

YOU CANNOT DETECT

One single worthless leaf in



CEYLON NATURAL GREEN Tea. It is absolutely pure. It is without doubt the best GREEN tea in the world today. Sold in sealed lead packets the same as the celebrated "SALADA" Black Tea. By all grocers.

Vera's Love Affair

As Griselda's eyes fall on him a sense of positive veneration fills her breast. He is clad in a most amazingly beautiful suit of clothes, and has evidently had his hair cut. Indeed, if I said he had just had his head shaved I should not be far from the mark. He is jubilant to a dangerous degree, and with difficulty refrains from giving open demonstrations of his satisfaction.

How does Griselda like his clothes, eh? What does she think of 'em? Telegraphed to town a week ago, and when he got up yesterday, man had 'em ready. Such a glorious feel to be in decent things again. How does she think they fit, eh?

He looks over his shoulder to try and get a glimpse of his own smart back as he says this, and is indeed plainly enchanted with his whole get-up. He appeals to Griselda about it, as though she were already his wife, and that satisfactory girl answers him as though the marriage lines had indeed been read; it is altogether a delicious day.

As to Vera, he greets her at once as a sister-in-law of the most approved type, regarding her as the fact-forgetful of it, I think—that this is the second time he has ever seen her. At the Woodley station they find a brougham waiting for them. It seems to them almost sinful to enter anything on such a glorious evening, and seeing in the distance an extremely proper dog-cart, sent to meet some man or men who have not arrived, they unanimously decide in favor of it, and Peyton, getting rid of the groom in a summary fashion, they drive away through the still sweetness of the coming evening towards The Friars.

The sea seems very close to them; at every opening in the trees that guard each side of the road great white glimpses of the ocean can be seen. The coast seems to them very much to resemble the coast near Greycourt, although this is so much further from the sea that the similarity might reasonably be expected. The day is gradually nearing its grave, but still the warm claspings of the dying sun surround them; hold them, touching leaf and sprig to burning gold. The hills rising upon their right seem to have gained through a richer hue; whilst the swaying, laughing, riotous trees seem to whisper to them assurances of love, and gladness, and delight.

It is quite five o'clock when they arrive and enter the spacious hall. The Friars, that now is filled with a delicate somber light, a crimson stream from a painted window, somewhere in the distance, casts a flood of glory, hooded, at Vera's feet, and a comfortable tinkling of spoons clinking against china sentries guard the entrance. Mingled with this is another sound happier still.

"Vera, it is laughter," whispers Griselda, pressing Vera's arm in a little excited, spasmodic fashion, "and cups and saucers! Can't you hear them? Ah, how the good past seems to come back."

And then Lady Riversdale emerges from behind a huge screen, and welcomes them with a beaming air, and hurries them upstairs, with injunctions for them to come down again for their tea, and a general introduction to the guests already arrived.

There is something so hearty in her greeting that Vera gives in to Griselda's verdict, "that she is quite good enough to be Tom's sister."

CHAPTER XLIII.

A skirmish of wit between them.

How full of blarney is this working-day world!

The soft subdued laughter is still going on. The hum of conversation becomes louder as Lady Riversdale pushes back the portiere, and leads the girls into the small drawing-room.

It is a deliciously cool apartment, full of color, and sweet, with a delicate, undetectable perfume. Each room in the house, through a whim of Lady Riversdale's, has been painted and

franked out to represent a flower, and this one in which they now stand declares itself a pomegranate with charming distinctness. It is rich in warm but subtle shading, and the faint lingering hues of the yet sunny twilight throw through the windows a subtle influence over tint and carving.

There is a momentary, an almost imperceptible hush as the girls enter, but it gives the instant it is born, and conversation flows on again as though the little check had never been. Just one or two of the men, perhaps, continue to be a little distrustful for the best part of a minute whilst they take the newcomers up to the mental analysis in the end faulsties.

