual engaged in the business of dealing in differences on the fluctuations in the market price of any commodity without a bona fide purchase and sale for actual delivery, as held by the Supreme Court of Illinois in the case of Central Stock & Grain Exchange vs. Board of Trade of City of Chicago (63 N. E. Rep. 749) not to infringe public policy or any rule of law to be not unreasonable, and its enforcement cannot be enjoined.

**Competent to Make Complaint.**  
A wife is competent to swear out a complaint against her husband for assaulting her with intent to kill, held the Supreme Court of Wisconsin in the case of Goodwin vs. State (90 N. W. Rep. 170).

**Can Not Avoid Responsibility.**  
A telegraph company cannot avoid responsibility for the failure to perform the positive duty of making proper inspection of poles upon which its linemen are required to work by delegating such duty to another, however competent, held the United States Circuit Court of Appeals in the case of Western Union Telegraph Company vs. Tracy (114 Fed. Rep. 222).

**Must Warn Vessel Ahead.**  
It is the duty of an overtaking vessel to see to it that she does not come so near the overtaken vessel as to cause danger of collision; and if she does come within the line of danger, it is her duty to warn the vessel ahead by signals whether she intends to pass or not, held Judge McPherson, of the United States District Court, in the case of the Fleetwing (114 Fed. Rep. 429).

**Interstate Commerce.**  
The interstate commerce act, the object of which is to secure continuous passage and uniform rates, and to compel the furnishing of equal facilities, is held by the Supreme Court of Pennsylvania in the case of Hughes vs. Pennsylvania Railroad Company (31 Atl. Rep. 590) not to be violated by holding a contract for carriage from a point within the state, in its stipulation limiting the carrier's liability in case of injury from negligence.

**Not Sufficient Provocation.**  
The fact that a pupil in a school is severely punished is not a provocation sufficient to justify an assault on the teacher by the father of the child on the succeed-

ing day, holds the Supreme Court of Alabama in the case of Walkley vs. State (31 So. Rep. 854).

**No Jurisdiction.**  
Where one steals property in another state and brings it into this state, the Supreme Court of North Carolina, in the case of State vs. Buchanan (132 S. E. Rep. 107), holds that the state courts have no jurisdiction.

**Mechanics' Lien.**  
Where under a contract for the sale of real estate the vendee is required to make certain improvements thereon, and the vendor's conditions for such improvements by the vendor are not paid for, the Court of Appeals of Colorado, in the case of Hendrie & Bolthoff vs. Holy Cross Gas & Electric Company (32 Pac. Rep. 785) holds that a material man's lien attaches to the real estate, as well as to the improvements.

**Liability for Injuries.**  
A railroad company is liable for injuries received by a child while playing on the company's trestle, where the same was not properly guarded, holds the Supreme Court of Iowa in the case of Edginton vs. Burlington Railway Company (60 N. W. Rep. 90), and it was further held that a child 7 years old cannot be considered as a matter of law, of sufficient age and intelligence to appreciate the danger to which she exposed herself in playing on a railroad trestle, and such question was properly left to the jury in determining the question of contributory negligence.

**Malicious Prosecution.**  
In an action for malicious prosecution the Supreme Court of Iowa, in the case of Flann vs. See (90 N. W. Rep. 79) holds that it was no error to permit plaintiff to show that on his arrest at his home his mother fainted or was prostrated by the shock, and that plaintiff thereby suffered distress of mind.

**Not Bound to Dismiss Action.**  
A Justice of the Peace is not bound, as a matter of duty, to dismiss a prosecution of a criminal offense on motion of the State's Attorney, although such a course may, in the absence of special circumstances, be the better course to pursue, holds the Supreme Court of North Dakota in re Voss (90 N. W. Rep. 12).

**Mitigation in Slander Suit.**  
Evidence that slanderous words were spoken in heat of passion and under great provocation may be considered in mitigation in a slander suit, though his bearings had no knowledge of such fact, holds the Supreme Court of Iowa in the case of Zornwald vs. Reichmann (90 N. W. Rep. 49).

**Limit of Notary Public.**  
Under the statutes of Florida a notary public appointed to act in and for a certain county has no power to take an acknowledgment outside of such county, holds the United States Circuit Court of Appeals in the case of Evans vs. Dickenson (114 Fed. Rep. 254).

**Not Within Statute of Frauds.**  
Where one doing a retail trade in Atlantic City, N. J., ordered of an importer and manufacturer of Bohemian glass novelties, etc., in the City of New York, an assortment of watch-cases and colored articles, to be hereafter manufactured in Europe, with the words "Atlantic City"

thereon for the special use of his trade, the Supreme Court of New Jersey, in the case of Roabicek vs. Haddad (31 Atl. Rep. 933), holds that the order was not a contract of sale, but for work, labor and materials, and hence not a contract within the statute of frauds.

**Alienation of Affections.**  
The plaintiff, in a suit for the alienation of her husband's affections, must show not only the loss of the husband's affections, but that they were alienated by the defendant, and proof only of the fact that the husband bestowed his affections on defendant after he had ceased to care for his wife is not sufficient, holds the Supreme Court of New Jersey in the case of McKenna vs. Algee (31 Atl. Rep. 526).

