

The Poets.

Bubbles.

I stood on the brink in manhood,
And it came to my weary brain,
And my heart so dull and heavy
After the years of pain.

That every hollowest bubble
Which over my life had passed
Still into its deeper current
Some heavenly gleam had cast.

That, however I mocked it gayly,
And guessed at its hollowness,
Still, when, with each bursting bubble,
One star in my soul the gleam
—W. D. Howells.

He Worried About It.

"The sun's heat will give out in ten million years more,"
And he worried about it.
"It will surely give out then if it doesn't before,"
And he worried about it.
"It would surely give out, so the scientists said,"
In all scientific books he had read,
And the whole mighty universe then would be dead,
And he worried about it.

And some day the earth will fall in to the sun,
And he worried about it.
"As sure as a straight as if shot from a gun,"
And he worried about it.
"When strong gravitation unbuckles her straps,"
"est picture," he said, "what a fearful collapse!"
It will come in a few million ages, perhaps,
And he worried about it.

"The earth will become much too small for the race,"
And he worried about it.
"When we'll pay thirty dollars an inch for pure space,"
And he worried about it.
"The earth will be crowded so much without doubt,"
That there'll be no room for one's tongue to stick out,
And no room for one's thoughts to wander about,
And he worried about it.

"The Gulf Stream will curve and New England grow torrid,"
And he worried about it.
"Than was ever the climate of southernmost Florida,"
And he worried about it.
"The ice cap will be knocked into small snailshells,"
And crocodiles block up our mowing machines,
And we'll lose our fine crops of potatoes and beans,
And he worried about it.

"And in less than ten thousand years, there's no doubt,"
And he worried about it.
"Our supply of lumber and coal will give out,"
And he worried about it.
"Just then the ice age will return cold and raw,"
Frozen men will stand stiff with arms outstretched in awe,
As if vainly beseeching a general thaw,
And he worried about it.

His wife took in washing—a dollar a day—
He didn't worry about it;
His daughter sewed shirts the rude, grocer to pay,
He didn't worry about it;
While his wife beat her tireless rubber-dub-dub,
On the washboard drum in her old wooden tub,
He sat by the stove and he just let her rub,
He didn't worry about it.
—S. W. Foss.

THE LOVING CUP'S ORIGIN.

Few people when drinking from a loving cup, which is now again in vogue, realize its significance. The loving cup originated as a matter of precaution in ancient times, when apparent friends had an unpleasant method of killing a friend who was a rival while he was drinking. Consequently an immense heavy cup was made with a heavy metal shield in the center and a massive cover. The method of using it can still be witnessed at banquets at the Mansion House in London. The person receiving it stands and turns to his neighbor, who also rises and takes the cover with both hands. The first person then raises the heavy cup to his lips with both hands, and having sipped of the contents holds it while the friend at his side replaces the cover and takes the cup, repeating the process in turn with his next neighbor. Thus both hands being occupied there

KIDNEY-SICK PEOPLE!

By far the largest army of sufferers in the world are the kidney-sick people—but by far the largest army of the cured ones are those who have recovered from disease to the great South American Kidney Cure—Cures Bright's disease. Cures diabetes. Cures all bladder ailments.



Kidney diseases are the most insidious of all diseases common to humanity; within the past few years medical science has made wonderful strides in coping with its ravages. South American Kidney Cure has proved rich in healing power, and every day testimony is piled up for its great curative qualities. Where kidney disease exists it is generally indicated by certain changes in the urine, such as mucus, sediment, albumen, brick dust, acid and blood—pain is not necessarily an accompaniment, which only aggravates the insidious nature of it. Testing and experimenting has disclosed the fact that the passing through these organs of the solid particles in the ordinary course of circulation do in a remarkably short while clog up, grind out and impair them so that the functions of these organs are not performed and disease lays hold on the patient with a ruthless hand. Kidney diseases require a solvent—South American Kidney Cure is a solvent—it is a kidney specific—it claims to be no more—it has been tested by eminent medical authorities on kidney diseases, and proved and testified to by them as the surest and safest cure for all diseases of the kidneys and bladder. It's a purifier—a healer—a health builder—efficacious alike to man or woman.

