

THE GLASGOW TRAM

An American Girl's Impression of a Second-Story Ride.

NOVEL STREET CAR SYSTEM

Acrobatic Skill a Valuable Accomplishment—Some Differences Between Travel on Trolleys in the Model Scottish City and in This Country.

BOSTON, Dec. 7, 1907.—The last stragglers of the army of vacation tourists are returning from abroad now, laden with the usual assortment of experiences and impressions. In the cargoes of ideas brought home every year by these transatlantic voyagers there is "mostly much of a sameness;" but here and there among the homecomers is an observer who has seen some of the old sights from a new point of view. Such a one is a young woman who stepped ashore the other day after a month in Scotland where, being a Bostonian, she found special interest in Glasgow, the Scottish city with which Boston is compared so frequently and in so many ways.

Of all things Glasgowian—that's what things pertaining to Glasgow are called, by some freak of derivation—the most famous, perhaps, in this country is the street car system. The Glasgow tram has been held up as an example to the world, though Mr. James Dalrymple, who operates the municipal tram system, returned the compliment by nominating Boston's local transportation service as the nearly ideal one when he came over here a couple of years ago as expert adviser to Major Dunne of Chicago. So every American trolley rider—which nowadays means every American, of course—will be interested in the impres-

"Outside, of course," I said. "Oh, of course," my faithful companion replied; and with light and assured step we began to ascend. "The third step was barely reached when a convulsion of nature appeared to take place. The tram had started—started quite oblivious of the fact that we were dangling on a spiral precipice with nothing between us and destruction but a slender brass rail. I gasped and tried to look over my shoulder for advice. "Go on," an agitated voice called; "keep going on!" and since I should be obliged to tumble my poor husband into the street if I didn't, I, perforce, did as I was told; but with the shock of unexpectedness added to the natural difficulties of the position, I have often wondered since how I did it. "The top reached, we heaved a sigh of thanksgiving and dropped into the nearest seat. Luckily there were few people and we had only to take a step to reach it. It was pleasanter after we got there, but before long the seats began to fill up and it seemed to me the air was growing more vile. "What is this horrid smell?" I asked. "Pipes," replied my husband in a stage whisper. "Sure enough it was pipes; clay pipes, in various stages of awfulness in the mouths of men with heavy slouching shoulders and dull faces, men with red handkerchiefs tied around their necks, and clay on their boots, who were crowding into the seats. And mingled with it was the odor of cigarettes, which we were beginning to consider the curse of Scotland, rather than drink, since they seemed to be smoked exclusively and incessantly by everyone above the grade of a navy. "There is one seat left in front among the women and children," I said. "I must try to reach it, but be ready to catch my shattered corpse." "Do you think you had better risk it?" my husband asked anxiously. "I must," I said. "This is worse than the Black Hole of Calcutta." "I started on a tottering voyage forward. I had got only about two seat lengths away when the tram, which had

children essay that perilous passage. They managed wonderfully well, much better than I did, so I suppose practice counts for something in tramway travel as well as in other forms of exercise, but I noticed that they moved very slowly and cautiously; and I wondered what would happen if this system were introduced in our hurrying land where every moment is of importance and we are impatient of the delay in getting off our cars with their single level. "I had heard a great deal said of the advantages of municipal ownership and the wonderful things Glasgow, the model city, had accomplished. It sounded very delightful, and I was completely a convert in theory until I had a little practical experience of the facts. A great deal is said about the low fares and the possibility of riding two or three blocks for a halfpenny. That is very nice, and in Glasgow, where the population is almost entirely within the bounds of its own walls, it has, I suppose, distinct advantages; but to us, who use the trolley in the great majority of cases for long distance riding, the advantages lie in quite the opposite direction. Our five-cent fare in Boston takes us miles and miles further than the same fare would in Glasgow. "The people cannot afford to pay the larger rates it costs to get out into the country. In fact, the tramway system extends only some six or seven miles from the center of Glasgow, and that in one direction only, a fact which the advocates of municipal ownership forget to mention. Having looked out for the traffic within their own immediate boundaries, it does not occur to them to reach out and open up the districts beyond. They have no incentive for it, and perhaps it would be outside their rights in any case. No one can enter into competition with them, and they are content to continue with their limited system and their short cars which bob up and down, making one feel like a very active bit of corn in a very hot corn popper. So I guess the American way is best, after all."

RHEUMATISM EASILY CURED NOW

SIMPLE RHEUMATISM MIXTURE—GET THE INGREDIENTS FROM THE DRUG STORE AND MIX THEM YOURSELF AT HOME.

Recent hospital reports show that the dread disease, rheumatism, is steadily increasing throughout the country. All known means of relief are being suggested to save the great amount of suffering this winter, especially among those who are not in a position to pack up and visit the noted health resorts to be treated. Recent tests prove rheumatism not exactly a disease in itself, but a severe symptom of kidney trouble, a condition caused by clogged up pores of the eliminative tissues in the kidneys which fail to filter the poisonous waste matter and uric acid from the blood, permitting these substances to remain in the veins and decompose, usually settling about the joints and muscles, causing the intense pain, swelling and stiffness of rheumatism.

A well-known specialist, who has probably treated more cases of rheumatism than anyone else, and who is also the most successful, gives the following simple treatment, which is harmless and inexpensive, and so simple that anybody can mix it at home.

