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Stowaways. The Ocean Art of Ticketless Travel Extensively Practiced. Stowaways being usually considered rather interesting personages to read about, a newspaperman waited upon to learn something about the methods of the passengers who don't pay. Although he was not actually referred downstairs to "our Stowaways Department," the visitor was at once taken up in a lift to a gentleman who might almost claim to have made a lifelong study of stowaways. "Stowaways things of the past!" he ejaculated, in response to the caller's suggestion. "I should rather describe them as being decidedly of the present. Personally, I believe stowaway has become more popular of recent years. The reason? The South African war, the rush to the Cape. No work there; so on to Australasia, anywhere, then home again. Even today, after boats leave Cape Town, there is always a stowaway hunt—a kind of 'spy' for the crew. "Stowaways are of two kinds. There are those who smuggle themselves on board anyhow, and hide amongst the cargo in the more usual, unsophisticated way. The others saunter aboard with the passengers' friends, and, ignoring 'All ashore' now comfortably as passengers themselves, trusting to luck and cool cheek to dodge the ticket-taker. "Look at one of the Castle boats! Thirteen days at sea, twenty-four hours from Southampton, a well-groomed individual inquired of the chief officer if he could be provided with a railway ticket to London, instead of continuing the voyage to its end. It was finely done, but bluff, nothing else. The man had no right on board at all, and was given into custody. "One stowaway went to New York in a packing-case. He was pinned up for sixteen days, lying upon hay with two dozen soda-water bottles of sweetened coffee and a packet of letters from his young lady with him. The man nearly lost his reason. "The West Coast of Africa is a terror for colored stowaways, constant watch having to be kept on the steamers. Recently a mail boat arrived at Plymouth with twelve Kroomby stowaways on board, one of them bringing with him his tall silk hat! "At some ports now dogs are kept, and trained to run loose among the cargo ere the vessel sails and nose out stowaways. The sailors call them 'bulge hounds.' One dog could not be induced to quit, so the ship sailed with him, and next day he dragged to light a man's wooden leg. There was a one-legged stowaway in hiding. "Aboard liners, a stowaway is signed on as an assistant stowage steward. Place under the orders of the chief steward, it depends a great deal whether he is handed over to the police or given a proper discharge at the finish of the trip. "I have known stowaways to depart in the best of spirits and bodily condition, and with two or three sovereigns jingling in their pockets. Compensation Curiosities. The British public has some queer ideas about the Workmen's Compensation Act. All sorts of funny claims are made under its provisions, and an Answers' man, who has made inquiries of some of the leading companies who insure under the Act, has discovered some droll claims. Here are a few: "Cox, whisking her tail, causes injury to milkmaid's eye. "Servant receives shock through seeing large Teddy bear when room was only dimly lighted. "Man servant, strained leg through stamping on fat. "Coachman, proceeding from stable, struck on face by master's slipper, intended for a singing cat. "Cook, breaking coal, piece went down her throat. "Butler, hand injured by pin in embracing parlormaid. "Curate carrying through stumbling whilst scalded with parochial guttering. "Clergyman bitten by toy dog whilst visiting. "Death a Pleasure." The fact that Lord Erskine recently celebrated his seventieth birthday recalls the amusing stories told of the first Lord Erskine, who was Lord Chancellor in 1806, and a great friend of the first Earl of Leicester, at whose place, Holkham, he enjoyed the society of Dr. Parr, the famous English scholar. Parr considered that the highest compliment he could pay anyone was to compose that man's epitaph, and was heard one day gravely informing Lord Erskine "that he had every intention of writing his lordship's epitaph," upon which Lord Erskine replied that "such an honor would make death a pleasure." The ignorance of this Lord Erskine concerning matters agricultural was such that, passing a fine field of barley with the Earl of Leicester one day; he threw up his hands with the most rapt admiration and exclaimed, "Good gracious, what magnificent lavender!" Lady Master Mariner. Lady Margaret Macrae, only sister of the Marquess of Bute, is a clever and capable woman, who likes everything Celtic. She takes a deep interest in the crofters, and works hard to maintain the old feudal feeling between landlord and tenant. She is an experienced yachtswoman, and one of the very few who hold a master mariner's certificate. When on board she goes to work in a practical manner. The bow of her yacht bears the inscription: "In an angry sea or a sudden storm, we trust to our lucky star. Long on the Job. Mr. Edward V. Horton, cashier of Messrs. Rogers, Sons & Co., merchants of Wolverhampton, Eng., has just completed seventy years' service with the firm. He began as a junior clerk, and subsequently rose to be accountant, confidential secretary and finally cashier.

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