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THE OUTLOOK COMPANY  
381 Fourth Ave., New York

(Continued from page 532)

Arnold of "Rugby Chapel," he wanted to carry others with him to any heights that he might scale. His art was "too great for haste, too high for rivalry."

### III

Not long afterwards he was living in a particularly sordid stall on the fifth floor of a dreary house on West Twenty-third Street. I don't suppose Charles Lamb loved the tidal fullness of life along the Strand or O. Henry the uproar of the "Four Million" any better than Robinson loved the ferry-seeking traffic before his door or the clack and clangor of the elevated trestles, in whose shadow, round the corner, he ate his frugal meals.

In the crowd he found his freedom and his solitudes, and in the noise his silence.

But the first time I called on him in his dingy and depressing eyrie the room was blue with the smoke of five bohemians, sitting three on the edge of the bed, one on the only chair, and the other on the window-sill. They talked "wild and whirling words" about the manufacture of poetry, and Robinson, who knew more than all of them about it, only listened. Besides the over-populated bed and the attenuated and precarious chair the furniture was a bureau with no mirror and a wash-stand with a water-pitcher, cracked. I did not stay long. The room, awful as it was, was better than the company that had come to call, unasked, on Robinson.

About that time Robinson was checking off loads of stone as carts delivered them at one of the gaping craters of the new subway. Masefield, I presume, at that time was tending bar upon Sixth

Avenue, not far away. Poetry from Yonkers was looking up distinctly. It had moved to the metropolis.

In 1905 I paid a visit to Richard Watson Gilder at Four Brooks Farm, Tyringham, and after he had inquired for "your friend with the fine eyes, Robert Haven Schaufler," and grumbled at Kipling for having the nerve to ask the "Century" \$1,000 for a single story—which the "Century" refused to pay—the talk was pivoted on Robinson.

"I had lunch a while ago with Roosevelt at the White House," said Mr. Gilder. "Right in the middle of the meal Mr. Roosevelt pointed a minatory forefinger across the table and shot this at me: 'What shall we do with Robinson?' Of course I knew instantly which Robinson he meant. He had 'discovered' Robinson in that article for The Outlook written a little while before, which was the beginning of Robinson's larger public vogue.

"After lunch we got together and discussed the poet's fate. One possibility after another was put forward and rejected. Finally we decided on a consulship in Mexico as the very thing for him.

"But when the offer was made to him, do you suppose he accepted? Not much! He couldn't make up his mind to tear himself away from New York."

Not long after that a berth was found for him in the New York Custom House. The stipend, modest as it was, must have seemed a fortune to the poet. The days of the sharpest intensity of struggle were behind him. But it is not observable that comparative prosperity and success has swelled or turned a head that over the road dust and the din has always held commerce with the stars.

## SMOKED OUT

BY O. E. MAXWELL

**I** TELL you, the railways are robbers," were the words that greeted me as I entered the smoking compartment of a chair car while traveling on one of the small railways in Ohio.

The speaker continued his argument in a loud tone of voice, apparently addressing the man seated next to him, but in reality speaking for the benefit of all present, so that they would realize that here was one man who knew just what was going on and wasn't afraid to say so.

"Why, look here at this little jerk-water road we are riding on now; no service, no accommodations for the traveling public, yet look what they are getting away with. Raised the fare forty per cent not long ago, so that the common people can't afford to travel, and then they turn right round and cut the wages of their employees fifty per cent on top of that. Isn't that plain robbery—forty per cent increase in passenger rates and fifty per cent reduction in wages? That makes ninety per cent, the way I figure. It's a big graft, I tell you, and we as the public ought to see that something is done about it. I wouldn't kick so much on the raise in fare if they hadn't cut the wages. Why, some of the

men don't make enough to live on since this last cut."

"That's right," "You've got the dope," "Bunch of grafters," came the various responses from over the car, showing conclusively the way sentiment stood in this car on the increase in passenger rates.

"I beg your pardon," a low voice interrupted the first speaker as he was about to pour out another tirade against the money-grabbing railways, "the increase in passenger rates was only 20 per cent."

I smiled to myself as this thrust went home, causing the face of the smoking-room orator to redden in embarrassment.

"I don't see how you figure. Why, I paid—" Again the flight was spoiled by the words:

"Figure it yourself. The rate was 3 cents per mile, and you now pay 3.6 cents for each mile traveled, plus 8 per cent war tax."

"Well, it's too high," Solomon said, sharply, emphasizing the point by pounding the arm of his chair. "It's so high the common workingman can't afford to ride in a train any more."

"Especially on chair cars," was the quiet response.

I smiled again, because I had noticed

that the chair car on the train was crowded, while the coaches were not half filled. And this I knew was prevalent all over the country.

"Well, they had no business to cut wages in two, taking the bread—"

"The average increase of wages on railways since 1915 was 130 per cent, the reduction but 20 per cent."