**Voluntary Bankruptcy.**  
A person cannot become a voluntary bankrupt where the only debt scheduled by him is a judgment rendered against him by a state court for a personal tort from which an appeal is pending, and the effect of such appeal under the laws of

the state is to supersede the judgment, holds Judge DeHaven, of the United States District Court of California, in re Yates (114 Fed. Rep. 265).

**Patent for Design.**  
The fundamental question in determining the validity of a design patent is held by the United States Circuit Court of Appeals, in the case of Bevin Bros. Manufacturing Company vs. Starr Bros. Ball Company (114 Fed. Rep. 323), to be whether the inventive faculty has been exercised to produce something which is original and pleasing to the eye.

**Agencies of the State.**  
Both the Drainage Commission of New Orleans and the New Orleans Water Works Company are held by the United States Circuit Court of Appeals, in the case of Moore vs. New Orleans Water Works Company (114 Fed. Rep. 338), to be agencies of the state and city in providing for the public health and safety and both are entitled to the support and protection of the police power.

**Not Within Bankruptcy Law.**  
A carrier corporation is not engaged in trading or mercantile pursuits, so as to bring it within the bankruptcy law, subjecting thereto corporations "engaged principally in manufacturing, trading, printing, publishing or mercantile pursuits," holds Judge McPherson, of the United States District Court, in re Philadelphia & Lewis Transportation Company (114 Fed. Rep. 403).

## QUESTIONS AND ANSWERS

**LETTERS** asking for general information will be answered in these columns. Letters should be written on one side of the paper, and must be accompanied by the name and address of the writer, not for publication, however. All letters without the name of the writer go to the waste-basket.

**Numbering Names on Ballots.**  
Why is the first number on the ballot at all elections (state and National) always No. 1? CHARLES OESCHNER.

So that no candidate shall have the distinction of being No. 1, or "heading the list," so to speak. If he is No. 12 and at the top, he does not stand out so prominently. Another reason for beginning with No. 12 is to avoid confusion in the minds of ignorant voters. At the head of every group of candidates (those running for the same office) there is printed: "Vote for one," "Vote for two," etc. It is believed by those who fixed the form of the ballot that there are voters who would mistake the instruction, "vote for two" for instruction to vote for candidate No. 2. Thus the man next to the top might get more votes than were intended for him. By commencing at No. 12, the unenlightened voter cannot fall into error. In Oregon there is only one instance where 12 men are voted on for one office, namely, the Multnomah County delegation to the Legislature, but as these names are not reached until the voter gets half way through his ticket, danger of mistake is avoided.

**Origin of the American Flag.**  
Who originated or first suggested the present American flag, and when and

where did it first appear in its present form? U. E. HICKS.

August 14, 1777, Congress resolved "that the flag of the United States be 13 stripes, alternately red and white, and that the union be 13 stars, white in a blue field, representing a new constellation." The story is told, and generally credited, that a Mrs. Betsy Ross, a seamstress, who lived in Arch street, Philadelphia, made the first flag, under the direction of George Washington and a committee. History does not record the place at which the flag was first unfurled to the breeze, but presumably it was in Philadelphia.

**Buying Land That is Homesteaded.**  
Can one homestead a timber claim and afterward buy it before he proves up on it, and afterward homesteaded other land? If so, what does he have to pay per acre for the land? J. G. B.

Not since June 3, 1900. Under an act of Congress of that date it was authorized for the same office (there is the place at which it applies only to entries made before the passage of the act).

**Two Legal Questions.**  
1. Can a widower sell his real estate and give a good deed without his children signing the deed, the land being in his name only?  
2. Can I stop a person from going through my land if his land after he has gone through my land for over 10 years partly as at times he used some other road over another neighbor's land? He always had to go through my yard and open several gates when going through my land. B. F. G.

1. If the land was in the husband's

## GEORGE ADE'S MODERN FABLE OF THE REGULAR KIND OF A PLACE AND THE USUAL WAY IT TURNED OUT

**O**NCE there was a home-like Bear-oatmeal to burn, and sometimes she did it. And she often remarked that Spinach had Iron in it and was great for the Blood.

The Stroke Car of this Food Bazaar had been in the Business for 20 years, and she had earned her Harp three times over. The Prune Juice never phased her, and she had herself trained so as not to hear any sarcastic Cracks about the Olio. She prided herself on the Atmosphere of Culture that permeated the Establishment and on the Fact that she did not harbor any Improper Characters. A good many Improper Characters came around and sized up the Lay-Out and then blew.

It was a sure-enough Boarding-House, such as many of our Best People know all about even if they won't tell. They had to go to get the Center Table ready for Ping Pong was to take off the Case.

The Landlady was doing what she could to discourage the Beef Trust, but she

carried a heavy line of Oatmeal. She had Oatmeal to burn, and sometimes she did it. And she often remarked that Spinach had Iron in it and was great for the Blood. One of her pet Theories was that

the Boarding-Houses and Nurseries all belonged to the Franchise. He belonged to a Social Purty Club that had a Yell. His Idea of a Hurrah was to get in a Parlor with a few Sisters who were under the Age Limit and sing the Bass Part of "Pull for the Shore."

