

*As the winner of the Derby wears
the Blue Ribbon
so is Blue Ribbon Ceylon
the champion of all teas.*

A STERLING HEART.

"What! you won't wear them!" Madame exclaimed, frowning, while her eyes began to flash ominously, as was usual when any one opposed her.

"Pray, do not be so angry, and do not think me unappreciative," said Shirley gently. "I know that you were prompted only by the kindest of motives, but mamma would never allow me to borrow anything to wear; and really I should take no comfort with them, for I should be in constant fear that something would happen to them. They are very lovely, though," she concluded, with a wistful glance at the dainty things.

"Well, well, you develop every day," Madame remarked laconically. "You credit to your bringing up, however, but with a twinkle in her sharp black eyes, 'nobody has asked you to wear borrowed jewelry. I thought the things to give you, if you will accept them from me; they have lain in my box for more than forty years, doing nobody any good. So put them on and wear them, and some day I will tell you a story about them.' Shirley shot a radiant glance into the woman's face.

"You brought them here to give to me?" she cried, almost breathlessly. "And you have had them so many years! How very kind! And I shall love them always. They have a story, too," she went on, musingly, as she took them in her hands and regarded them curiously. Then, looking earnestly up to wear them, she said, "Madame Marton, are you sure that I will not rouse painful memories to see another wear them?"

"No, no, child," was the quick response; "and no one but you could ever have thought to ask such a question. I shall like to see you wear them; so put them on and we will go down."

Shirley did as she was told, and smiled with innocent pleasure as she realized the pleasing tone that they gave to her costume. Then, slipping her arm within Madame's, she touched her lips softly to her cheek, and murmured a grateful "thank you!"

They found a number of people in the great drawing-room when they made their appearance there, and Lord Wallace immediately came forward to conduct them to his mother.

As soon as the greetings were over he turned a smiling look upon Shirley and remarked:

"My cousins have been eagerly awaiting your arrival; will you come and be introduced to them?"

Shirley thanked him, and accepting the arm he offered her went to the farther end of the room, where the young man presented her to Miss Miriam and Ernestine Wallace, two very delightful young ladies, who greeted her with unusual cordiality, considering that they were strangers.

Miss Ernestine she judged to be about her own age, and her sister some two years her senior.

Lord Wallace left her to chat with them for awhile, then a little later he sought her again, and Mr. Charles Wallace, his wife, and his son, Archibald, a young man of perhaps twenty-five years, Sir Anthony Montclair and his three daughters, Alice, Mary and Helen; Mr. and Mrs. St. Clare, Mr. Herbert St. Clare, Mr. John St. Clare.

These comprised all the guests who were to dine with them that day, and every one was so graceful and cordial that Shirley felt at ease at once, and found herself anticipating a most delightful week.

She was especially attracted toward Miss Ernestine Wallace, and Helen Montclair, the youngest of the three sisters. Ernestine seemed like a sweet, quiet girl, but very intelligent, while Helen was a bright, happy, merry, and very frank and full of generous impulses.

It was evident from the moment Shirley entered the room, that she was destined to become a bright, particular star for the young people all looked about her, attracted at once by her exceeding loveliness and the sweet graciousness of her manner.

There was such freedom from all affectation about her, she was so unconscious of her own beauty, her speech was characterized by such simple directness and sincerity—these being intensified by the clear, earnest gaze of her lovely eyes—that every one was charmed.

"Any one who has met her," said a sweet, true girl before they had conversed with her five minutes, "remarked Mr. Charles Wallace to his wife, after their introduction to her and their subsequent little chat with her."

It fell to Mr. Herbert St. Clare's lot to take Shirley down to dinner, and he felt himself greatly honored in so doing.

Lady Wallace had so much to say that the young people should be seated together, feeling that they would thus experience more freedom and have an opportunity to become better acquainted, and, availing themselves of this thoughtfulness, they became very social and merry before the signal was given to rise from the table.

After dinner they gathered in the music room, where they became even more friendly, and where, after a time, some one proposed that they adjourn to the great hall and have a game of whist.

This suggestion met with instant favor. The elder Miss Montclair, a stately, dignified girl of forty, who had been the place of mother to her sisters since the death of Mrs. Montclair, five years previous, volunteered to officiate at the piano for them, and soon nimble feet were keeping time to the alluring strains of a waltz quadrille.

Lord Wallace joined them, and was very impartial in his choice of partners, as it behooved him to be, securing each young lady in turn, and exerting himself to make every one enjoy the evening; but he experienced a feeling of peculiar pleasure and satisfaction when he led Shirley, who had been in great demand, upon the floor.