Good News from the North Country—A young machinist in a large manufacturing concern in Northern Ontario, fell a victim to the dropsical changes in following his daily labors—he continued his work until almost commanded to quit by the physician from whom he had been receiving treatment. He visited Toronto and consulted an eminent authority on kidney diseases. The doctor sent him home with a hopeful story of himself as he could give, but wrote privately to the young man's physician that it was only a matter of time with him until death would claim another kidney victim. When he

SOUTH AMERICAN KIDNEY CURE—Is a nerve healer. Cures indigestion and all stomach troubles which are foretold. SOUTH AMERICAN RHEUMATIC CURE—Has lifted men off a bed of pain after a few days' use, who have not been free from suffering for years. DR. AGNEW'S OINTMENT cures blind, bleeding, itching or ulcerating piles in from three to five nights. 35 cts.

Sold by W. S. B. Barkwell.

is no possibility of one "friend" stabbing another. In our time the custom has degenerated, and the cover as a rule has disappeared.—Philadelphia Ledger.

LONDON'S STREET CARS IN 1950

Returning home Saturday night, and being exceedingly tired because of current events, I retired early. When sleep greeted me it brought with it many confused dreams, but one in particular haunts me, and being peculiar I have made a record of it, hoping that it may germinate in some wonderful happening, bringing in its wake fame and fortune for the dreamer.

As by imagination ran riot I fancied I stood between the streets called Dundas and Richmond, awaiting a car. On raising my eyes I discovered the streets crowded, but carless. Things had changed about the place. On every side of me towered magnificent buildings. The pavement was green, and made of a pliable substance resembling rubber. Horseless vehicles whisked past me, running so noiselessly that they could scarce be heard.

Glancing up the center of the street, I beheld, as far as my eye could reach, a line of oval-shaped mounds about six feet high, and looking very much like immense walnut shells. My attention was drawn to these more particularly because many had people standing by them. I drew near to one just in time to see some ladies enter a door and disappear. What women were accustomed to do, why could not I, and advancing I pulled open the door, which had just been closed. As I did so another door to my right opened. It was circular, and emitted a gush of air. As I stood there holding the door and listening to the whistle of the escaping air a long green-colored arrangement shot up from one side into the box; stopped; a door opened, and four or five people brushed past me. I was somewhat startled by the sudden occupation of the box, and staggered back a pace.

"All aboard!" a man cried, holding the door open, as if expecting me to enter. Recovering, I bundled forward, and found myself inside a compartment about ten feet long. Following the gentleman, whom I rightly concluded must be termed the "conductor," I was shown into a seat. And what seats they were! divided so that each passenger sat in a sort of chair, which was soft and easy seat. When I was seated the conductor put his knee against the end of the seat, and my chair closed around me, so that I could hardly move, but yet it was not uncomfortable.

Swish! The car went scudding along like an iceboat before the wind. Directly in front of me was a large box, which appeared to contain a revolving wheel. We were hardly started when the wheel stopped, and the words "Clarence street is next" met my eyes. No sooner had I deciphered the words when I felt a slight jolt, and here we were housed in one of the oval-shaped boxes again. Some people got out; the car started, and the wheel said "Wellington street is next." I was lost in wonder. The car was lighted by rose-colored glow which came from the ceiling of the car. I could see no lights. Every particle of the roof seemed to emit a soft light.

Many streets were passed, many people got out, and I was now alone with the conductor. Coming up to me he said:

"Are you quite sure, sir, we have not passed your street? We are at present several miles from where you got in." "Oh I am a stranger in the city," I said. "I have been traveling in Egypt, and many things in London are new to me now, which to residents are old history." It was no harm to lie under the circumstances.

"Well I am off duty at the end of this trip, and if you would like it I will explain some of the intricacies of our system."

"Thank you very much," I replied. "There is nothing I desire more, for I must confess I am rather bewildered by its strange workings." Taking it for granted that I knew absolutely nothing about the subject, he began: "In 1898 the city of London, I read, had some difficulty with a new thing that was operating an electrical line and I believe it was during the investigation of grievances that the present scheme was suggested; but as it meant too large an expenditure of money it was cast aside. The idea was revived and worked out in 1938 by a young lady inventor, of whom London is justly proud. This ambitious girl did not wait to see if London's taxpayers would consent to an outlay, but went directly to the House of Commons, and secured government, with the stipulation that London should be the first to be supplied with the system and that at the expense of the Dominion. Our railway is called 'The Miss Harlem Compressed Air Railway.' Two cylinders measuring nine feet in diameter run down nearly every street in the city. They are placed directly below the pavement, and at the end of each block is situated an oval-shaped station into which the cars shoot, that is, if there happen to be any passengers who desire to get on or off; if not, the car does not enter the station, but passes under it."

