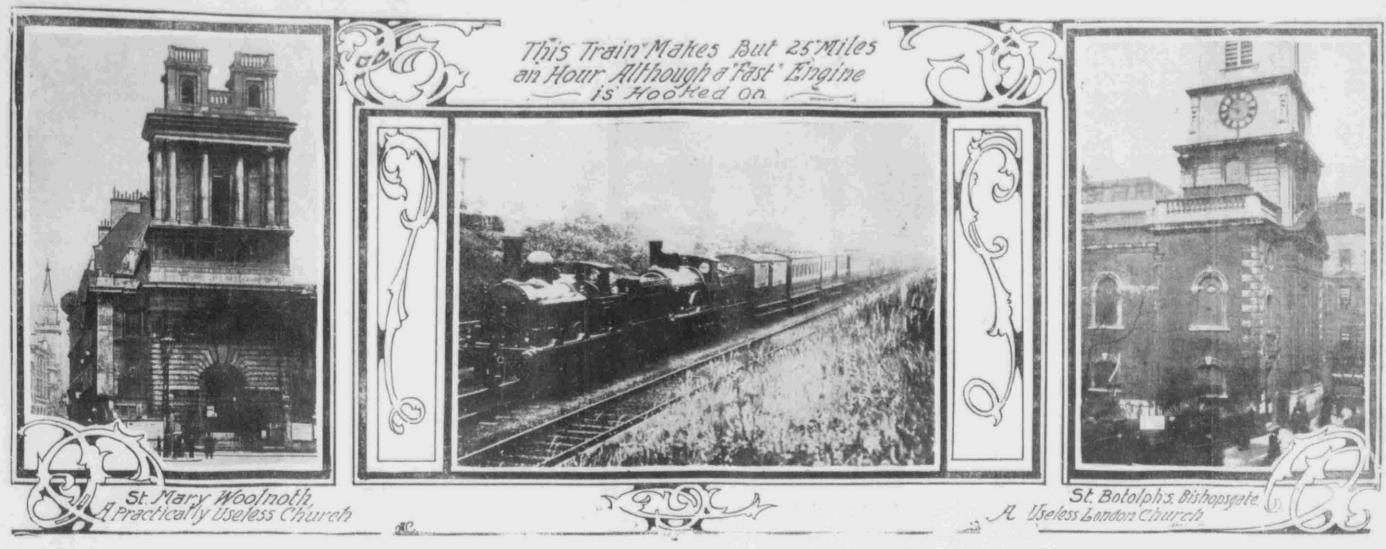
Is Your Advertisement in This Issue?

—The Big Blustrated Weekly, Bead by Everybody.

The Saturday "News" Special Foreign Service.



All Aboard For The "Cattle Trains" of Europe!

ONDON, April 1. - Have you ever traveled on the cattle trains" of Europe? Have you ever had your luggage broken into and everything of value stolen; seen roused from your slumbers at light and compelled to change trains after paying exorbitant charges for he privilege of traveling by a through rain: been insulted by conductor, guard or station master or forced to sleep standing up in the drafty corridor a smoke-ridden car? Have you been charged extra because at some stage of your journey a "fast" engine is said to have been hooked to your train and then traveled hundreds of weary miles at a snall's pace; or paid a fancy price to ride on a "lightning express" that finds it utterly impossible to negotiate more than 25 miles an hour and stops at every little one-horse station? No? Then render thanks to the Fates which have been kind to you and

envying your globe-trotting The indictment against the railroads is a heavy one. I doubt if there are many people who have traveled much on the railroads on the continent who dressed a scathing protest to the management. But despite these bundreds of thousands of protests the services get gradually worse and worse. The majority of the letters are consigned to the waste paper basket and are not even answered. The only possible means of getting reparation for the most flagrant case of neglect and injury on the part of the railroads is to but the ease in the hands of a lawyer. and take the first steps toward a suit

BAGGAGE PLUNDERED.

For years past, with increasing fre-uency, the baggage of passengers has been plundered almost openly on the valireads of France and Italy. It is hard to believe that there is a single hard to believe that there is a single-conest employe on any of the railroads of these two countries, for pilfering that could not be accomplished except that the knowledge of everybody con-ceted with sterion and trains goes on light and day. Those intrusted with

hight and day. Those intrusted with the handling of higgage are armed with tools for filing locks and sawing wood-work, and so expertly is the work done that the unfurtunate owners seldom discover it until they arrive at their