"I shall always be grateful to Madame Marton for according to my mother's request to spend this week at Ivyhurst," he smilingly remarked, as they paused to rest after one of the figures.

Shirley looked up inquiringly, not quite understanding his reason for thankfulness.

"Because," he said, answering her glance, "I have never yet seen Miss Livingston's face so happy as it is this evening."

The fair girl blushed rosily at this unexpected reply.

"Thank you," she answered, brightly, "and I have rarely enjoyed myself so much on any occasion, and I have seen comparatively little of any society."

"I am surprised," she said, "that the young man who was so much with you at the most cultivated people," the young man returned.

"Oh, yes, and so I have been," Shirley quietly replied. "Mamma allowed me to go into society for about a year before she was taken ill, and she had the habit of meeting the nicest people in Colorado Springs; but they were mostly inclined to be literary, and did not care much for gaiety so my debut was rather a quiet one. But," she concluded, with sparkling eyes, "with a company of happy young people."

Nell Wallace thought so, too, as he glanced from one uninitiated face to another, but to him the most delightful of all was the vision of loveliness at his side.

Lady Wallace had met Shirley several times during the three months that she had been with Madame Marton, and though at first she had regarded her somewhat jealously, and had been rather anxious lest Nell should become entangled in a second time, only to be deceived, yet even her skeptical heart had been gradually won by this lovely girl.

BRITISH BARMAIDS

Often Honest and Hardworking, But as a Class They Are To Be Pityed.

[The Hospital.]

In our efforts to control intemperance we may either attack "the drink" itself, a crusade noble, possibly, but quixotic, or with the Bishop of Winchester, we may adopt the humbler, but more practical method of strengthening the powers of the law for the suppression of certain generally recognized evils connected with the trade in alcohol. Among those evils may be placed the barmaid. That she is a "charming creature" we are, of course, ready to admit, and that she is often an honest, hard-working and much over-worked woman we not only admit, but know. But, all the same, she is responsible for much evil.

No one who is compelled by unkind fate to live much away from home can help observing to how large an extent the barmaid is responsible for the initiation of drinking habits among young men, and when one considers how many young fellows there are in all commercial towns who live away from home and hardly speak to any women except waitresses and barmaids, we cannot wonder that barmaids are the syrens who lead the young to drink. Of that there can be no doubt, and the question is whether the purveyors of alcohol should be allowed to use up such a mass of maidenhood as is annually sacrificed to the trade, merely for the sake of giving additional attractiveness to the drink they sell.

Barmaids as a class are much to be pitied. They have to work hard, they have to stand long hours, and to suffer all the evils which long standing causes in women, while constantly before them are the bottles and the taps from which temporary comfort from their miseries can be obtained. Can we wonder that many give way to the temptation, and that the occupation of barmaid is an unhealthy trade? As to the morality of the work, we will not say much. That many barmaids are good as most people go without saying, as it also does that many, and especially the younger of them, are exposed from week-end to week-end to temptation to which no woman—or girl, as she often is—ought to be exposed as much of her time as this.

No woman ought to be "put in the shop window," so to say, as part of the attraction of the shop, as is practically done with barmaids. That the work of barmaids is full of risks, and demands inspection, is a fact that many an industry which is ticketed as "dangerous" we are quite convinced; and when to that we add the danger to the public which accrues from the employment of, often, physically attractive women as lures to drinking, and as a means of encouraging drinking habits, we think we are on the right side in saying that if barmaids cannot be at once abolished a very heavy tax on their employment, and a very careful inspection of the conditions under which they are employed would, to say the least of it, make for temperance.

WON AT LAST

Although Many Times Attacked, This Enemy Has Always Refused to Surrender—A Short and Decisive Engagement Ends the Struggle.

Down at Ruisseau le Blanc lives Dame Coletti Arseneau.

This good lady has for years been engaged in a struggle painful and almost pathetic.

In her she has shown great courage and untiring perseverance. Everything that she could think or hear of, she summoned to her assistance.

But despite all her efforts, her determined foe—Dyspepsia—showed no signs of giving up.

While she was growing weaker and weaker, her tormentor seemed to be growing stronger and stronger. Life was scarcely worth living for the poor woman, yet she managed to keep up the fight.

At last, Dodd's Dyspepsia Tablets, the greatest known remedy for all stomach complaints, were suggested.

From the first, the tide of battle turned in the lady's favor.

