

FINEST TRAIN AMERICAN STYLE

Service Between Brighton and London Made Up of Seven Cars That Cost \$150,000 — Pullmans Astorish English.

(Heart News by Lowest Leased Wire.) London, Dec. 25.—England has just paid America the compliment of imitation by adopting a full service of Pullman cars on the line from Brighton to London. Americans who have taken a run on these trains say they are just like the "flyers" and "limited express" which run between New York and Philadelphia, Chicago, Buffalo and other American cities where the luxury of travel has been reduced to a fine art.

New to England.
The new train is a very "swell affair"—for England. The train is described in the English papers as a "veritable palace on wheels," and is made of the fact that each car is heated and lighted separately by means of steam registers and electrothermic pipes. In England, first class cars are usually heated by great oblong "foot warmers" filled with hot water which chill down to freezing point before half an hour's run. Huge stacks of these "heaters" are carted about the platforms, and have a chance of cooling off even before they get into the cars.

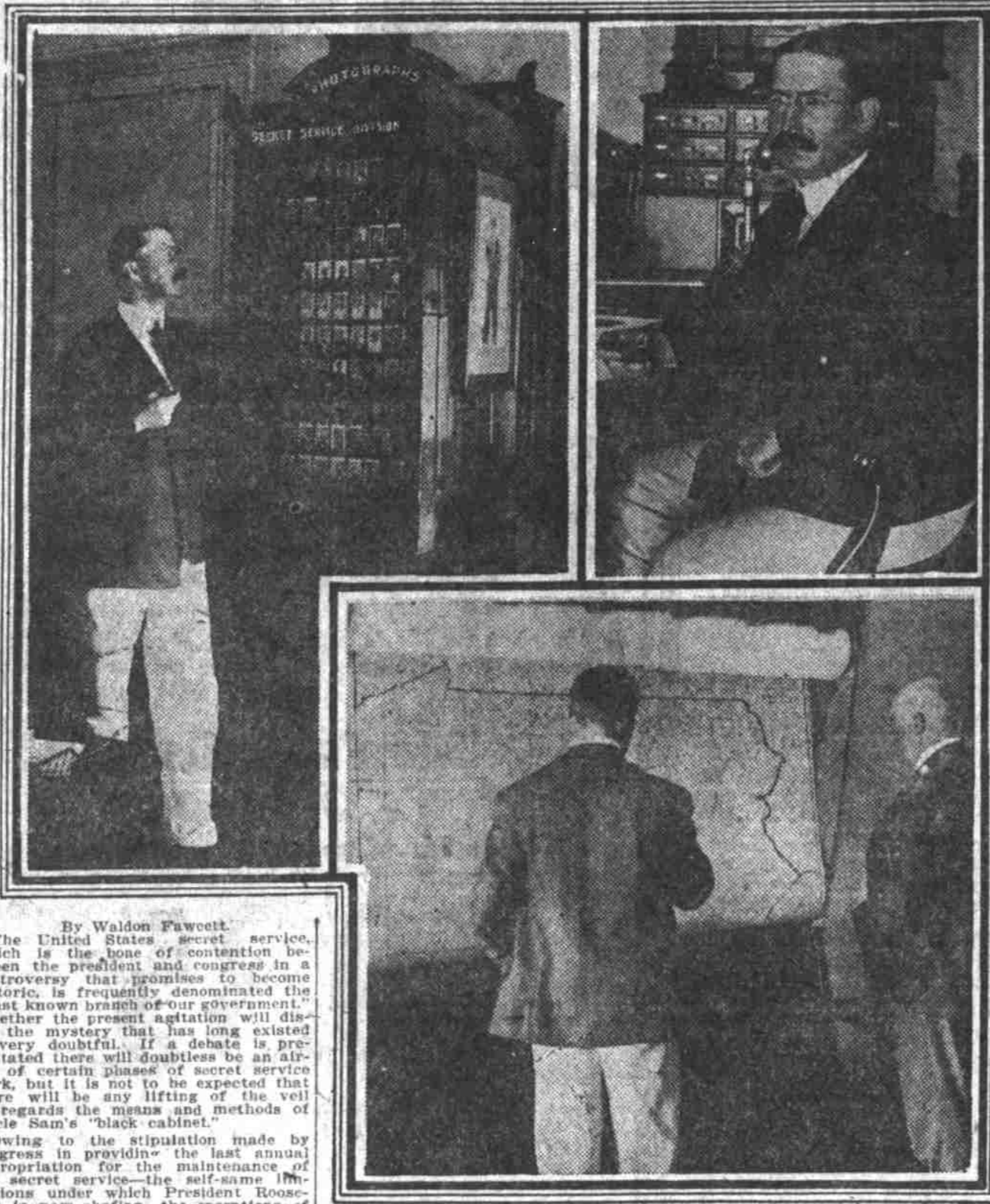
Train De Luxe.
The service is described as the "train de luxe" and even the royal train pales beside it. The cars—seven in number—are beautiful specimens of the decorator and wood worker's art, "each car to quote from an enthusiastic description, 'has its own special scheme of decoration—beautiful rich upholstery, oak mahogany and satinwood paneling, level white ceilings, ingeniously fitted with electric lights, wall brackets and table lamps, thick luxurious carpets and easy chairs and writing tables. Such a train should be chartered to carry people to Utopia.'"

