Railway Carriage Manners.

was such an unusual piece of polite- way carriage some article of the value ness. "Yes, oh yes! Certainly! By (so far as he could compute it) of the all means!" I said, although I had sum of which he had been defrauded. been feeling coldish already and I Window-straps made very good razor knew the rain would beat in and wet strops, he told me. Once he took to

side of our varicoloured human nat- hasty and prejudiced, were very unure? Abuse was poured upon railways pleasant for him to listen to. when they were introduced. It was said that they would set all the towns for those who, as they phrase it, "Get and villages near the line on fire; their own back from railway companthat their fumes would choke the en- ies when they can," there is nothing to tire population; that the horse would justify the behaviour of passengers to be exterminated; and that if passen- one another. Nothing can explain it gers thavelled at a speed greater than unless there be some subtle satanic than that of a stage-coach they would influence at work. The best man and be suffocated by the pressure of air. the best women, people whose con-

pened, but railways have brought by courtesy, justice, and honor, are with them an unpredicted disaster. changed from the moment of their en-They have ruined the manners of tering a railway train. those who use them, lowered the mor- | See how they dispose of their handal standard, acted as a solvent of baggage over as many seats as possbie those very virtues which it is the hat-box in one corner, dispatch-case pride of civilization to have produc- in another, overcoat in a third

From our earliest years we as look in wistfully and meet with a cold, sociate railway travelling with deceit. unfriendly stare. If questions are "Children over three years of age asked, the answer is that "friends are must be payed for," say our regulat- coming." I like the anecdote of the ions. Yet children of four and five man who, on a train not stopping betcentinue to be carried by the thous- ween London and Newport in Wales, and every day, even on Sundays, no a three hours' run, sat down meekly fares being paid for them. Nestling in the centre of a seat, three windowin their parents' laps when tickets places being occupied by three underare asked for, they are passed off as graduates and the fourth by a large "Infants in arms." No sooner has and opulent-looking luncheon basket the ticket inspector passed on than from Morel's. This had been stated they swarm all over the carriage, to belong to the usual mythical friend. taking up more room and causing The undergraduates had hoped to demore disturbance than half a dozen fer any one from joining them, but the hope of a quiet journey.

young, if they happen to be small in and flung it out of the window. Here, stature, have the habit of deceit still "dammit," cried the undergraduates, more deeply dented into their impress- "what are you up to?" "Your friend," Five up half-tickets long after they would have been too bad to carry his cheque for a thousand pounds. They carriage manners the worst. > ve outlived the half-priced age. luggage away from him, would it not?" thus is ingrained in their minds the

This belief is sometimes hardened, her belongings upon two corner seats, squeeze your painfully abashed self. I feel obliged to remark, by the be- took advantage of her stepping out haviour of railway companies towards to buy the Spectator and the Family overcrowding they are frequently call- shall complain to the guard," she said, ▲ man I once knew made it a rule, the directors' wives." "It would not

(By Hamilton Fyfe.) Would you mind having this win- whenever he could not get the accommodation he had paid for, to recom I started, stammered, blushed. It pense himself by taking from a rail-

abstracting the netting of the light-But politeness in a railway car- luggage racks, and used it for keeping Plage is too rare a plant not to be the birds off his fruit trees in a tended with sympathetic care, even suburban garden. But this kind of at the risk of a cold in the head or equity is not yet recognized by our unimaginative courts of law. The re-Why is it that travelling by train marks made about this man by magisbrings out almost always the worst trates, though they may have been

But if there is sometimes excuse

None of these calamities has hap- duct in other relationship is governed

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influence me, madam," he replied, only wife.'

Eight people in a compartment ineffect to be astonished. They look this way and that, counting the num-He scored, as did the hero of Her- ber of passengers. They murmur that politeness and good-humour of railbelief, now almost universally held, bert Spencer's favourite story—the there must be room in other carriages. that robbing a railway company is passenger, who seeing a large and ex-Grudgingly they leave you the small-suffer, and it is pleasant to hear of pensively-upholstered woman deposit est possible space into which to successful retorts made by them to

There is clearly some reaction, their passengers. They give as little Herald, to clear and occupy one of mental or physical, caused by railas they can, and they charge as much them. She returned and grew furious. they can for it. In the matter cf "How dare you——?" and so on. "I ons, and even guilty of positive fraud. "and I may tell you that I am one of neighbourly and resentful. There riage window which provokes the most moderate of men into savages

the sense of the other passengers on the qustion of opening or shutting the window? What more disarming than a courteous, "Would you mind?" Why, then, is the usual procedure to shut or open the window without a word? I am a man of singularly patient and forbearing temper myself (so my friends say), but I confess that I am always infuriated by such individual usurpation of the right which belongs to the company as a whole. No matter what my preference about the window may be, I am seized with a desire to de the opposite-to shut it if it has been opened, to open it if it has been

