

Corporations and Women

IT IS reported that all the women stenographers in the general offices of the Grand Trunk railway are to be discharged for the reasons hereinafter set forth, to-wit:

"Because they are too much addicted to the chocolate cream and caramel habit.

"Because, when not indulging in various kinds of confections, they are engaged in nibbling at solid food.

"Because they talk too much, and especially about matters in which the railroad company, as a common carrier, and a corporation organized for profit, is not now and cannot under any circumstances become interested.

"Because the average woman employe has no thought for the future that is associated with the development of the company's interests, her main purpose being to kill time until she finds a husband."

It is possible that some of these charges are well founded. It is possible that women employes as a rule, and particularly when they are thrown together in large numbers, are prone to carry feminine weaknesses into the daily routine of business life to the extent of endangering the balance of those masculine minds which are more or less influenced by their delightful presence.

It is possible that half a dozen caramelize women in a general office are capable of throwing a well organized railway system out of gear, and that no discipline was ever established that has been sufficiently rigid to prevent the average woman from forgetting business if there is anything more interesting at hand.

But, with this admitted, the fact remains that if candy, lunches and gossip only can be eliminated, women as a rule are not only faithful and honest, but competent employes. This fact is well recognized.

Men are not perfect. We believe that this will be admitted even by railway managers. And it is frequently the fault of the men rather than the fault of the women that the women do not adhere more strictly to the office rules. When there are no men the women do better. When there are a few men the women do not do so well. When there are as many men as there are women neither the men nor the women do quite as well as they ought to do. And man is as much inclined now as he was in the garden of Eden to throw the blame on the woman when anything goes wrong.

Still, for woman's sweet sake, let us hope that the action of the railway company in question may teach her that, while candy, lunching and gossiping may all be very well in their way, yet from man's point of view, business is business.—Chicago Inter Ocean.

Dainty Dress Waists

(Continued from Page Thirteen.)

yet the soft sheen of the silk and the brilliancy of its coloring forbid all criticism. The simple blouse front has a two-inch wide box pleat, fastened by embroidered buttons—hand-embroidered, if you please. These hand-embroidered buttons are the latest fad. They are easily made and allow milady to have exclusive buttons made to match each gown. The same buttons are used on the cuffs of the moderately large sleeves.

Lace stock or flars look well on a silk waist of this description. They make the most effective neckwear combination which could be imagined.

HARRIET HAWLEY.

Captain Larsen

(Continued from Page Two.)

into the kitchen, where they ducked their heads into the dishwasher's tub, full to the brim. Dishes, pots, pans and even the lamps were piled on top of them and scattered over the floor. Shattering glass and tramping feet raised a most unearthly row.

Ducked into insensibility, the two boarding masters were then dragged into the barroom, which was wrecked in a similar manner. There would certainly have been murder done had not a squad of police burst in the front door just then and charged the drink-crazed sailors. Most of them were rounded up after a desperate fight and hauled off to the police station, but not until a squad of reserves had reinforced the original patrol, Al Black, Seattle Mike and the bartender were taken to the hospital.

Next day Captain Larsen appeared at the police station and paid the fines.

"It grieves me," he said, as the men followed him meekly out into the street, "to find you in this condition. You had given away to sinful wrath again. What did you do to dem?"

"They're in the hospital," replied Jack, with a sickly smile.

"Well," continued the skipper, "in dot case, I see de hand of de Lord, who smiteth in His anger. 'Vengeance is mine,' said the Lord. You hav bee—His instru-

ments of vengeance, and so shall be forgiven.

"Say, boys, dis afternoon I ship again for de next voyage. You vant to sign on againt?"

"Aye, aye, sir," they all responded.

Carpenter's Letter

(Continued from Page Twelve.)

public buildings of the queen are now used by the French officials, who are introducing modern improvements of all kinds. They have improved the ports, have instituted schools and colleges and are doing much to better the country.

France has a big sized island empire. Madagascar alone is as long as from New York to Chicago and as wide as from Washington city to Boston. Just east of it is Reunlon, an island not quite as big as Rhode Island, which also belongs to France. It is noted for its plantations of coffee, vanilla and spices. Northwest of Madagascar are the Comoro Islands and the island of Mayotte, all very rich in sugar, vanilla and coffee, and in the West Indies are a number of islands equally valuable. The chief of the West Indian islands are Guadeloupe and Martinique. The French also own the state of French Guiana, on the coast of South America below them.

France has also islands in the Pacific. East of Australia it owns New Caledonia, which it uses largely as a prison settlement. It has the Wallis archipelago northeast of the Fijis, the Huon islands northwest of New Caledonia, the Loyalty islands—further eastward, Futuna and Alaft, south of the Wallis islands, and the New Hebrides. It also has a large number of islands in the South seas, and especially the Society islands, the most important of which is Tahiti, with an area of 600 square miles and population of 10,000 souls.

The French have also small colonies in East India and some very large ones in farther India, such as Tonkin, Annam, Cochin China and Cambodia, of which I have written in previous letters.

FRANK G. CARPENTER.

Derelict Street Cars

(Continued from Page Eight.)

and the car itself is making all the noise which is a feature of the present day street car system. Why, one day a man even walked right into one of our old horses and was trodden down and the car passed over him and he died an hour later. He was brooding on the ills of life at the time the accident occurred and was entirely oblivious to the fact that a street car was coming down upon him.

"Today people will walk right up to a street car without knowing it, although the car is making plenty of noise. Just the other day a woman actually stepped right off a Farnam car which was running at full speed. The conductor was in the front part of the car and did not notice her and she stepped onto the back platform and walked right out into the open. Of course she was seriously injured and the question arises, why did she do that? The only way I can figure it out is that she

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was in a state of mind and that she actually did not know the car was running. Her thoughts were elsewhere."

The present officers of the Omaha & Council Bluffs Street Railway company are: Frank Murphy, president; Guy C. Barton, vice president; R. A. Leussler, secretary; W. A. Smith, general manager; F. A. Tucker, general superintendent.

Every effort has been put forth to place the local street car system on a metropolitan basis. The Dodge street cars have been fitted with a wooden shoe to prevent possible accidents if the brake should refuse to perform its work. Heavy rails have taken the place of the shorter and lighter rails, thus doing away with the numerous joints and making the track more stable. This is a striking contrast to the former methods to which the old cars now housed in the Hanscom park barn could testify. With the advance of the city along all lines the street car system has kept pace and today the old horse and cable cars are but the creatures of memory.

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