Old Appliances New.
Further praise is lavished on the fact that "vestibules connect the platforms," and glowing tribute is paid to the presence of an electric push button at every seat. Details are also commended which Americans have been accustomed to for years, and the presence of easy chairs instead of seats is looked upon as almost a marvel. The train cost \$150,000 to build, or more than \$21,000 per coach. Even the outside of the coaches are highly beautifully enameled and are likened to the lines of a "racing yacht"—all the corners being rounded and the special springs placed in the six wheeled bogie trucks which support them. In fact, the advertisement says, everything is to be found in this train which can "add to the pleasure, subtract from the care, or multiply the comfort of life—a mathematical piece of laudation almost as elaborate as the sumptuous fittings of the cars themselves.

First Class Passengers.
The cars are designed, of course, for the use of first class passengers only. They are said to have come into existence to fill the demand for a higher luxury on behalf of "upper class" travelers in England. In recent years, there has been a special revenue, by second and even third class passengers into first class compartments, whenever trains have been overcrowded, and it is thought that the adoption of the American system of vestibuled trains fitted up so luxuriously will at least give first class passengers the worth of their money and the "exclusive" they require. Pullman cars, as such, have been used in England for years, but no train here has ever before been fitted up with anything like the expenses, verging on extravagance, which characterize this particular train. The run between Brighton and London is made in 57 minutes, which is at the rate of about a mile a minute. The fare is \$3 for the return trip.

Warming Cars.
Even the American idea of naming the cars has been adopted, each car having its own designation, while the entire train has been christened "The Southern Belle."
There has been some talk of introducing

Secret Service Work and the Big Black Cabinet



Chief John E. Wilkie of the United States secret service, looking over the rogues' gallery files, at upper left. Mr. Wilkie at his desk in the treasury department, upper right. Chief Wilkie and his first assistant studying the map in his office.

By Waldon Fawcett.
The United States secret service, which is the bone of contention between the president and congress in a controversy that promises to become historic, is frequently denominated the least known branch of our government. Whether the present agitation will dispel the mystery that has long existed is very doubtful. If a debate is precipitated there will doubtless be an airing of certain phases of secret service work, but it is not to be expected that there will be any lifting of the veil as regards the means and methods of Uncle Sam's "black cabinet."

Owing to the stipulation made by congress in providing the last annual appropriation for the maintenance of the secret service—the self-same limitations under which President Roosevelt is now chafing—the operations of the secret service are at present restricted to what might be termed its original functions—namely, the apprehending of counterfeiters and the protection of the person of the chief magistrate. Until congress called a halt, however, there was a gradual, but continuous expansion of the activities of the nation's secret police until they had fair to outdo their European brethren in the scope of their surveillance.

Important Service.
For instance, secret service operatives were "loaned" to the secretary of the interior and rendered the most important service in securing evidence in connection with the land fraud cases in the west. Other secret service men had a hand in exposing the sensational "cotton report leak" in the department of agriculture and so the list might be prolonged to include practically all the important departments of the government, nor forgetting the part played by these cleverest plain clothes men in investigating charges against naval officers.