in the pilfering of baggage the Nor is the pilfering of baggage the only serious charge against these railroads. Through passengers are ousted out of the unconfortable seats in the middle of the night to change wars at the pleasure of the officials. Cars which start moderately full are, after a short run, taken off and the passengers crowded into the remaining cars to stand an their feet in the corridors through the long rights or to attempt to santch a few hours of firful slumber reposing on the lop of their luggage. In the middle of the journey at some lonely mountain station, thirdgage. In the middle of the journey, at some lonely mountain station, third-class cars are taken off, and the occu-pants, many of them of the prorest, directly, and most objectionable class, after being compelled to pay the dif-ference in fare, are bundled in with the ference in fare, are bundled in with the long-suffering second class passengers. This practise has made it almost intpossible for women unaccompanied by the escorts to escape insult if traveling by second class. As a matter of fact, if female passengers are lucky enough to escape insult at the hands of their fellow passengers, they are almost sure of meeting with it is the officials of the road.

most sure of meeting with it in the officials of the road.

Nor is the indictment yet complete Extra charges for lictitious services are a favorite means of official thiering. Se-called fast engines are booked on at stopping places and additional favos collected from the helpless passengers. Extra charges are made for express tratics, although the speed rurely is more than 25 miles an hear The "fast" trains all stop at 2 dozen or as stations to every hundred miles, and there isn't a local service in the United States, however bad, from which the Continental system, with a few exceptions, could not learn enough to fill several fat volumes.

PETTY BRIGANDS.

PETTY BRIGANDS.

Although I believe it holds true gen-traily that the further south you trav-el in Europe the bigger thieves you meet. till in Sleily you find yourself among a vertable nation of petty bandits and brigands, I do not believe there is a worse railway system in the

TYPICAL EXPRESS.

you pay a special fare. The distance be-tween the two cities, as the bird files, or rather, as the ruler lies, is about 720 t when I state that the time occupied by this "express" train to do these 720 ulles is more than 28 hours. Imagino to cool. CATTLE TRAINS.

When I hast traveled over this par-icular stretch of road apparently no things was made by the railroad of-icular in cope with the passenger rail-te. Many of the passengers were com-elied to spend the night by the corriwoman who was traveling with nor mald. It took the intelligent clerk just five minutes to reduce her to teach through nervousness and close upon half and hour to determine how much company legally or safely could

HOBSON'S CHOICE. By the time I reached the window there were two minutes left to catch the train. My luggings weighed 28 pounds, and it was so marked on the receipt stips. Yet, airliough it was two pounds under the weight carried free.

Subsequently I mat the English woman who had been a relieve sufferer with me that night at Modans, and she informed the that her baggage had not come through with her to Paris, after all, and that she had been compelled to leave her maid in Paris to nait for it and to travel to London slons.

TAKES UP A COLLECTION.

The Austrian railroads are a little

Forty-Four Churches in One Square Mile is Record of the City of London

Over-Churching of the Old City Proper, With a Population of Only 20,000 is Again Troubling the English Churchmen-Movement for the Demolition of the Useless Buildings Makes Little or No Headway-Occupy Some of the Best Sites in the City, The Total Value of Which Has Been Estimated at \$50,000,000.

ONDON April 4 English churchperiodical awakenings to the scandal of "over-churching" of the City of London, and the proposal to sell more than half the churches and apply their funds to church work that is really needed, is again under disussion. It has been under discussion

a number of times before however, and nothing has come of it.

By the City of London, it should be explained, is meant not the English metropolis with its 8,000,000 or more people, but the old city, which still preat about 20,000 persons and most of these are caretakers of business build-ings and their families, for excepting a marrow fringe at the eastern end where the city merges into Whitepaying a special fare to travel at the rate of 25 miles un hour! This same train, designed primarily to get nouple who are tired of fluly and its railrouds away from the scenes of their discontent and into Paris an asson as possible, and taking no account of buildings behurches-1 am speaking now of edi-fices of the church of England only, and taking no account of buildings bein the chy count be accommonated in the churches of this denomination alone and there would be about 400 sents to spare. This estimate, it must be remembered, taken no account of St. Paul's cathedral, whose churgy receive \$45,000 exclusive of the \$50,000 c. year paid to the histop of London, and which could easily supply all the re-ligious needs of the city.

The scandal of the city.