Her pain decreased, while her strength grew greater. Rapidly and surely did these wonderful Tablets conquer the Dyspepsia, and restore her digestive organs to their natural health and vigor. She is now at last victorious over her enemy, and has made the following written statement:

"For years I have suffered with Dyspepsia. I tried many medicines, but all were useless. I used four boxes of Dodd's Dyspepsia Tablets, and I am happy to say I am cured."

Dodd's Dyspepsia Tablets are an infallible remedy for Dyspepsia, Indigestion, Heartburn, Sour Stomach or Bloating.

The Stomach and Digestive Organs need rest, and an opportunity to regain their natural vigor. The large, white Tablets digest the food—every particle of it—with the aid of these organs, thus furnishing the required rest.

The Liver and Bowels need stimulating and regulating. The small, brown Tablets do this most satisfactorily.

Taken together, these constitute the very best remedy for all derangements of the organs of digestion. (All in one box, 50 cents.)

Dodd's Dyspepsia Tablets cured Dame Coletti Arseneau. They will cure you.

FATHER OF THE TELEGRAPH.

James Douglas Reid, known to telegraphers throughout the country as "the father of the telegraph," died Sunday afternoon at his home in New York. Mr. Reid had been ill for many weeks. Mr. Reid gained the title of "Father of the Telegraph" because he was a pioneer in its establishment, and a confident and associate of the inventor, Prof. Morse. He was born in Edinburgh, on March 22, 1819. In 1844, with Henry O'Reilly, obtained a contract for the construction of a telegraph line from Philadelphia to Pittsburgh through Amos Kendall then Prof. Morse's attorney. He held a number of important offices besides writing for magazines, in connection with the telegraph business. Mr. Reid was intimately acquainted with Prof. Morse, Cyrus W. Field, Hiram Sibley, Peter Cooper, Marshall C. Roberts, Wilson G. Hunt, William Cullen Bryant and Henry Ward Beecher.

THE MOST COSTLY FUNERAL.

The most costly state funeral which has ever taken place was perhaps that of Alexander the Great. A round million was spent in laying Alexander to his rest. The body was placed in a coffin of gold, filled with costly aromatics, and a diadem was placed on the head. The funeral car was embellished with ornaments of pure gold, and its weight was so great that it took 40 mules more than a year to convey it from Babylon to Syria.

THE GOOSE PLANT

All Its Parts Are Infallible as an Antidote Against the Bites of Venomous Reptiles.

The goose plant is a native of Guatemala, and its name is truly descriptive. Its bud has the perfect shape of a goose with head and neck proudly arched, as if floating in the water. The average length of the bud is sixteen inches. As it bursts into bloom the breast opens, showing a delicate cone-shaped orifice, lined with a rich purple, velvety surface, simply exquisite in coloring and tracing. In full bloom it resembles an enormous leaf, about 50 inches in circumference.

It has a long, string-like tail, two feet six inches in length. In some respects it resembles the night-blooming cereus. It makes its growth during the night, and all bloom is put forth in the silence of darkness. Further, it blooms but to fade. The bud expands into full bloom in the day, but the flower withers in a day.

Its odor, however, is decidedly different from that of the queen of the night. The bud has no odor, but that of the bloom is an almost unbearable stench, exactly like that of decaying meat. It attracts the regular blue bottle or carrion fly, and swarms of them are buzzing about the strangely beautiful though repulsive flower.

These flies are its agents of fertilization. It is a carrier plant. The odor of decaying meat lures the flies to the orifice of the flower. On and on they walk, deep into the throat of the flower—never to escape. The deep narrow lining of the orifice inclines down into the throat, and the blossom, consequently, the flies find it very easy and comfortable walking in; but, if they wish to come out, or to retrace their way, they strike snags. Once in, there is a high, curved phalanx which makes escape hopeless.

The leaves, roots and stems, in fact, all parts of the plant, are an infallible antidote against the bites of all poisonous insects and reptiles. Bites of the most venomous snakes are absolutely harmless with goose plant at hand. Travelers locate that all poisonous reptiles and insects shun this plant—except when they have been bitten. Then they seek it. Humboldt says that while traveling through Central America he saw two snakes engaged in a deadly combat. One was mortally wounded. It immediately went for a goose plant near at hand and greedily devoured the healing leaves. Humboldt captured the snake while in its torpid state, and treated it with leaves. The snake recovered. The natives of Guatemala never travel without carrying a small sack of the roots of this plant in their pockets. Thus equipped they are never molested by insects or reptiles of any sort.