Because of the fact that its primary purpose and principal function at the outset was the trailing of counterfeiters and secret service was made a branch of the treasury department. In connection with their shadowing of suspected counterfeiters the secret service men have been enabled to gather much information of the greatest value regarding Black Hand organizations and the operations of anarchists. Yet other investigations along these lines have resulted from the responsibility of

counterfeiters and other offenders against the law.
However, the secret service bureau at Washington is essentially a nerve center from which are directed the operations of the 25 districts into which the country is divided on the secret service map. In each of these districts a secret service operative is stationed just as a patrolman is on duty on his beat, but in addition to the men thus detailed to indicated geographical divisions, there operate from the central office at Washington a number of trained detectives who may literally be sent to any place at any time. To this class belong the extra secret service men, who reinforce the regular body guard of the president whenever the chief executive makes a tour of the country or participates in any great public function.

No Fixed Habitation.
It is in this field service which makes it necessary for every secret service man to abandon all thought of fixed habitation with social and family ties. He may be ordered from New York to Texas or from the mountains of Tennessee to San Francisco at an hour's notice, and it is impossible to predict in advance how long he will remain at any given place. True to its name and policy, the secret service aims to let the public know just as little as possible regarding its personnel. No secret service operative allows his photograph to be made, much less published. He can help it and he seldom acknowledges his vocation. At the headquarters of the secret service there is a rule against disclosing the name or address of any of the sleuths and in no government publication, not even in the "Blue Book," which is supposed to list every

government employe, can there be found any roster of the secret service men or information as to the salaries paid them.
However, it may be stated that the pay is not high, considering the hardship and danger involved, and the secret service is likely to attract only men whose love of life of adventure and excitement outweighs their desire for monetary reward. A new recruit in the secret service starts out as an assistant operative at \$3 per day and if he proves worthy is promoted in due course to the rank of operative at \$5 per day. As an operative his pay may increase to \$7 per day, but the secret service operative whose salary reaches the point just short of \$50 per week must have proven his worth by long service and have the experience which can be gained in no other manner than by practical secret service work.

For all that the monetary rewards of a secret service career are by no means excessive there is never any dearth of applicants for the limited number of positions in this confidential corps. Following any occasion such as the present when the secret service is brought conspicuously to the attention of the public, Chief Wilkie receives applications by the score from young men in all parts of the country, who are ambitious to choose a sinless, but a majority of applicants naively confess that they have had no experience whatever which would fit them for this highly specialized field. Many of the inexperienced applicants are obviously impossible, but even among those who are

sufficiently promising to receive more than passing consideration the proportion of inexperienced is overwhelming. Indeed, of the 700 men whose names are now on the "waiting list" of eligibles at the secret service—that is, men who have complied with the general regulations governing applications for places in the service—more than 600 admit that they are totally devoid of practical experience in this line.

Many Callings.
With a profession which above all others needs devotees who can bring to it wide knowledge and thorough training, yet with most applicants sorely deficient in these qualifications, the question naturally suggests itself: Where does the secret service secure its agents? In reply it may be said that upward of a dozen different callings have demonstrated their value as fields of apprenticeship. Some of the most capable secret service operatives now on Uncle Sam's payroll have come from the claim departments of the great railroads. Others have gained their training with the mercantile agencies and still others have come from law offices where certain classes of detective work are frequently necessary. Two of the best men on the force were formerly heads of municipal police departments who served for years in legitimate private detective organizations or independent police departments maintained by the great railway systems. A certain proportion has had the benefit of preliminary service as United States deputy marshals,

and not a few have come to the secret service from the departments of public safety in foreign countries. These latter, by reason of their knowledge of foreign tongues and mannerisms, have been invaluable to the service.
As may be surmised secret service duty is preeminently work for young men. The average age of the field operatives is under 25 years. Chief Wilkie himself, who, by the way, was one of the bright young men who Lyman Gage brought from Chicago when he was secretary of the treasury, is but 46 years of age and was only 28 years old when he stepped into his present responsible position.

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