

holic drinks, combined with much exposure in a very changeable climate. I noticed in some of the "public-houses," or, as we say, saloons, boxes placed for the reception of contributions for the hospitals. Well, "meet it is" that it should be so, for they send by far the greater number of the inmates there by their direct or indirect influence; but of this again.

Now let us make trial of the "Underground," for the Londoners, like ourselves in this fast age, begin to feel the need of shortening the terms of communication. Our overhead railroad is a curious enough sight—at first it is hard to believe but that some day it will come tumbling down upon our heads to reward us for our reckless daring; but an underground mode of travel—now in the darkness of a tunnel, with the most hideous noise as a constant accompaniment of our journey, relieved by the more startling buzz of a passing train, making at first one's hair stand on end, and requiring experience as well as logic to convince us that a collision is not about to take place—I say an underground railroad produces in everyone's mind, no matter how wide his experience, when he is first made actually acquainted with it, sensations that are unique. To notice at a station trains emerge suddenly out of darkness, perhaps enter from two opposite points at the same time; come to a standstill; discharge a crowd of passengers, while as fast as possible, by a sort of decent scramble, others rush in; then in two or three minutes or less, set off at high speed; this continuing all day long, impresses the spectator with the truth of the old

poet's words (Sophocles, I think): "Of all the wonderful things, the most wonderful is man." As you may suppose, it has proved a great boon to London, and especially to the poorer class. The management is most excellent, and as compared with railways on this continent, the English system in most parts is far superior. The trains going in one direction always take the same track, so that collisions are almost unknown; and on this line, whatever may be said of it above ground, the custom of dividing the carriages up as first, second, and third class is wise, in fact, indispensable. A dirty labourer, with perhaps his shovel, would not feel comfortable riding beside a well-dressed lady, and in England he has the good sense to know the impropriety of it, and so stows himself with his fellow-workmen in a compartment of a third-class car. Such an arrangement suits, too, the condition of his purse. The signal and telegraphic system in connection with the Underground Railroad seems to have reached a degree of importance and perfection of the very highest kind. A man stationed at a signal box under these circumstances presents a fine picture of a human being acting under a sense of high responsibility. The fate of thousands may depend on his individual fidelity in the discharge of a single act of duty. Now that you know how to get about the big city, perhaps we may on next occasion have some further talk about its citizens.

Yours truly,

TOMMY.

(*To be continued.*)