The ingredients are: Fluid Extract Dandelion, one-half ounce; Compound Kargon, one ounce; Compound Syrup Sarsaparilla, three ounces. Go to any good pharmacy and get these three vegetable ingredients and mix them by shaking in a bottle, taking as a dose a teaspoonful after each meal and again at bedtime.

There is nothing better in the world for backache, kidney and bladder trouble, too. Such symptoms as frequent and painful urination, soreness, weakness, general and nervous debility are caused by certain acids and poisonous waste matter, decayed tissue, etc., in the blood, which the kidneys will clear and purify after a few doses of this prescription.

During the holiday season Mrs. Fiske will appear in her new play, the Manhattan company will make its bow as a separate organization in the play that Langdon Mitchell is writing, and Mr. Fiske will produce a play by Rupert Hughes.

Eat in Haste and repent with acute indigestion, heartburn, hiccoughs or flatulence. Then resolve never again to be without a box of these wonderful digestive correctives.

Beecham's Pills

Sold Everywhere. In boxes 10c. and 25c.



GLASGOW'S MAIN THOROUGHFARE

sions made on the young Boston woman by the two-story trams so popular, apparently, in the British Isles.

"The thing that most impressed us in Glasgow," she says, "was the agility and lofty indifference to danger of its inhabitants, especially the women who must be—as an old guide in Verona said of the much comforted daughter of Herodias, on one of the church doors—'very acrobatic' to entrust themselves to the top of these lolling trams. Up to the time my husband and I, two wayfaring Americans, landed on Scottish soil, the top of a tram had seemed to us a peculiarly desirable spot. Fresh air, all the breezes that blow, an uninterrupted view of the scenery, no cry of 'Move up forward, please,' no fat ladies squeezing into places too small for them, no one stumbling over toes and knocking hats over eyes—in short, none of the trials of our native land, but a serene, dignified progress through the air, giving one the delightful sensation of riding on a very tall and very amenable horse.

"How do we survive our disappointment! It was, no horse but a camel we mounted that morning on Sauchiehall Street—leave out all the middle consonants and choke between each syllable and you will be able to pronounce this quite nicely—and a camel of particularly vicious and unaccountable temper.

"Spying a tempting looking green tram we waved our umbrellas commandingly. The conductor, a very superior person in an equally superior uniform of dark blue and silver, blew a blast on a child's whistle, and with a rattling and a far suggestive of a steamer coming into dock, the whole lofty structure stopped.

stopped for a passenger, started up again with a violent jerk. I lurched forward fell against the end of a seat which promptly bored a hole in my side, cannoned off against the end of a seat on the opposite side, and with the impetus of my violent movements, landed in the vacant space, painfully conscious of a lack of dignity and of the wrathful glances of an old gentleman whose hat I had knocked over his nose in my hasty progress.

"At any rate," I thought, "I didn't catch hold of the derrick, and that is something."

"The derrick is a high thing, rather like the legs of a telescope, from which the trolley arm is slung. It has a large placard suspended round its neck like a locket, which bears the most awful warning to those who are tempted to cling to it when they feel their balance insecure, and both my waking and sleeping hours were haunted with the conviction that some time before we left Glasgow I should yield to panic and seize it. Providence saved me from that dreadful fate, however, so I am still in doubt as to whether you are heavily fined, or thrown into prison, or whether you meet a deserved and instantaneous punishment by sizzling on a live wire. I wish I knew which it was. Someone must have done it, else why the warning?"

"Dreadful things do happen in those trams sometimes. A girl told me she once saw a woman carrying a baby, who, as she started to go down the stairs, lost her balance from the swinging of the tram, and the poor baby's head was dashed against the side of the post and dreadfully injured. It used to frighten me to see old men and women with little

The Store for Women **WOMEN** Outfitters

Do Your Christmas Shopping EARLY

The Local Newspaper Published a Few Days Ago an Editorial Concerning Christmas Shopping that was so Full of Good Advice and Sound Common Sense that we Think it Best to Repeat it in Preference to Anything We Could Say on the Same All-Interesting Subject Just Now. Here it is:

Are you a prospective holiday shopper? Then remember that procrastination during holiday time is the thief of comfort. We say this not only on behalf of our clerks and shop girls, but for the benefit of the public. If you have Christmas shopping to do, you should go about it at once. The results will be more satisfactory to you as well as to the clerks who wait upon you. In this connection a few "don't's" will not be amiss for guidance of the shopper:

- Don't delay your holiday shopping any longer than you can possibly help.
- Don't put off shopping until afternoon when you can shop in the morning.
- Don't be impatient with the store employes.
- Don't jostle and push when by waiting patiently you can be as successful.
- Don't take your baby into the crowded stores lest in the crush it be injured.
- Don't expect the same attention from clerks two days before Christmas that you can get now.
- Don't expect to be waited upon at once, to the exclusion of other customers, and don't lose your temper.

The young men and women who work in the department stores are obliged to stand on their feet from 7:30 o'clock in the morning until 10 o'clock at night, and it is not surprising that their tempers are often worn threadbare.

The Big Store in the Middle of the Block.

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the name and address of the man who asserts that a

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would be of no value to him.

That is the man who needs to be seen by an enlightening **EQUITABLE** Agent.

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Will cure any case of Kidney or Bladder Disease not beyond the reach of medicine. No medicine can do more.

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Cures Backache
Corrects Irregularities
Do not risk having Bright's Disease or Diabetes