To vield, however, to such feelings is apt to be disastrous. Entering a railway train, I remind myself that I am now subject to malign influences and must fight against them. I run over in my mind examples of the painful consequences of yielding to impulse. There is, for instance, the case of the old lady who disliked the smell of tobacco but travelled in smoking carriages to avoid babies. She considered that her presence was equivalent to the removal of the "Smoking" label from the window A man with a pipe declined to accept this view, so, remarking that he was no gentleman, she snatched the pipe from his lips and threw it out of the window. He at once seized the lapdog which whezel on her knees and sent it after the pipe. Happily this occurred, according to tradition, upon the South-Eastern Railway, so when they reached the next station they saw the dog sitting upon the platform, holding the pipe, which he had thoughtfully rescued, in his teeth. So the incident closed amicably,

But it is not always thus. Some people are possessed in the train by a sudden devil which impels range, with it's attendant smoke, ashthem to refuse any kind of help or es, and dirt and inefficiency? comfort to their fellow-travellers. If I the right train for So-and-so," he will by an "ALL-GAS-KITCHEN Don't be the differences perceptible to the eye, merely scowl and grunt, though very behind the time," equip your kitchen there must be at least two which canlikely he is bound for So-and-so himself. Let a stout elderly man get in old-time methods. Phone 87, or call sullen ones will see him juggle dan- at our Showroom for full particulars. gerously with it in his effort to hoist it into the rack without offering to june 27, eod, tf life a hand or move a foot to assist. Yet, when, insecurely fixed, it falls Hinard's Liniment Cures Dip

The best example I know of this kind of ill-humour occurred on an American train. It is against the rules there to leave baggae in the bagge-way which runs through Pullman cars. A negro porter, walking up and down, noticed an offending bag. "Can't leave thet thar!" he remarked to the man who sat readwhich the bag stood. After some time he passed again and repeated his warning. A third time he came and the bag was still there. "Say," he told the man with the newspaper, "Ah'm gettin' mad! If that bag stays there, I'll pitch it off the train!" Which, upon finding it in the same place a little later, he did. He went back then and told the man still intent upon the baseball columns that he had fulfilled his threat. "Well, I can't help it," the man snarled, not lifting his eyes. "Tain't my

Why is it, I ask once more, that the worst side of human nature is thus brought to the surface by railway travelling? Why does a woman who, in a crowded carriage, is given a seat by a man, take it without a word of gradious thanks? Why, when a man has opened a carriage door for her, does she step out haughtly as if 13 had done what she gaid him to do? Why do men scheme. consp.re, and even lie to keep carriages to themselves? Why is it found necessary to employ large staffs of inspectors to prevent people from "travelling in carriages of superior class to that in which they are entitled to travel (see bye-laws)," and why is it considered a good joke and not disgraceful to be caught by them? Why do so many men put their muddy boots on the seats of railway carriages who would never sit in this way at home?

bag!"

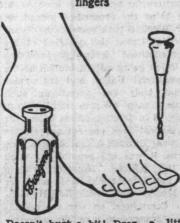
These phenomena are not confined politely, "if you were the director's to any one country. They are to be observed to all which possess railways, coloured, of course, by national variably combine to keep out the ninth habits and prejudices. And they are and tenth. They spread themselves, the more noticeable among those peo-They glare at any one who looks in. ples which consider themselves most adults who have paid their fares in the meek man quietly persisted and still, looking at each other or down Africa have no objection to travelling sat down. Just as the train began to their noses. No one stirs. Each side sardine-wise. They are, I have often Reaching the age of twelve, the move he seized the luncheon basket hopes you will make your attack upon noticed, kind and helpful to one the other. You venture to ask for another. It is in Europe that we find room to be made. The effect produced the misanthropic desire to be solitary as if you had required each to sign a most fully developed and railway

> the picture. That is the surprising way guards. They have much to fussy or abusive passengers, such as that of the guard who, during a long stop between stations, was angrily smile, "Waiting for the train to go on, sir."

Sometimes the retort is unconnost evil passions and turns the sciously funny. On a crowded train in Russia lately a passenger was abusing the company and the Finnish conductor for not putting on more carriages. The conductor replied blandly, "There are quite enough carriages. The trouble is that there are too many people." And he really could not understand why everyone laughed.

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This is given as an illustration of what has been termed the most striking thought on record-viz, that "all events in the world's history have occurred before and will occur again." To give another illustration, if there are more people in the world than any person has hairs upon his head, then there must exist at least two persons

Again, it has been asserted that in a field of grass there cannot be found two blades in all respects identical. It will be obvious, however, that if uch a one be asked whether "this is and consequent leisure to be secured the blades are more numerous than with modern Gas appliances, and thus not be distinguished from each other. eliminate all the drudgery and dirt of To sum up, the elements of which To sum up, the elements of which this earth is composed are limited in umber, and so also are their possible mbinations. And when all the cominations are used up they must reeat themselves, as in the exam

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