Vera looks round her with the little thoughtful gaze that is part of her charm. She has been introduced to her host, Lord Riversdale, a particularly silent man, as she finds to her joy, and sinking into a deeply-cushioned seat she gives herself up to a mental analysis of those around.

There is the usual mixture of the human types that in itself is delightful. Modern endurance is not proof against satiety. "Variety is charming," says an old and sound proverb. To Vera it is a relief.

The Hon. C. S. Hyman will leave on Monday for Ottawa for the opening of the House on the 11th.

Her many friends are more than pleased to learn that Mrs. James Kerrigan is expected to be home from St. Joseph's Hospital the latter part of next week.

Mr. and Mrs. Smallman, Miss Eleanor Smallman and Miss Ina Pringle sail on Wednesday via the White Star S.S. Oceanic for England. Mr. and Mrs. Smallman and Miss Smallman, and Mrs. Mary MacLaren, assisted by keeping the score, and the handsome prizes were won by Miss Bullen for points, and Mrs. Wishart for lone hands. The guests of the afternoon were Mrs. Charles Blinn, Mrs. Pennington, Mrs. St. L. MacKintosh, Mrs. Edna, Mrs. Miss MacLaren, Mrs. W. B. Richardson, Miss Bayly, Miss Bullen and Miss Bessie Walker, Hamilton.

Mrs. Charles Hyman, Idlewyde, has given invitations for a supper party in honor of two of the visitors in town, Miss Nello Vroom, St. John, N. B., and Ellen Pyle, Dublin, Ireland.

Mrs. Arthur Smith was the hostess of a delightful little afternoon tea to day.

On Monday evening last Miss Millie Harris and Mr. George B. Harris, Eldon House, gave a very delightful dinner of twelve covers. The dining-room was a handsome scheme of color in crimson, the table being elaborately beautiful with crimson roses and set with silver candelabra, which formed a brilliant setting for the very charming hostess. Miss Millie Harris, who looked daintily pretty in a black silk and sequine costume. The guests, Miss May Beddome, who wore a green sun-pleated India silk, with garniture of pink roses; Miss Eleanor Smallman, in white liberty crepe with pearl trimmings; Miss Pringle, who wore a pretty white silk gown; Miss Helen Gibbons, pink satin with overdraped of point d'esprit; and Miss Edna Leonard, who wore white shirred silk. The gentlemen were Mr. Ronald Harris, Mr. Coulson, Mr. Campbell Becher, Mr. George Gunn, and Mr. Will Meredith.

Mrs. W. B. Richardson, Grand avenue, returned on Saturday last from a visit to her mother, Mrs. MacLaren in Port Hope.

A very smart function for the young people was the large tea given by Mrs. Smallman, Waverly, on Tuesday afternoon. The spacious drawing-rooms and dining-room were beautifully arranged with lovely daffodils and tulips, and in the center of the largest of the several tables in the dining-room a

is a very feast to sit here, and once more watch and listen to the various members of that universal family to which she belongs.

Here is the short, stout young man, beaming with good humor, who takes a great deal of notice of the young lady, there is the tall, lank young man, who looks his conversation, and that into but one pair of eyes.

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in avenue, entertained informally on Thursday evening in honor of Mrs. MacKay Leslie, New York. A most enjoyable feature of the evening was the singing of Mrs. Leslie, whose rare, clear and beautiful notes thrilled with pleasure the twenty or more guests.

Mrs. Louise MacKay Leslie returns to New York on Monday next.

Miss Greenwood, the Deanery, South London, has returned from a three-weeks' visit with relatives in St. Catharines.

Mr. and Mrs. T. H. Carling and Miss Nenone Carling went to New York last week.

Mr. T. H. Smallman and Miss Eleanor Smallman were at the King Edward, Toronto, for a few days at the end of last week.

Miss Marian Fleming, Chatham, was a much-feted visitor while with a very Beddome from Thursday to Saturday.

Miss Annie Lindsey, Hamilton, is spending a fortnight's visit with Mrs. (Dr.) Waugh, Talbot street.

