

## AROUND THE WORLD.

WHEN Jules Verne wrote "Around the World in Eighty Days," the feat of his hero was deemed remarkable, as it was certainly unprecedented. Not many years later, however, two young American women beat Phineas Fogg's imaginary record by almost ten days, and the play founded upon Verne's romance now calls itself "Around the World in Sixty Days." As a matter of fact, nobody has yet made the journey in so short a time, but Griffiths, the English traveler, has done it in about 65 days, and the prospect is that before the close of the century the trip may be made by ordinary means of transportation in less than forty days.

The journey round the world eastward from London is now made easily in from 66 to 67½ days. This means that in the ordinary course of travel a man may leave London on the 1st of July, and journeying eastward eat his dinner at London about the 4th or 5th of September. From London to Colombo, Ceylon, is eighteen days; from Colombo to Hong Kong is fourteen days; thence, with a probable delay of one day, to Victoria, B. C., is twenty-one days; across the continent to New York is seven days, and across the Atlantic, with a possible half day's delay, by the swiftest ships, is six days. This foots up 67½ days, and, if the possible one and one-half days' delay be eliminated, sixty-six days. There is always the possibility of some gain in crossing the Pacific, as the ships are oftener early than late, so that an ordinarily lucky voyage might be made as low as 65 days. All this presupposes that the traveler takes ordinary means of transportation and asks no special favors. Should steamship companies and governments co-operate to forward him he might accomplish the journey in two or three days less. The best known tourist company sends travelers round the world in from sixty-five to seventy days at an expense of about \$900. This means exactly \$666 for the round the world ticket, \$25 extra for sleeping car berths and \$3 per day for food and trifling extras. The trip is thus made luxuriously. It might be cheapened by an economical traveler.

When the Transsiberian railway shall have been completed to Vladivostok, there will be an all rail route across Europe and Asia. In connection with this will be run swift steamships to the western coast of the American continent. The greater part of the journey around the world can then be made by rail instead of by water, and the time may easily be reduced to less than forty days. The journey from London to St. Petersburg is now made in sixty hours. The journey by rail across the Russian empire to Vladivostok can be made in not more than 14 days, and the sea trip from Vladivostok to the shores of America ought to be made in eight or ten days, while the trip across the American continent and the Atlantic need not consume more than 13 or 14 days. This foots up almost 40½ days, and taking the shorter alternatives in two instances, 37½ days. Special co-operation of governments and transportation companies could probably reduce it as low as 35 days.

All this presupposes no improvement in the speed of steamships and locomotive engines between this and the close of the century, but should the speed of each be bettered by some fraction of a mile

per hour the traveler of six years hence may girdle the globe in less than a calendar month. With the Trans-Siberian railway in first rate running order and its attendant line of steamships doing good service, it is safe to say that some adventurous traveler will undertake to dine in London on the first day of any month between May and November, girdle the globe and dine again in London on the last day of the same month.

The journey around the world is still perhaps a serious undertaking, but it is no longer an uncommon one. All sorts of persons are making it, and many have gone round the world three or four times. Englishmen employed in China and Japan frequently make their visits home to England by way of the United States and return eastward from England to their posts. Americans are gradually becoming the great travelers of the world, and it frequently happens that an American's first trip abroad is a tour of the world. In making such a journey at leisure the traveler encounters fewer sudden and violent changes of climate than one might suppose. American travelers seem to prefer the westward journey round the world. Leaving home in early autumn, they pass through Japan before the cold weather sets in, see India in December and January, Egypt in February, southern Europe in the early spring, and England or France in the late spring and early summer. The traveler eastward from London ordinarily starts in late autumn, passes the winter in the tropics of Africa and Asia, reaches Japan in the spring, crosses the American continent before the heats of midsummer have come and reaches London in the midst of the season.

WILLIAM C. DERWENT.

## NOT YET.

The young fellow was extremely diffident, and very much in love with the girl.

He had made half a dozen attempts to offer her his heart and hand, but on each occasion he had fallen short.

To add to the seriousness of the situation, the girl was ready to accept him as soon as the proposal was in definite shape.

Even the mother was willing, but latterly she had grown tired of the dilatory tactics and Fabian policy of the suitor, and had kicked on his coming so often and staying so late.

One night, after three hours of struggle on his part, and much delicate encouragement on the part of the girl, he had seized her hand convulsively, dropped on his knees impetuously, and was about one-fifth through an impassioned appeal to her to be his'n, when the mother's voice sounded clear in the night from the head of the stairs.

The youth stopped short, but held on.

"Mary," came the maternal voice querulously, "is that young man there yet?"

"Not yet, mother," replied Mary smiling sweetly down on the face of her Romeo; "but he's getting there."

And two weeks later the cards were out.

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