

Details and defining the duties of the railroad...

1907 TWELVE PAGES

The Daily Reporter.

HINTS ON TRAVELING.

Secrets of Comfortable Traveling to Be Found in Light Luggage and Simple Habits.

It only takes one railroad trip to teach a woman that she can't travel with bundles and enjoy herself. Freight and postal rates are so cheap and amiability so rare a charm that it is hard to understand why the gentle race will economize on baggage at such enormous expenditure of temper.

All any woman wants, unless she has a family of small children to care for, is a single hand-bag and possibly a shawl-strap. The bag will only provide for night-ropes, handkerchiefs, collars and cuffs, one or two vials of medicine in case of accident and such toilet articles as are deemed indispensable.

Don't hope to be neat or look nice without a duster of some sort, and never be tempted to break in a new gown. There are plenty of nice cotton goods, such as canvas, stame, and satteen, which make admirable traveling dresses, though hardly as serviceable or satisfactory as a light cloth would be.

In this country it is hardly possible to get a toothsome railroad lunch. The station meals are execrable and the dining-car bills of fare do not begin to be tempting. Usually there are buffet lunches which cost little and however simple have the charm of being palatable.

The book was intentionally omitted from the satchel. Illustrated papers go unchallenged but no traveler who has a proper regard for his sight will abuse it by trying to read on a flying car.

If you desire to make an impression for good sense, keep quiet; ask no questions; don't try to take in the whole scenery from one window, and under no circumstances cultivate acquaintances. The quiet traveler is usually the cosmopolitan.

It will be a saving of physical strength not to travel by night, unless time is a consideration.

Never venture on a journey without an umbrella and rubbers.

Good Swimmers Drown.

A professor of swimming, in conversation the other day with a Mail and Express reporter about the fact that so many good swimmers get drowned when an accident occurs on board of a vessel, said: "The reason is that a good swimmer is as liable to take a cramp as a bad swimmer, or one who can not swim at all. There is where the great danger lies. A good swimmer thinks he is not far from shore, in fact sees the land only a few hundred yards distant, and gives himself no trouble to seize a floating spar of some kind when he jumps from the sinking or burning boat. He forgets that the water is cold, that it is November or December, and that what he could do in the summer months he can not do in the fall and winter seasons. In a few minutes after he reaches the water and boldly begins to swim for the shore, he takes a cramp from the cold water and in a little while sinks. It doesn't take long in cold water to give one a cramp. But in the hurry and excitement of jumping from a boat that fact is not considered. Many an expert swimmer has lost his life by taking a cramp. My advice to good swimmers is not to rely upon their strength to carry them even a hundred yards to shore if they can get a plank or something to assist them in floating. They frequently swim too fast, overtaxing their wind in the beginning. They should swim slowly at first, keep their mouths closed, breathe through their noses and get off their shoes and coats, if possible. In reading the record of disasters to pleasure-boats, in nearly every instance the land is not far. Yet just as many good swimmers drown as those who can not swim well. When the land is only a few yards distant then of course it is not so much due to cramps in the water as to excitement and hurry in leaving the vessel. Many are killed by being jumped upon after they reach the water. Others are pulled under by those already struggling in the water. My advice to good swimmers is not to jump with a crowd, especially the first who leave. Remain until the majority have got into the water and quietly leap into a clear place and strike out."

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