# ROBATHAN ON

Budget of Incident and Anecdote Concerning the Old Country.

### SOME QUEER ENGLISH MANNERS

Abominable Lack of Conveniences in the Matter of Luggage Transportation-Railway Compartments That Resemble Prison Cells-Swansea Notes of Travel.

For the Secanton Tribune.

That first impressions are not lasting I can truthfully woush for. If they were I would be the most disappointed individual in Scranton today. For four days previous to my starting on my recent trip to Europe I lived en-tirely on anticipations. It is said that half of our life is spent in anticipation.

How few of them become realizations?
Twenty years ago I visited Europe and the continent with my parents, Being a child I was unable to form an intelligent idea of the customs and habits and appreciate the scenery and places of interest in the old world. For the past ten years it has been my greatest desire to again cross the Atlantic and view the sights through eyes that have had the advantage of twenty years more of experience. I went, I saw, I am satisfied. After getting my baggage out of the custom house at Liverpool the morning of my arrival I took a cab and drove to Lime street station where I was to book, as they call it there, for Swanses, at which place I intended to spend Sunday. I reached there ten minutes before it was time for my train to start and after procuring my ticket I started to look for my trunk, which had pre-

PLEASURES OF TRAVELING.

I was prepared to put up with some inconvenience as regards the checking of my luggage for I had been informed before leaving here that the system was much different, but I was hardly prepared for the trouble that was in store for me. After some difficulty I finally I cated my Saratoga out on the sidewalk in the rear of the station. It was surrounded by a group of half a dozen men who gezed on it with as much amazement as I would at a threeheaded horse. Rushing up to them, for my time now was becoming limited, I said to one of the group: "I want this trunk put on the

Swansea train. "You will have to get a porter, sir,"

was the response. Two minutes and my train would be gone, and the porter was many yards At las! I managed to reach him and told him I wanted my trunk put on the train. 'Can't now, sir. I'm busy with this

lady's grip.' But I have only got half a minute

other fellows, sir.' ONE CASE OF NECESSITY. attend divine service the following maid who waits on you at the "Pub," morning at the leading church in South the driver whom you hire to drive the minister; that trunk I must have for it expect you to pay tribute to them by contained the only respectable suit of giving a shilling or sixpence. It is part clothes I had to my name. Heroic of their business. That is how they measures must be adopted. I spied a are compensated for their labor. Their salvation. Running up to him like one they have to live, and the traveler who has lost his reason, I shouted in "pays the freight."

accents loud and clear: "Do you want to make a quarter?" He looked at me with astonishment and said in an alarmed voice:

"I beg your pardon, sir." "Do you want to earn a quarter? Come, help me with my trunk." "Earn a what, sir?"

"Why a quarter. I mean-I meana sixpence- a shilling." ANOTHER DILEMMA.

The bell was ringing and the guard was waving his flag as we rushed up to trunk. The baggageman looked at it for a minute and then said:

Where for, sit?" "For Swansea," I shouted.
"You will have to get it labelled,

sir," he replied.

I shoved a shilling into the hard of the urehin who had so nobly come to my rescue in carrying my trunk and told him to run and get me a label. He returned in a few seconds with that very essential article and after handing it to the baggageman I jumped into the railway carriage as the shrill whistle of the locomotive sounded and the train started out. I was all persparation and my nerves were strung to their utmost tension. I glanced around to see what kind of a place I had got into, and found that I was shut up in a little compartment, four by six, and had for my companions in misery nine other unfortunate victims, two of whom claimed alliegance to the Stars

and Stripes. We sat facing each other, five on a seat. I mustered up courage enough to ask one of the gentlemen how long it would take to run to Swansea, and thought that both my heart and back

would break when he replied: "Eight hours." I was sure I would die before I reached my destination, and was wondering what the verdict of the coroner's jury would be as to the cause of death. Making the best, however, of what I considered up to this time to be a very bad bargain, I drew forth a good cigar and resolved to make myself as comfortable as surroundings would permit. The thought of being cramped up in that compartment for eight long hours was indeed anything but pleasant, and had it not been for the magnificent scenery through which we passed—the ragged hills, beautiful valleys and streams, the meadows and hedges, all of which served to draw my mind from my uncomfortable posi-tion—it is hard to tell what rash deed I might have been tempted to commit.

FIRST GLIMPSE OF SWANSEA. When I reached Swansea it was dark and raining hard. Being Saturday, there were thousands out doing their shopping for Sunday, the ma-jority of whom were walking in the middle of the street. Street lamps were conspicuous by their absence. Sidewalks that were about the width of our curb stones could be seen but were not used. They were evidently more for adornment than for use. As I trudged along in the wet and dirt I was the most discontented individual it is possible for you to imagine, and my first impressions of Wales, I can assure you, were anything but charming. A good dose of Welsh hospitality, a splen-did supper and a most excellent bed completely changed my mind.