"What, sir?" I exclaimed, "I do not quite understand. Explain to me how the cars get their force."

"That is easy," he replied. "The cars are shaped like huge cigars, the rear end of which are covered with thick rubber arrangements which, when the cylinder is charged with air open, and offering resistance to the current cause the cars to start forward. The cars run along a metal groove and from this groove we get our electricity, for illuminating and heating purposes."

"And peculiar lights, too," I ventured.

"Yes," he answered. "Miss Harlem prefers the rose tint." All our cars have been supplied with electrical cushion lights, which are also a new thing. The ceilings of many of our best buildings are now lighted in this way. It is a substance which, when charged with electricity, gives forth a glow like a silk worm. They are an advantage in that they are very easy to the eye.

"Each of our cars," he continued, "has what is called a 'trip rudder.' That is an appliance which is operated by the conductor. When a passenger gives notice, by touching a button which you see at your foot, that he wishes to get off at the next station, the rudder strikes the street desired I release that large spring with my foot, and the 'trip rudder,' which is but a long rubber flange, pressing against the top of the cylinder, causes the car to tilt slightly upward, running its nose along the street, and the escape valve permitting the air to escape and the trip rudder, then acting as a brake, we slide gently into the station. The doors spring open when they pass an iron knob, which loosens the latch, and the passengers get out. I then close the station door, which in turn closes the escape valve; the pressure is felt and we slip down the tilted gangway into the cylinder once more."

"But how is it, sir?" I ejaculated, "that the immense weight of this car is lifted up? The mere fact of the nose of the car opening the escape valve would not provide your car with wings."

"You are quite right, and I beg your pardon for my oversight," he answered warmly. "Although I mentioned it, I did not explain that the floor of the station extends about fourteen feet on either side into the cylinder, and this floor is balanced so that the end first reached by the car is held close to the top of the cylinder, and the raised nose of the approaching car catches in a sort of apron, upsetting the tilting gangway, which falls to the bottom of the cylinder, blocking the way, and you see, sir, there is nothing left then for the car to do but run up the improvised hill."

"How do you escape a heavy jolt when the bend is reached?" I inquired. "To avoid that," he answered, "the first seven feet of the gangway is covered with a second floor, which is supported by springs, and this, you will understand, forms a cushion and no jolt can occur, as there is nothing to bump against."

"But, sir," said I, "you have already told me that when there are no passengers requiring to get off you pass

Be Always on Your Guard.



HEART DISEASE IS PREVALENT.

Milburn's Heart and Nerve Pills taken in time may Save Your Life.

THEY CURE WEAK, PALPITATING, FLUTTERING, AND THROBBING HEARTS, MAKING THEM STRONG AND REGULAR IN THEIR BEAT.

LONDON, ONT.

EMERSON, MAN.

MRS. GEO. NASH CURED OF HEART TROUBLE.

Mrs. Henry Fox Cured of Fluttering of the Heart.

MESSRS. T. MILBURN & Co.:

DEAR SIRS,—My heart bothered me terribly for the last year. In trying to lift anything or exerting myself even slightly, my heart would palpitate so violently that I had to sit down, and felt as if I would suffocate. I had frequent spells of dizziness and my sleep was broken and restless. Sharp pains would shoot through my heart frequently and make me catch my breath. I also had cold sensations running down my arms.

Milburn's Heart and Nerve Pills have cured me. As a result of taking them my heart has resumed its natural action, and I am not troubled with the fluttering or palpitation any more.

(Signed)

MRS. GEO. NASH,
183 Colborne St., London, Ont.

EMERSON, MAN.,
April 2nd, 1898.

MESSRS. T. MILBURN & Co.:

GENTLEMEN,—For a number of years I have been greatly troubled with my heart. It was very weak and at times the fluttering was very distressing and caused me great anxiety. I started using Milburn's Heart and Nerve Pills, and praise God they have cured me. I wish I had known of them years ago, as they would have saved me so much suffering. I never fail to praise the Pills to my neighbors for the good they have done me.