Some of those who enjoyed the "Dutch" dinner party at Glenmore on Tuesday evening, last, were Mr. and Mrs. James Kerrigan, Mr. and Mrs. George B. Gerrard, Mr. and Mrs. Jack Smallman, Mr. and Mrs. Frank Reid, Mr. and Mrs. Harper, Mr. and Mrs. S. N. Sterling, Miss Pyle, Miss Vroom, Mrs. Stewart, Miss Gibbons, Mr. Kortright, Mr. Crawford, Mr. Coulson, and Mr. King. After dinner the delightful evening was spent playing bridge.

Mr. and Mrs. Jack Smallman, Eldon Lodge, entertained at dinner last evening, another added to the long list of farewells given for Miss Smallman and Miss Pringle.

Miss Millie Harris, Eldon House, gave a dinner party last evening.

While coasting on the mountainside on Queen street last evening, Mrs. (Dr.) Harry Amott had her leg broken. Her many London friends were sorry to hear of the accident.

Mrs. (Dr.) C. T. Campbell gave a charming little informal euchre tea on Monday afternoon last for about a dozen young friends.

Storms Have Caused G. T. R. Loss of \$1,000,000 in Revenue.

Manager McGuigan Speaks of Loyalty of the Men—Abolishing the Pullman Cars.

The action of the Erie Railroad management in announcing a few days ago that the women employees of the road would be gradually retired in favor of male employees, has brought down on the heads of the Erie Railroad a deluge of comment of commendation and criticism, the commendation coming from

those who feel that the interests of the road could be better subserved by the introduction of an entire male force of employees, and the criticism coming from those in favor of female service.

It is not the intention of the Erie, the management says, promiscuously to discharge the women employees, but rather to appoint men to fill positions made vacant by the voluntary retirement of the women. The reason offered is that men are better fitted for advancement in the service of a railroad and that they are more capable of absorbing and assimilating the technical knowledge of railroad organization.

Women have been coming into the railroad business in steadily increasing numbers in recent years until they have begun to constitute an important factor in many of the big general offices. Frequently from the ranks of stenographers and typewriters, they have risen by force of their ability to positions of trust and responsibility

and there are numerous instances of the development of exceptional ability in a private secretary or a female head of a clerical department.

In the capacity of ticket sellers in the suburban stations, the women have succeeded more than fairly well. The work is ordinarily very light and an energetic woman can attend to the duties contingent to the position and keep the station clean and attractive and be paid much less salary than a man would be paid.

Women station agents in the west are very ordinary sights on the transcontinental lines and Hetty Green, the shrewd conservator of many millions and probably the best known railroad woman in the world, is an advocate of women conductors on the local trains. Formerly the trains were numerous which boasted of women conductors, but the life was so strenuous and the physical exertion was so great that one by one the places were forsaken and the places filled by men. Mrs. Green still clings to her idea, and would have all local trains managed and run by women conductors.

The decision is slowly but surely being made by the great systems, that railroad work is a man's work, that in the inevitable bustle and bustle of a big railroad office, a woman should have no part. While exceptional characteristics may present themselves which will bring to the employee, a certain degree of success, the sphere in which she can under any circumstances move is unavoidably restricted, railway men say.

COST MILLION IN REVENUE.
Manager McGuigan, of the G. T. R., says: "Never in all my railroad experience did I witness anything like the present. True, we have had cold days, but never have we had it 38 weeks on a stretch before, and I hope it will be a long time again before we get such a dose." I cannot say what the cost will be to the Grand Trunk for the extra expense.

The truth is, we have not thought about that, but this I do know, the loss in revenue to the G. T. R. at the end of February was over \$1,000,000, and then some people will say the railroads don't care whether they run trains on time. I tell you every official and employee on the system has been working night and day, and it is most surprising to me how some of the men can endure it. I have nothing more to say for them than that they gave ample proof of their loyalty to the company and their desire to serve the public."

