

the river by hydraulic power. Within the shield workmen will shovel away the soil, which will be carried out in buckets or small cars. The shield will be moved forward as fast as the men advance. Behind the first lot of workmen will come others who will put into position the plates which are to form the circular walls of the completed tunnels.

Above the Harlem River the road will emerge from beneath the surface, and will be carried on an elevated structure to its terminus at the Bronx Park.

At One Hundred and Ninetieth Street it will be more than one hundred feet below the surface. At Manhattan Street, on the other hand, the tracks will be fifty-eight feet above the ground.

The tracks of the underground road will be of standard gauge, with rails weighing eighty pounds to the yard, so that ordinary railway trains may be run over them if desired. The cars for regular service will be about as big as the largest trolley cars now in service, and will be run in trains of three or four. They will be driven by the third-rail electric system. The interior of the tunnel and the cars themselves will be lighted by electricity, and the whole effect will be light and pleasant, as the walls will be finished in glazed enamel of a warm tint.

New York's tunnel promises to fulfil the three great requirements of comfort-

able underground travel. It will be light, clean and dry. The road will cost less per mile than the London underground line. The cost of the latter was nearly five million dollars per mile, while that of the New York road is less than one and three quarter millions per mile. What it may mean for the labourers of the city may be judged from the fact that Mr. McDonald estimates that he will need ten thousand men to carry on the work, which will mean a daily pay-roll of \$20,000. Three thousand tons of steel rails will be required for the tracks, sixty-five thousand tons of structural steel for the framework, and other materials in proportion. The amount of rock and earth to be removed will aggregate something like 80,000,000 cubic feet.

"THE TWO-PENNY TUBE,"

As some papers call the new Central London electric underground railway, is proving a great success, and thousands of people have already learned that they do not need to waste two hours in or on an omnibus in order to reside five or six miles from their places of business. The omnibuses which were packed last month are now empty, while house rents at the terminus of the lines are increasing and the people are riding in cars well lighted and well ventilated for the first time.

A NATION'S WELCOME.

BY FLORENCE EARLE COATES.

Come home ! The Land that sent you forth
From East and West, from South and North,
Looks wistfully beyond her gates,
Extends her arms and waits—and waits !

At duty's call she stilled her woe ;
She smiled, through tears, and bade you go
To face the death you would not shun.
Brave hearts, return ! Your task is done.

Not as you journeyed come you back ;
A glory is about your track
Of deeds that vanquished tyranny
And set a tortured people free :

Deeds, sprung of manhood's finest grace,
That envious Time will not efface ;
Deeds that proclaim a Nation's worth,
And crown the Land that gave them birth.

America but waits to greet
And bless you, kneeling at her feet,
Your standards fair in honour furled,
The proudest mother in the world !

Come home ! The Land that sent you forth
From East and West, from South and North,
Looks wistfully beyond her gates,
Extends her arms and waits !

—*Presbyterian Review.*

"I like that man who faces what he must
With steps triumphant and a heart of cheer ;
Who fights the daily battle without fear ;
Sees his hopes fail, yet keeps unfaltering trust,
That God is good ; that somehow, true and just,
His plans work out for mortals ; not a tear
Is shed when fortune, which the world holds dear,
Falls from his grasp . . . He alone is great
Who by a life heroic conquers fate."