Would-be-Sutor—I desire to pay my addresses to your youngest daughter, Sir. Have you any objections?

Druggist—My youngest daughter is already engaged, young man, but I have a son-in-law just as good—Somerville Journal.

I know MINARD'S LINIMENT will cure Diphtheria.

French Village.

I know MINARD'S LINIMENT will cure Croup.

Cape Island.

I know MINARD'S LINIMENT is the best remedy on earth.

Norway, Ma.

JOSEPH A. SNOW.

Canadian Steam Carriage Co., LIMITED.

Incorporated under the Ontario Companies' Act.

Authorized Capital, - - \$250,000.00

5,000 Shares of \$50 Each.	\$175,000
3,500 Shares Common Stock,	- - -
1,500 Shares 6 Per Cent Preferred Stock,	75,000

Solicitors:

Laidlaw, Kapelle & Bicknell, Toronto.

Bankers:

Ontario Bank (Yonge Street Branch), Toronto.
The Trusts and Guarantee Co., Toronto.

Register of Stock and Transfer Agents:

The Dominion Savings and Investment Society, London.

President.....	JAMES CURRY, Esq.,	Toronto.
Vice-President.....	L. M. STAEBLER, Esq.,	Berlin.
Secretary.....	E. H. HILBORN, Esq.,	Toronto.
Treasurer.....	F. G. RUMBALL, Esq.,	London.

Board of Directors:

J. V. Teetzel, ex-Mayor, Director Trusts & Guarantee Co., Hamilton.
James Curry, Banker and Broker, Toronto.
Col. F. B. Lees, M.P.P., London.
F. G. Rumball, Mayor, London.
E. H. Hilborn, Pres. Ont. People's Salt Co., Toronto.
G. I. Riddle, Imperial Life Ins. Co., Toronto.
Thomas McLaughlin, Financier, Toronto.
Andrew Bates, of Bates & Dodd's, Toronto.
L. M. Staebler, ex-Mayor, Capitalist, Berlin.

TORONTO OFFICES: 24 Manning Arcade.

LONDON OFFICES: 354 Richmond Street.

Factory and Works to be Established at London, Ont.

The Subscription List will be opened on the 10th of May, 1901, 10 a.m., at office of Dominion Savings and Investment Society, and close the same day at 4 p.m. Applications will be received from this date until the books are closed.

London Capital.

At the request of several London gentlemen the Company has consented to offer for sale \$25,000. of the six per cent Preference Stock, to be sold through the Dominion Savings and Investment Society, London, Ont. With each share of six per cent Preference Stock, one share of Common Stock as a bonus will be given. The Dominion Savings and Investment Society act as Deposit Agents, and will issue stock certificates for the sale of the above amount of stock. The money realized is to be used for the purpose of assisting in the establishing of the factory, plant, etc., at London.

Board of Directors.

F. G. Rumball, Esq., Mayor of London, and Col. F. B. Lees, M. P. P., have been elected members of the Board of Directors, with the possibility of selecting one other gentleman from London.

Subscription for Shares.

Subscription blanks for shares may be obtained from the Dominion Savings and Investment Society, Masonic Temple, corner Richmond and King streets, London, or at the Company's offices, 354 Richmond street, London. With each application, twenty-five per cent (25 per cent) of the subscription price of the shares applied for is required, payable to the Dominion Savings and Investment Society, the balance, seventy-five per cent (75 per cent) to be paid by 15th, 1901. The Company reserves the right to reject in full or reduce the amount of any application for shares. Any rejected deposit will be returned.

50 Employees to Start Factory.

The Company propose to start with fifty (50) hands in their factory. It is expected to be built and completed by July 1. With fifty hands the Company can turn out seven one-seated or single carriages per week. Without any additional hands this means three hundred and sixty-four the first year. Provided the Company sell their carriages at only \$600, the profits will be about \$91,000. The Company feel satisfied they will be employing inside of eight months, double, if not three times, this number of hands in order to meet the demand for the carriages and vehicles.

Patents.

The Company have valuable patents for inventions, which cover not only automobiles and steam carriages, but other carriages and wagons, and it also has exclusive rights for Canada upon several very valuable devices for carriages, which can be utilized to great profit.

Object of Incorporation.

This Company has been organized for the purpose of manufacturing Automobiles in various styles, including Pleasure Carriages, Single and Double Road Wagons, Gladstones, Stenophers, Victorias, Buses, Delivery Wagons, Business Wagons of all kinds, Drays and Coal Trucks to be self-propelled.