Yours truly,

MRS. HENRY FOX.

MILBURN'S HEART AND NERVE PILLS

Sold by all druggists at 50c. a box or three boxes for \$1.25, or sent by mail on receipt of price. Book telling all about Milburn's Heart and Nerve Pills sent free to any address.

restore shattered nerves, strengthen weak hearts, make the blood rich and red, and give tone and vigor to every organ of the body. Book telling all about Milburn's Heart and Nerve Pills sent free to any address.

T. MILBURN & CO., Toronto, Ont.

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"But, sir," said I, "you have already told me that when there are no passengers requiring to get off you pass

by the different stations. Tell me how it is that by a would-be passenger simply opening the station door it causes the car to leave its usual running bed and slide upward seven or eight feet."

"It is done in this way, sir," he explained. "When you open the station door from the street, by means of a revolving rod attached to the door, you cause an iron band, situated about 30 feet distant, to project into the cylinder, which strikes our trip rudder and releases it. The trip rudder then carries the iron band along a rod back to the station, where it enters another groove and returns to its former position."

"Does the one station do for the two cylinders, I asked?"

"Certainly. If you wish to go down the street, you enter the other side of the station and a car coming in the opposite direction will soon appear."

"Well, I believe I understand all that," I said. "But please explain to me how it is that a car coming behind does not shut off your power. You say that all the cars are propelled by being forced along the cylinder by the wind or something like that, but it is possible for two cars to follow each other a block apart, would not one deprive the other of force?"

"That was considered the great difficulty standing in the way of the crystallizing of this invention," the conductor said. "However, it has been overcome by Miss Harlem in a very simple manner. A large air pipe runs above each cylinder, and this air pipe enters the cylinder directly after every station, thus supplying all sections with an equal force, and besides that I can say for myself I am inclined to think that a car coming behind us has rather a tendency to increase our pace if anything."

"Thank you," I said. "This is all very interesting to me, and I suppose equally trying to you."

"Oh, now, it is almost as novel to me today as it was the first day I donned the conductor's cap."

"Well, if you will, I would like an explanation as to how intersecting lines are managed. Do the cylinders go over or under each other?"

"Neither, sir. The cylinders pass through each other, and in order that no collisions occur, both cylinders are provided with air-tight doors. The head of the car causes a sort of head wind, which closes these doors, and a car coming up an opposing cylinder finds its path blocked by compressed air, caused by the closed door ahead of it. It is only momentary, however, as the other car is past in an instant, and in neither of the cars do the passengers realize any change in the speed. And so it is when a car enters a station; another car coming behind it cannot mount the gangway because of the volume of air imprisoned between it and the car already standing in the station."

It was only now that I noticed my fare had not been collected, and I felt in my pocket to find the usual 5 cents. My companion, however, seeing the action and understanding the motive, smilingly explained that as it was a government road everybody was entitled to a free passage, except postmen, who were compelled to pay 10 cents without transfers.

"The 'street wheel' clicked 'Thamesford is next.' The conductor now rose, and passing to the rear end of the car, pressed down a small iron handle with his foot and in a minute we were in another of the stations."

When I saw my friend leave the car, not knowing where I was going, and caring less, I followed him. Crossing a square I stopped before an im-

mense statue carved in muddette. On a base about ten feet high stood a man depicted as being strongly moved. Brows knit, hair disheveled, collar unfastened, in each hand a revolver, while great tear drops were coursing down his cheeks. As I gazed at this wonderful work of art I could almost fancy I saw his breast heave with the intensity of feelings. "Surely this is in memory of some great man," I remarked to a passer. "That man by his contrivance brought about a revolution in street car monopolies," was the answer.

The smell of eggs now awoke me, and I made the most interesting discovery that breakfast was ready.

MERCURY.

Navigation and Railways

Intercolonial Railway

OF CANADA

The direct Route between the West and all points on the Lower St. Lawrence and the Gulf of St. Lawrence, Province of Quebec; also for New Brunswick, Nova Scotia, Prince Edward Island and Cape Breton Islands, Newfoundland and St. Pierre.

Express trains leave Montreal and Halifax daily (Sunday excepted) and run through without change between these points.