The scandal of this condition of affices is all the greater when one remarked in the greater when one remarked in the country, and a view of the wetched athems paid to many of the country clergy. It is not uncommon to find dergymen in the above of England whose income is less than 1500 a year, and whose daughters have to curn their educate them to anything better. The church papers are filled with appeals from needy clargymen for financial aid

HISTORY RESPONSIBLE. The over-chusching of the city of muse has its tusis in history. Church allding was a favorite method adoptbefore the great fire of 1666. Of these

bit better than the Italian. Travel-ing some time ago from Vienna to Ventee. I had a typical experience. When the train stopped at 8t. Michael we were all bundled out, and after the cars were shunted back and forth a

ple of times a new engine was atand. A few minutes later the contor called around for an additional
age of about 50 cents, on the ground
t a nester engine now was juiling
train. As a matter of fact, we

wore crawling along at about 15 miles At the Halian border town the third-

se informed that they would have to see the difference between the amount they already had expended on their lickets and the second-class charges. Then they were crowded in with the unfortunate second-class passengers. This occurred to the evening, so that all were compelled to say goodby to sleep

OVERCROWDED CARS.

been demolished, but the churches that bow stand were nearly all built soon after the fire and their revenues are based on the enormously increased val-ne of their holdings of land and other

It is impossible to obtain any accurate estimate of the capital value of the sites, as of course they have never come into the market and land values in London vary enormously, even within a few yards. Some instances, however, will give an idea of what the total value must be. The site of St. Mary's Woolnoth, which stands opposite the Bank of England, and under which an underground railway station has been is \$10,000 a year and its congregation averages 20 persons. The site of St. Thomas, Chartorhouse, is valued at \$50,000, while that of All Hallows, Lou-\$50,000, while that of All Hallows, Loin-land street, is said to be worth no less than \$4,000,000. The ground on which \$5. Michael's and St. Peter's, Cornhill, is built is valued at \$7,500,000. It will thus be seen what an enormous amount of capital is tied up in these useless churches. The sum of \$50,000,000 has been mentioned, and while it is merely rough arress, it is not an excessive

From time to time a few of these usethe sites sold. Some of the prices ob-tained have been as follows:

St. Michael, Wood street \$155,000 St. Hartholomes', Little Moor-fields 100,000

RELIGION COMES HIGH. Looking at the situation from the

Looking at the situation from the point of view of moone alone it has been estimated that the church expenditure in the city of London alone is \$6.16 per head of the population as nually. In West Ham, a populous and poor district in the east of greater London it is only four cents per head per year, and in Fulham, a middle class district in the west, it is but \$1.66 per head.

21 worshipers Including 24 children and the vergers and pew openers. The 10 cauches stand on sites the value of which is estimated at \$2,560,000 the incomes of their slergy are \$28.565 a year and the sealing capacity of the churches is \$.750.

Many of these clergymen never come who draws the humanae salary lives comfortably in the country. Some of the incuralents, it is true, are hard-working men who take advantage of

I offered to mediat them. I told the official that I knew all he wanted was manny, and after a little diplomacy and bribery I managed to get their trunks plombted and put on the train.

BLOODTHIBSTY OFFICIAL.

the lightness of their parish duties to devote themselves to other work in the charch which is more needed and for which no money is available. Two or three of them are insalaried suffragan (assistant) bishops, and in some instances the city livings have been presented to men who are doing valuable literary and research work for the church and who would otherwise be unable to devote themselves to these necessary activities. The fact remains, however, that this work is being carried on at immense expense, for if the sites were sold and their capital value released there would be money chough and to spare for every lightness purpose.

HISTORICAL CHURCHES.

HISTORICAL CHURCHES

churches that are worthy of preser-cation on account of their architectural county or their historic associations. cauty or their historic assertion in the Great s Smithfield, which is one of the old-et churches in England, and one of he mest perfect specimens of Norman architecture in existence. It is one of the two churches remaining that escaped the great fire. Another is St. escaped the great are. Another is St. Helen's, Wood street, which is also worthy of preservation on account of its beauty. Then there are at least two beautiful churches built by Str Christopher Wren which no one would think of demolishing. They are St. Bride's, Pleet street, witch has the Bride's. Pleat street, which has the most beautiful spire in London, and St. Mary is flow in Chespside, whose tower contains the famous Bow bella, and which is the home of the historic Court of Arches, where all offences accurate exclassical discipline are tried. St. Daustan's in the West at the Strand and of Fleet street is another church which is worthy of prosesystion for its architectural beauty. There are a number of churches, nowever, for which nothing can be aid. They are not beautiful and they serve no useful purpose. Among these are what is known as the "Pork Pie" church outside Liverpool street station, which takes its name from its re-emblance to the favorite London deli-acy, and St. Martin's Ludgate, which resents only a plain brick wall to the treet. St. Michael's and St. Peter's. Cornbill, the sife of which is worth 500,000 has no pretensions to archi-

of 500,000 has no pretensions to archicetural beauty.