This answer again checked Solomon's eloquence, causing him to rise from his chair and angrily address his opponent.

"You can't fool me with figures. Why, I tell you, the stockholders of this railway and all the others will be rolling in wealth if this keeps up for a year."

I saw the defender of the railways turn to his paper and slowly read: "Two hundred shares W. & L. E. Ry. common stock, sold yesterday at \$8.75 a share. Why not buy it and 'roll your own'?"

This reply brought a smile to all our faces, as the stock quoted was the same as the road we were riding on, and selling at 8 cents on the dollar.

"Well, anyway, the fare is too high, the highest in the world," continued the wrecker of railways, "and here they are cutting wages."

"Sorry to dispute your word," was the answer, "but passenger fares in the United States are the lowest in the world, accommodations to the traveling public are the best, and wages paid employees the highest."

"I say, that's going it too strong," came from another man; "that couldn't possibly be since this last increase."

"Get your pencils, and I'll give you some comparative figures on world travel before I get off at the next stop. This chair car if on a railway in Europe would be a luxury that only the rich could indulge in. The fares on European railways are paid by people whose daily incomes or wages do not average one-fourth of our incomes or wages." Here is he table he read us from his notebook:

From	To	Railway Distance Fare		Total Railway and Car Fares	
		Miles	First Class	Car	Car
Paris	Milan	522	\$40.76	\$18.95	\$59.71
Chicago	Buffalo	525	18.81	5.63	24.44
London	Liverpool	193	11.79		
Boston	Albany	201	7.23	3.00	10.23
London	Paris	287	33.59		
Chicago	Cincinnati	285	10.26	3.75	14.01
Paris	Rome	891	53.50	21.13	74.63
Chicago	New York	908	32.67	9.00	41.67
Manchester	Glasgow	225	14.67		
Boston	New York	233	8.15	3.00	11.15
Paris	Geneva	375	21.99	12.52	34.51
Chicago	St. Paul	398	14.27	3.75	18.02
Paris	Nice	675	37.99	19.69	57.68
Chicago	Atlanta	733	26.72	8.25	34.97
Paris	Liège	228	12.43	6.46	18.88
New York	Washington	223	8.14	3.75	11.89
Paris	Vienna	872	51.40	23.29	104.69
Calcutta	Birmingham	899	33.08	10.13	43.21
Paris	Warsaw	1,270	109.44	31.87	141.31
Metrolit	Denver	1,296	47.08	14.63	61.71

BETWEEN POINTS SHOWN IN EUROPE AND UNITED STATES		Europe	U. S.
Total mileage		5,547	5,706
Total railway fare		\$417.56	\$206.41
Average rate per mile		7.5 cts.	3.06 cts.
European fare percentage higher than the United States, 102.29.			

Silence reigned while each man scanned the array of figures, for, with the exception of Solomon, every one had copied the figures as presented, and now look of utter amazement settled on each countenance as all realized the truth.

Finally, from the corner of the car a amazed voice said: "Paris to Milan, 522 miles, \$40.76; Chicago to Buffalo, 525 miles, \$18.81. Well, I'll be damned!"

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AMERICAN woman, of refinement and education, trained teacher, chaperon, and housekeeper, wishes position as companion, chaperon, or managing housekeeper, or the supervision of a motherless household. Highest references. Box 24, Auburndale, Mass.

### Teachers and Governesses

EXPERIENCED governess, Canadian, capable entire charge, graduate New York Babies' Hospital, holds teacher's certificate, would travel. 712, Outlook.

## MISCELLANEOUS

BOYS wanted. 500 boys wanted to sell The Outlook each week. No investment necessary. Write for selling plan, Carrier Department, The Outlook Company, 381 Fourth Ave., New York City.

TRUNKS, BAGS, SUITCASES. Why pay two middlemen profits? Buy from factory direct. Send for free catalog. Monarch Trunk Factory, Spring Valley, Ill.

MISS Guthman, New York shopper, will shop for you, services free. No samples. References. 309 West 99th St.

WANTED—Invalid, defective, or elderly people to board. W., Pawling, N. Y.

PIERCE ARROW LANDAULET—sixty horse power. \$1,800. Telephone, Plaza 6398.

EDUCATED elderly lady, requiring nursing care, desires warm, sunny room with board. Private family or small sanitarium. New Rochelle or Mt. Vernon. Answer, stating particulars and terms. 703, Outlook.

EXTRA money easily made telling your friends of wonderful preparation. Write for particulars. 710, Outlook.

FOR adoption. Fair haired, blue eyed boy of nine years. Apply 610 Elm St., New Haven, Conn.

FOR adoption. Attractive, sturdy, fair haired, blue eyed little girl of ten years. Protestant. Apply 610 Elm St., New Haven, Conn.

## BY THE WAY



*"Imitation is the sincerest flattery"*

There have been many imitations of

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## SOUTH AMERICA

Our exceptionally well-planned Cruise-Tour to this intensely interesting field for pleasure travel will leave New York Feb. 4, 1922.