INTERESTING COMPARISONS.
Figures placing the cost of the great Siberian Railway at nearly \$600,000,000, or exactly \$83.28 per mile for the 5,995 miles constructed, have created some interest as to how the cost of this road compares with lines on this side of the water. The cost of the Siberian railway may be compared with the stocks and bonds issued and outstanding per mile on the road and equipment of the following companies: Erie, \$45.50; the Erie, \$189.40; Chicago and Alton, \$110.44; Pennsylvania Railroad, \$121.23; Illinois Central, \$54.54, and Atchafalpa, \$56.50. The total capitalization of the Canadian Pacific, amounting to \$22,285 per mile, is being gradually reduced by using the proceeds of land sales to take up the bonds of the company as they mature.

TESTING NEW DEVICE.
Officials of the Michigan Central are making a practical test of a heater designed to keep switches operated by interlocks, free from snow and ice. It was invented by F. S. Whipple, dispatcher of the Michigan Central, and consists of a large metal box which is set under the rails between two adjacent rails. Within the box are two gasoline burners, fed from a tank set near the switch target. The top of the device is dished and is so shaped

that the water from the melted snow is carried to one side of the tracks. The expense of operating is about one cent an hour.

EAST PAYS BIG SHARE.
Although the proportion of fatal railway accidents is about evenly distributed between eastern and western roads in the United States, it is the eastern roads that pay the largest proportion of the \$75,000,000 annually in satisfaction of personal damages. The enormous traffic that passes over the Pennsylvania system and the Vanderbilt lines keeps trains flying to and from all points of the compass incessantly. Persons and animals are bound to get hurt, and the wonder is that the number of passengers killed is so infinitesimally small, as compared with the millions that are carried. In recent years the Pennsylvania and the Vanderbilt systems have paid about one-fourth of the claims collected under the head of personal damages. The claim departments in each of these systems have grown steadily, until now each company employs between 500 and 1,000 agents, clerks and attorneys in sifting claims.

TO ABOLISH PULLMANS.
It is understood the Erie is contemplating an extension of its individual system of train service to include its own sleeping and parlor cars, as well as its own catering service. The passenger department is said to be looking favorably toward a plan which, if worked out, and put into force, will abolish all Pullman service and equip the road with its own Pullman cars.

It is known that for the past year or more the Pullmans furnished the Erie by the Pullman Company have not been up to the expectations of the passenger officials, who are aiming to equip the road with the best rolling stock obtainable. "The company about a year ago abolished its contract with the Pullman Company by which the Pullman Company supplied the Erie trains with dining cars and catering service, and since that time the Erie has been running its own dining cars with unqualified success.

A number of the larger roads have cut away from the Pullman Company altogether, and use nothing but their own cars. President Underwood is of the opinion that the Erie can join the list with great advantage to itself. In addition to inferior service which it is said the Pullman Company is furnishing, there has been such a surprising demand for the cars that there has been a sleeping car famine for some months. The managers of the Erie, however, contend that they have been unable to supply cars enough to meet the demand and have been compelled to remodel and refurbish old and out-of-date cars.

AGAIN IN THE FOLD.
The Rock Island has given notice that the company has decided to re-enter the Western Passenger Association as a full-fledged member. The return of the Rock Island to the fold heals a wide breach which has existed in the western passenger world for more than two years and which at times seriously threatened the life of the organization. The withdrawal of the road from membership was due to a failure on the part of the association lines to accord the Rock Island an added percentage of the immigrant traffic.

The estimated earnings of the Pere Marquette system for the second week of February, 1904, were \$176,785; same period, 1903, \$209,548; decrease, \$22,813. The decrease is accounted for by weather difficulties, from which the road has been a heavy sufferer.

Monkey Brand Soap removes all stains, rust, dirt or tarish—but won't wash clothes.

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COMMENTED AND CRITICISED FOR RETIRING ITS WOMEN EMPLOYEES

Erie Railroad's Move Is Attracting Considerable Notice.

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MARCH 1 TO APRIL 30.