Property and Equipment.

The factory will be one of the most unique and best equipped in America. The machinery will be of the most modern character, combining all the latest improvements, enabling the Company to turn out the parts in each carriage perfect duplicates of each other. Many parts of this machinery are designed by our own designers and inventors.

Capital and Revenue.

The conservative estimate of one carriage per day, selling at \$600, will yield a profit of about \$80,000, paying over 20 per cent on the capitalization. The history of other establishments for the manufacture of these carriages in the United States and Europe shows like returns on investment. The popularity of steam carriages is increasing rapidly.

Automobiles.

The inventive genius of the age has for years been interested in perfecting horseless carriages, and has now succeeded to an extent that has astonished even the genius employed. America, which holds the first place in the design and beauty of her modern horse vehicles, has taken an advance step and assumed the lead in Motor Vehicles also. The Horseless Carriage is, beyond question, the vehicle of the future. The demand for them is increasing rapidly, and will in a short time be as great as has been the demand for bicycles; in fact, it is conceded by all that the Automobile is now where the bicycle was ten years ago, viz., on the verge of universal demand.

The Canadian Steam Carriage Company has practically reached perfection in Horseless Carriages. Their Carriage is tasteful both in appearance and action.

It surpasses all others in lightness and economy of motive power. It costs but a trifle to run it, and makes no noise, smoke or odor. It can run up to 20 miles an hour on a good road, and the rate of speed may be changed instantaneously at the will of the driver or person in charge.

Anybody can operate it. It is suitable for either city or country use. It is always ready day and night, and will run on any kind of road—hard, soft, level or hilly.

It requires no urging, will not tire with a hard drive, and stands without hitching. These carriages can be manufactured and sold at a price that puts them within the reach of almost everybody.

None but the very best materials are used, and the construction is under the supervision of the best skilled mechanics, so that the carriages are models of beauty and efficiency.

When the water in the boiler is perfectly cold, steam can be raised and the carriage in motion in six minutes.

The Canadian Steam Carriage Company, realizing the rapidly increasing demand for these carriages, commenced a series of experiments about a year and a half ago, and secured the services of mechanical engineers skilled in Horseless Carriage construction, which experiments they carried on continuously till satisfied that they had reached an acme of perfection in this system of locomotion. The larger portion of the time and expense spent in these exhaustive experiments were largely used in perfecting the motive power and controlling apparatus, and the success achieved has been all that could be desired.

With a 3½-horse motor to a one-seated carriage (for two persons), hills, mud or sand are no obstacle. In fact, this motor is acknowledged by experts to be the simplest, lightest, strongest and most easily controlled of any yet devised, while THE BOILER IS ABSOLUTELY NON-EXPLOSIVE AND CANNOT BE BLOWN UP, NO MATTER HOW IT IS USED.

The Company is assured that they have an Automobile which answers all demands, fills all necessary conditions, and is the only one found, so far, that will satisfy the lady or gentleman who wishes a perfect pleasure carriage, or the physician making calls in all kinds of weather, whose turnout must stand outside tied to a post sometimes for hours.

If being admitted that the demand exists, and that it is sure to increase, the next question is, "What is the best and cheapest motive power?" This question is already answered by the application of steam to the Horseless Vehicle. ELECTRIC-PROPELLED vehicles are merely playthings compared with the steam vehicle. The average electric carriage can work only eight hours out of the twenty-four, and what is worse, it cannot be re-charged, and the time occupied in re-charging, together with the cost and difficulty of reaching an electric station, practically destroys its usefulness outside of large cities. The Steam Carriage can run continuously and at a high rate of speed if desired. In the recent racing contests in New York city, in which all classes of Automobiles competed, the race was easily won by the Steam Carriage.

And now that the Steam Automobile has distanced all competitors and become recognized as the coming carriage, and unlimited sale is assured.

The demand for steam automobiles is world-wide, and Canada, England and the United States will undoubtedly supply the great bulk of that demand for years to come.

Our single carriages can be manufactured on a limited scale for \$350 each, and on a large scale the cost will be very materially reduced.

An American-made carriage, very similar in appearance, but not equal to this, is being sold in Canada for \$900, but is sold at the factory in the United States for \$650, the difference being duty, freight and agents' commission for selling. This means at least 150 per cent profit on the cost of manufacturing, and if the Canadian Steam Carriage Company's Carriages were sold at the same price as theirs, it would leave them a margin of profit of nearly 200 per cent.