The itinerary includes calls at HAVANA — PANAMA CANAL — the historic cities of PERU & CHILE — ARGENTINE, URUGUAY & BRAZIL, arriving back in New York — via the East Coast Route — on April 3d.

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**A**MONG elderly men still active in pursuing their vocations, a subscriber places in the foremost rank Mr. Barr Spangler, of Marietta, Pennsylvania. Mr. Spangler, our correspondent says, will be one hundred years old on December 4, 1921. "He attends his store and business every day except Sunday, and on Sunday walks to church with an elastic step that some men of sixty cannot equal. His wife is still living, and they will celebrate their diamond wedding February 2, 1922, if both survive till then."

Another young-old man still active in his profession is, a reader informs us, the Rev. H. G. Hill, of Maxton, North Carolina. "He will be ninety years of age on November 27. He is now as active in the ministry as any pastor anywhere. He preaches two and sometimes three times every Sunday, and attends every meeting of the board of regents of an orphanage one hundred and fifty miles distant and also of the trustees of a theological seminary in Richmond, Virginia. His congregation gives him annually a purse of a dollar for each of his years, and this year he will doubtless receive ninety dollars in gold for his official birthday gift. He has been preaching about seventy years."

A test made recently in Paris indicates that modern violins are fully equal to those produced by the old masters of violin-making. Twelve violins, six old and six modern, were played in a darkened hall by a player who picked them out by lot and played the same tune on each. The audience, not knowing what particular violin was played, voted by number as to which instrument they preferred, for tone and general musical quality. The modern instruments easily won, a famous Stradivarius being third.

At Château Thierry the bridge over the Marne, where the American machine gunners held back the enemy, is being restored by Americans, and on Armistice Day a stone was set up near the bridge, with the inscription: "Here the invader was driven back." It was the first of 240 similar stones to be set up along the whole line, from Switzerland to the sea. On the sides of the stone, a despatch says, are carved a gas mask and a wine flask. The significance of the latter symbol is not explained.

The following note in the "Rural New Yorker" may be worth saving till next season by fruit lovers: To protect cherry trees from marauding birds, take a piece of black rubber hose about three feet long. On one end of this fasten two shiny boot buttons. Then weave the hose among the branches with the button end out, and you have a respectable-looking snake, which will effectually keep the birds away. It is said also to be useful in protecting strawberry beds.

Foreign fruit is supposed by some Americans to have a finer flavor than the home-grown sort. The same sentiment seems to be held abroad as regards

our apples, British connoisseurs preferring ours to their own. A daily paper says:

Included in the cargo of the Royal Mail liner Oropesa, which sails for Southampton this week, are several barrels of choice Newtown pippins consigned to a well-known London dealer, who supplies fruit to some of the most distinguished families recorded in Burke's Peerage. This famous apple is said to be much in vogue among fashionable English folk, having for more than sixty years enjoyed the favor of royalty. The Newtown pippin received its formal introduction into high society in England in 1861, when Charles Francis Adams, then United States Minister at the Court of St. James's, presented to Queen Victoria a large barrel of the luscious fruit that had been grown in a Massachusetts orchard. Since that time a consignment has been forwarded every season to Windsor Castle.

Ordering a copy of Tennyson's poems, a customer wrote to a bookseller, as reported in the "Norwich Free Academy Journal," "Please do not send me one bound in calf, as I am a vegetarian."

A cotton-spinner, an English magazine says, after many fruitless attempts to get a manufacturer to settle his account, wrote him a letter couched in very strong terms. The pair met the following day, and the manufacturer protested against the language used in the note. "Every account I get," he explained, "is thrown into a basket, and once a month I dip my hand in and draw out four bills. Those four are paid. Now, if I get any more impudent letters from you, your bill won't even get into the basket!"

People who bemoan the fact that their motor car is not absolutely of the latest model may take comfort from the statement that in speed trials lately held in Denmark all records, it is reported, were broken by a car built in 1908. This was a Fiat racing car, "Mephistopheles," which was used to defeat a British challenger early in its history and has been in private service ever since. Its present owner bought it a few months ago, put it in good shape, and on the occasion referred to drove it himself at the rate of 106½ miles an hour in one event.

The picture of Theodore Roosevelt which appeared on the cover of The Outlook for October 19 was taken by Mr. T. W. Ingersoll, of Buffalo, Minnesota, in 1883, when Mr. Roosevelt was living in the "Bad Lands" of North Dakota, and was originally copyrighted by Mr. Ingersoll. Through an oversight, Mr. Ingersoll's name was omitted under the photograph as reproduced. We hasten to make this correction, and the more gladly because the picture is an excellent one. Photographers who secured good photographs of Mr. Roosevelt in his early life are to be regarded in the light of public benefactors, and their names should go down in history as such. Mr. Ingersoll's is one of these.