Then there was the other kind with a straw-colored Mustache and a prominent Adam's Apple, who was very careful about his Franchise. He belonged to a Social Purty Club that had a Yell. His Idea of a Hurrah was to get in a Parlor with a few Sisters who were under the Age Limit and sing the Bass Part of "Pull for the Shore."

Then there was the Old Boarder. He was the Land-Mark. Having lived in Boarding-Houses and Nurseries all his life, he had developed a Grouch that enveloped him like a Morning Fog. He had a Way of turning Things over with his Fork, as it is to say, "Well, I don't know about this." But he never blabbed his news in the Papers. He said the Papers printed those things just to fill up the Circassian Princess that brought in the Vittles paid more attention to him than to any else, because if he didn't get Egg-salad his Lettuce he was liable to cry all over the Table Cloth.

Then there was the chubby Man, who came in every Evening and told what had happened at the Store that Day, and there was a human Ant-Eater who made Puns. One of the necessary Features of a regular Joint is the Slender Thing who is taking Mustard and has Momme along to fight off the Managers and hush the Voices of those Mother-and-Child Combinations that was a Dream. Daughter was full of Kubelick and Josef Hoffmann. Away back in the Pines somewhere there was a Father who was putting up for the Outfit. Myrtle's Job seemed to be to sit around and Root. She was a consistent little Booster. It what Mother said was true, then Effie's Voice was a good deal better than it sounded. She said the Teachers were just crazy about it, and all of them agreed that Effie ought to go to Paris or Milan. The slangy Boy with the rag-time Shirt went them one better and said that ALL of the phony Malbas in the country ought to pull for the Old Country and wait until they were sent for.

In this same Boarding-House there was a Widow whose husband had neglected the alarm clock about a month ahead of the engine as it warned the station of the coming of the train. He jumped for the sack and his trousers. Grabbed both, rushed out on the platform, made an accurate throw, and whizz away sped the train. He turned to pick up his trousers, when he found he had thrown them upon the crane, and they had gone in place of the mail. As to whether or not the dress of the fast mail car would properly catch it as the train went by.

The alarm clock, of course, upon this occasion failed to work, and he was awakened by the shrieking of the whistle of the engine as it warned the station of the coming of the train. He jumped for the sack and his trousers. Grabbed both, rushed out on the platform, made an accurate throw, and whizz away sped the train. He turned to pick up his trousers, when he found he had thrown them upon the crane, and they had gone in place of the mail. As to whether or not the dress of the fast mail car would properly catch it as the train went by.

was just beginning to say Gown instead of Dress. She had the Society Column for Breakfast and things looked Dark for her.

For many months this conventional Group of ordinary 6% Mortals had lived in a Rut. At each meal they rounded up and rounded down, and the roundabout doled out to them and folded their Napkins and broke ranks. Each day was the Duplicate of another, and Life had petered down to a Routine.

One day, just as they had come in for their Vermicelli, a new Boarder glistened into their midst. She was a tall Glypsid Queen with about \$200 worth of Clothes that fit her everywhere and all the time, and she had this catch-m-me kind of a Walk, the same being a Cue for all the other Girls to get out their Hardware.

When she moved up to the Table and made her first acquaintance, she was so so to indicate the Character of her Work, the musical Train went out with the tide, the Grass Widow curled up like an Autumn Leaf, the touch-me-not Married man, and the other members of the Scrub. In vision, The Lady who read was shy a Spoon and afraid to ask for it. The men were all peep-eyed, and the Help was all about the kitchen, dropping important parts of the Menu.

Presently the Landlady came in and explained. She said that Mrs. Williams was in the City to shop for a couple of Days and her husband was to be in the City on Night Train. Whereupon five men fell down on the floor.

**Moral:** Nothing ever happens at a Boarding-House.

**His Accurate Throw.**  
He had been a brakeman on the G-N—Railway, but, owing to injuries received in the service, had been given a less hazardous position as station agent at a small place on the line of the road. His entire wardrobe consisted of one suit of clothes, and he was patiently awaiting the next payday to get the wherewithal to purchase another.

The fast mail train express, which was due at midnight, was reported four hours late, so he thought he could get in a pretty fair night's rest by setting his alarm clock about an hour ahead of the time when the train was likely to come, as he needed little time to perform the only duty required of him, viz., to see that the sack of mail was properly hooked to the crane, so that the extending arm of the fast mail car would surely catch it as the train went by.

The alarm clock, of course, upon this occasion failed to work, and he was awakened by the shrieking of the whistle of the engine as it warned the station of the coming of the train. He jumped for the sack and his trousers. Grabbed both, rushed out on the platform, made an accurate throw, and whizz away sped the train. He turned to pick up his trousers, when he found he had thrown them upon the crane, and they had gone in place of the mail. As to whether or not the dress of the fast mail car would properly catch it as the train went by.

**Take Example.**  
Judge.  
Customer (at a restaurant)—Can I see the proprietor?  
Waiter—Very sorry, sir, but he's just stepped out to lunch.