The through express train cars of the Intercolonial Railway are brilliantly lighted by electricity, and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travelers.

Comfortable and elegant buffet, sleeping and day cars are run on all through express trains. The popular summer sea bathing and fishing resorts of Canada are all along the Intercolonial, or are reached by that route.

Canadian-European Mail and Passenger Route.

Passengers for Great Britain and the Continent can leave Montreal Tuesday morning and join outward Mail Steamers at St. John on Wednesday, or they can leave Montreal on Wednesday morning and join outward Mail Steamers at Halifax on Thursday.

The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise intended for the Eastern Provinces, Newfoundland and the West Indies; also for shipments of grain and produce intended for the European markets, either by way of St. John or Halifax. Tickets may be obtained and all information about the route, also freight and passenger rates, on application to:

A. H. HARRIS,
General Traffic Manager,
Board of Trade Building, Montreal.

D. POTTINGER, General Manager,
Railway Office, Montreal, N. B., May 21, 1897.

TAKE THE

MICHIGAN CENTRAL

"The Niagara Falls Route."

TO

Winter Resorts

OF

FLORIDA,

GEORGIA,

and principal points of the south at

Winter Tourist Rates.

For rates, tickets, etc., call at City Ticket Office, 385 Richmond street.

JOHN PAUL, City Passenger Agent.

O. W. RUGGLES, Gen. Pass. and Tkt. Agt.

HEROIC REMEDY FOR DEAFNESS.

[Birmingham Daily Mail.] A remarkable case of a woman regaining her hearing after years of deafness has been brought under my notice. Asked for an explanation, she described how she was knocked down by a bicyclist a few days ago and fell on her head. She heard a peculiar "click" in her ear, and since that time she had been able to hear perfectly well. So, after all, there is some virtue in being run down by a cyclist.

Navigation and Railways.

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CANADIAN PACIFIC RY.

CPR THANKSGIVING DAY RATES. CPR

CPR Round trip tickets will be sold CPR

CPR at Single First-Class Fare between CPR

CPR all stations in Canada, Port Arthur, Sault Ste. Marie, Windsor and East, and CPR

CPR to and from Detroit, Mich., and CPR

CPR from New York, N.Y., good going CPR

CPR all trains Nov. 23 and 24, and CPR

CPR good returning up to and including CPR

CPR Nov. 23, 1898. CPR

CPR C. E. McPHERSON, Asst. Gen. CPR

CPR Pass. Agent, 1 King street East, CPR

CPR Toronto. CPR

CPR THOS. R. PARKER, City CPR

CPR Pass. Agent, 161 Dundas street, CPR

CPR corner of Richmond. CPR

CPR CPR CPR CPR CPR CPR CPR

GRAND TRUNK RY.

CALIFORNIA,

Washington,

Oregon,

British Columbia,

Etc., Etc.

EXCURSION TICKETS

At Greatly Reduced Fares. Sleeping and Tourist Berths Secured in Advance.

Offices—"Clock" corner Richmond and Dundas streets, E. De la Hocke, city agent, and G. T. R. Depot.

ALLAN LINE

Royal Mail Steamships, Liverpool Calling at Rimouski and Moville.

NUMIDIAN.....Nov. 25, 9 a.m. From Portland.

MONSIEUR.....Dec. 2, 9 a.m. From St. John. From Halifax.

PARISIAN.....Dec. 7, 1 p.m. Dec. 8

LAURENTIAN.....Dec. 21, 1 p.m. Dec. 22

MONSIEUR.....Nov. 16, 9 a.m. From New York.

RATES OF PASSAGE.

First cabin, Derry and Liverpool, \$52.50 and upwards; return, \$100 and upwards. Second cabin, Liverpool, Derry, London, \$45; return, \$80.50. Steerage, Liverpool, Derry, Belfast, Glasgow, London, everything found, \$22.50. Glasgow-New York survey—Cabin—\$47.25 and upwards; return, \$80.75 and upwards; second cabin, \$32.50; return, \$61.75; steerage, \$22.50.

AGENTS—E. De la Hocke, "Clock" corner Richmond and Dundas. Thomas R. Parker, southwest corner of Richmond and Dundas streets, and F. B. Clarke, 416 Richmond street.