Swansea is an antique old city of about the same population as Scranton. Its streets, in the heart of the city, are parrow and its buildings old tashioned in design. This, however, does not ap-ply to the new section of the city, here more modern styles of architec ture can be found and streets as wide as any we have at home. It is situated on Swansea bay, which is by all means one of the finest bays in the world, not even excepting that of Naples. Its commercial interests are something enormous. Being a seaport city, it has business relations with every part of the globe. It incke, however, as in fact do all cities of Europe, the hustle and activity that are so prevalent in Ameri-

can cities. THE SEDATE BRITISH TRADESMAN. The business man of Europe is more methodical and careful in his every-day Resemble Prison Cells—Swansea and its Peculiarities—Evils of the Tipping Nuisance—Other Sprightly

Notes of Texas!

Resemble Prison Cells—Swansea life than is his Yankee cousin. He takes life easy, contented to get a small return on his money invested. Health and comfort are his ideals of what a fortune should consist of, and he laughs to think of us foolish Americans scrambling and fighting to accumulate wealth and then, when we have made our "pile" to be stricken with paresis

or heart failure and bave a large funeral. He is a philosopher. He reasons that it is better to go slow and take part in enjoying the comforts that can be derived from a small fortune and live to a ripe old age, than to labor and toil to amass wealth in a few years, then die and leave it to the law courts to decide who is the rightful heir. His philosophy is sound and it would be well if some of our would be millionaires would follow his example. If they did, the coming generation would have a stronger and more healthy race of

young men and women. Probably what surprised me more than anything else during my visit was Everybody drinks, from the there. smallest child to the gray-haired old grandfather, and it is thought perfectly proper as long as you keep within the lines of common reason. During the first week I was there I was invited to take dinner with a gentleman of po-sition and wealth, who had an interesting family, two of whom were young ladies, aged 19 and 22 years respectively. Both were ladies of culture and education, speaking French and Gar-man more fluently than I could speak

English At dinner the servant went to each person and asked him what he would have to drink. Some had sherry, others elaret. Coming from a city where so recently there had been a crusade against the saloons, I took water, but the young lady of 19 took my breath away when she said, "Scotch woisky, please." She drank it with the same ease and enjoyment that a Scranton girl would drink sods water; and before the meal was over had the dose repeated. It is doing them but justice, though, to say that the amount of whisky they drink does them less injury than the amount drank here, for they always dilute it, adding equally as

much water as whisky.

THE CUSTOM OF TIPPING, Probably the worst feature of European life that an American traveler has to contend with, is their system of tipping. At the hotel the employes from the "boots," who shin is the cov-ers for your pedal extremities, to the head steward, who looks after the affairs of the hotel, all expect you to tip them before you leave; and in case you are absent-minded and forget that before my train will start"

"Can't help it, sir; can't do two things at once, sir. Get one of those things at once, sir. Get one of those very important duty, they are not too. modest to remind you of it. The rail-way porter who puts your trunk in the baggage van, the guard who locks you in the railway carriage, the pretty barmaid who waits on you at the "Pub," the driver whom you hirs to drive the horse and trap if you take a ride, all expect you to pay tribute to them by giving a shilling or sixpeuce. It is part of their business. That is how they was desperate. That train I had baggage van, the guard who locks you to catch. I was under engagement to in the railway carriage, the pretty bar-Wales and was to be the guest of the horse and trap if you take a ride, all boy standing near. He was my only wages are insufficient to keep them;

I was dining at a cafe in London one Sunday afternoon and had a very nice dinner, which was made more palata ble by the fact that it was served by a charming young English girl. When I was through I asked her for my bill, and happened to have the exact change in my pocket. I handed it to her, reached for my overcoat and umbrells and started for the door, when she called me back. "Have you not forgotten something,

sir?" she said. "No, I guess not; I have my coat,

gloves and umbrella," I replied.
"But attendance, sir?"

"Oh, I beg your pardon. In the country that I come from a young lady would consider it an insult if I attempted to offer her a tip, and l thought the same rule prevailed here,' I said, handing her a sixpence. "On, no sir; we takes all we can

get." SOME ENGLISH SUPERIORITY

With these inconveniences and preculiar mode of living no doubt you wonder why so many Americans visit Europe yearly. It is not to be wondered at after you have once made the trip. While it is true that their custom seem strange to us and their facilities for enjoying life appear crude, they nevertheless have many virtues that we do not. While their railway coaches are not as well adapted for comfort as ours, they have railroads that are far superior to ours. It may take them longer to carry you a hundred miles, but a collision or a derailed train is a very rare occurrence. They l ave not got the massive buildings and beautiful design in architecture, but they have ancient castles and abbeys that takes your mind back into early ages. They may have more rainy days but you never hear of a death by sunstroke. So that, take it all in all, there are as many commendable fea there are as many commendable features and as good opportunities for enjoying life in England as we have. Space will not permit me to write my observations concerning their municipal government, the condition of their laboring classes, the effect of the passage of the Wilson bill on the tin industry, and their old ruins. Do I hear some one ask if I would like to live there? In reply, I would say that the salary or councilman would have to be E. E. ROBATHAN.

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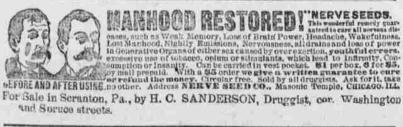
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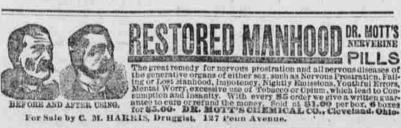
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