All these facts have been laid before
the history of London and it may be
that a few of the most glaring incances will be removed, but there is
little hope at present for any sweeping
reform. A hold bishop is needed to
prave all the forces of vested interest
and conservatism which are ranged on
the side of the "dead" churches. Even appull any ordinar

FRANCIS HOPKINS.

lows are all a lot of robbers, you know.

You held up the baggage of those women simply for the purpose of extract-

or to try to sleep, in the vorridors, either standing up or half reclining on their baggage. Those who were unable to sleep men simply for the purpose of extracting blackmant.

"He was a gorgeously dressed official and he flew into a terrible rage. I stepped into my extringe and an down. He came to the door and began to seek in and both of us used the vernacular in the nost perturesque manner for some lists fime. I managed to keep fairly cool throughout the alterestion, and my opponent kept getting hotter and hotter. I said a number of extremals unpleasant things about the Hallan system of robbing passengers. Finally, the train began to kept up a constant stream of conversa-tion, such as only Italians are capable of, so that sleep was out of the ques-tion, even for those who had secured sents. In Italy there is a legalized system In Italy there is a legalized system of brigandogs arong the railroad officials. A stell-known English writer on philosophy recently told me of an exciting experience he had at Plan. "I found," he said, "a party of American women in great distress. The railway offigials refused to permit their haggage—consisting of a number of Sarutoga transless to be put on the train because they were not senied—or plantit—that is, stamped with little pieces of lead helding the ends of a wire together. A new regulation had been made that seek that all luggage must be treated in this way. When I found that the sommen were in such distress, I offered to assist them. I fold the

thisn shot "Fight a duel with you? Not much." fexhibited "In my country gentlation don't fight duels with brigands."

Not only are passengers systemati-dly and deliberately robbed by the 'of-"I then decided to have it out with ally and deliberately relibed by the "of they were compalled to get up, distributed on page fourteen." I said, 'You fel- ideal brigands" employed by the rail and go into another car. The car into a companied on page fourteen.

Plead With Muriel White To be Married in London

ONDON, April 1.-Muriel White daughter of the American ambassador to France, is so popular here that her girl friends disappointed that her fancies have not upon a German. German men, however elever or distinguished, are not favorites in British society. Why, 21 Is difficult to say. But there it is, When the public announcement of the engagement was made about a fort-

night ago I was greeted on every side with "How could she? What possessed her?" or "Why couldn't she have married one of the dozens of nice Englishneed one of the had asked her?"
then who had asked her?"
For all that, Graf Scherr Thosa of
For all that, whells his name dif-

smart French society is extremely regretful, too, that the American ambianador's daughter should have taken a fancy to a German and this is one of the reasons why it is quite possible that the marriage may take place in London instead of in Paris where the

Not a few Heitlich suitors have been

Ladies with produce pet dogs are as areful to avoid a house in which it is supposed there is an outbreak of dis-emper as if the days were children and

of transmission of germs.
MISS POST PETED.

Mrs Adair and her nices, Nellie Post, one learns through their letters to their friends, have been having the times of their life journeying in the cost, They had letters of introduction Ching and Japan with the result the

THE VERY LATEST.

"Ball breaklasts" are the very latest thing. Sometimes they are served at the conclusion of the dance in the house where it has taken place. In other cares a friend of the hall give offers to take on a number of the guests to her own residence and there regals them with a pick-me-up breakfast of the most interesting order. Doylled bones and deviled kidneys.

collists treat with but his mistress a according to treat with but his mistress a according arranged when it was despited to spend the night at a hors, in the rearest lown.

It is considered the night at a hors, in the rearest lown.

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It is considered the night at a hors, in the rearest lown. It is the reason of the for a horse forms und to set intending guess, who possess does, know beforehand if there is any maidly in the kennels, for many hippose that it is quite possible to bring away the germs of distourbes in the same way as those of nearest realing at the reason at the smart hards and restaurants if it wild that increases solely through having the minor of the forms the germents of their arrestaurants if it wild that increases solely through having the minor of the forms who have previously visited an invalled dog People are simply rable on the germents.

In the rearest lown.

It is the reason for the reaction of the germents.

It is not the considered the market in a particular of the form my high case of the form market in a particular of the summary of the summary in the summary in the reaction for the reaction of the case of the form market in a particular of the summary of the summary in the summary in the summary in the reaction for the reaction of the reaction of the case of the form market in any order of the summary of

ways, but the head offices of the various companies take every possible alvantage of the traveling public. For
instance, not long ago a frond of place
paid \$15 for through electic compart
ments for houself and lamily to the
south of Pranes. At a sund station
after they had all retired for the pight,
they were compalied to get up, date,
and so into unother ago. The car since

(Consisted on page fouriers.)