

PITTSBURGH, THURSDAY, MAY 15, 1890.

THE ST. NICHOLAS LAW BUILDING.



The splendid photo-engraving shows herewith gives the public an accurate view of the new St. Nicholas Law Building, as it will appear when handed over to the company erecting it by Architect Steen.

State Commission's plan for macadamizing all the principal roads in the State and believes that farmers should pay the increased taxation for the first few years for the reason that it would only be the first cost, and so little repair would be required afterward that taxes would, in the end, be nominal.

WEDDING OF A SENATOR. Wolcott, of Colorado, joined in marriage to a Buffalo Widow.

BUFALO, N. Y., May 14.—The society world of Buffalo came out to-night to attend the wedding of Mrs. Frances Metcalf Ross, of this city, and United States Senator Edward Wolcott, of Denver, Col.

Big Work in Ruin. The Allegheny Mountains contain no more interesting relic than the grand old ruin. It will be remembered that the Eastern division of the canal was 172 miles long from Columbia to Hollidaysburg.

Arithmetic Troubles and soreness of the lungs or throat are usually overcome by Dr. D. J. Jayne's Expectorant—a sure curative for all colds.

LADIES' jackets and wraps, an elegant assortment of the newest and most desirable styles; all prices, from the lowest to the very best.

GRAVE-GROWING. The old walls of the masonry along mountain sides to keep the inclines from sliding are now covered now, the trees have shaded the whole 35 miles into a sylvan promenade, but many of the massive stone

MOSS-GROWN RUINS

Picturesque Views of Once Magnificent Works Along the Old Canal.

BLAIR COUNTY TURNPIKES

Still Substantial and Smooth After Scores of Years of Use.

VAST QUANTITIES OF LIMESTONE

Which Could be Used Advantageously in Repairing State Roads.

REMINISCENCES OF STAGE COACHING

FROM OUR SPECIAL CORRESPONDENT: THE PITTSBURGH DISPATCH, HOLLIDAYSBURG, PA., May 14.

In fancy the horn of the Conestoga wagon, or the stage coach teamster, has again echoed through the Allegheny Mountains. A Studebaker farm wagon, although built expressly for THE DISPATCH, is not a tally-ho by any means, nor are the Skiles bolster springs, with which our outfit is furnished, quite as luxurious as the great leather strap-springs of the Concord coaches.

Long years ago, when the stages from Ebensburg rattled down the mountain eastward, the passengers inside were notified of a sharp curve in the road just beyond Hollidaysburg by the trumpet. Then they braced themselves for the jerk.

One of the natives surprised. We had heard of this place, and we founded it at a merry speed, the corner



OLD PORTAGE RAILROAD VIADUCT.

flourishes rising and falling in happy harmony with the motion of the vehicle. The little lady who keeps tollgate at that point came out in a great hurry. She looked as though she expected to see the ghost of one of the wagoners of '32.

After leaving Cresson, your exploring party pursued its way eastward over the old Philadelphia pike. About a mile back of Cresson we reached the summit of the Allegheny Mountains, and here and there the road is a succession of peaks and valleys 35 miles in extent. With the naked eye we seen the towns of Ebensburg and Loretto, while a glass brought Carlotown and Airon's mines within the range of vision. Here we stood almost in the center of the 800 acres of forest which Andrew Carnegie bought some years ago as a park for a castle which he then contemplated building for summer residence.

A Slightly Eccentric.

From the western extremity of this woodland may also be seen the city of Johnstown and the windings of the treacherous Conemaugh for miles and miles. Carnegie still holds the land, and if his castle is ever built it will become celebrated as the loftiest dwelling place in Pennsylvania.

Mrs. William Linton, who keeps a summer hotel on the summit, brought out to the wagon a pair of field glasses, which enhanced the beauty of the landscape before us. She says the glasses were carried by General McClellan through his earlier campaigns in the Rebellion; that the General gave them to General Harby, and that officer presented them to her brother, William Meyers. The glasses are weather-beaten enough to confirm the statement.

We now began the descent of the eastern slope of the Alleghenies. Noon found us in the very heart of the mountains—at a wild romantic spot called "The Holy Furnace." Gushing from the rocks by the roadside is a gurgling pool of water. It is wreathed in everlasting shade by outpourings of dripping rock, the interstices matted thickly with pine, laurel and wild grapes.

Gaillie's Hot Spring.

Two massive table rocks, one on either side of the entrance to the pool, lay as though planted there by nature for resting places. On one of the rocks is painted this inscription:

BLESSED—BIB—DRINK.

On the other rock are these words:

DR. GALLIE'S HOLY SPRING.

The tradition is that the Catholic pioneer of the Allegheny Mountains, Prince Gallie, died in the winter of 1816 walking through the gorge of the mountains here, and being pursued by two panthers he showed them this spring, where they slaked their thirst and went away leaving him unharmed. He thereupon blessed the spring,

and it has since been held in reverence by devout mountaineers. References to this spring in biographies say Gallie left little doubt that he really did bless it, but as to the panther attack, that is probably all myth.

On to Hollidaysburg. The "Fountain Inn" has connected this holy spring by pipe line with a fountain in the third story of that house a couple of hundred yards below. We drank the water at lunch that day. The remainder of the day was consumed in journeying to Hollidaysburg. For 15 hours it has not rained. The sun shone and the day was warm and pleasant. Budding foliage clothed the mountain forests in tender green tints.

The density of winter evergreens lost its attraction in the new colors of oaks, maples and chestnuts. In the sunbeams we saw, set down beneath the rocks, the rustling brooks. They, too, reflected springtime freshness. The white foam and spray at the cascades; the pretty green of the deep, smooth-running water; the dark blue of the trout pools; the many shades of speckled trout—a mountain stream just as painters have seen it! After a night's sleep at Hollidaysburg we resumed the journey, this time going southward.

One of these mountain turnpikes we found a wreck. The other, after 60 years of use, is in splendid condition, and undergoing proper repairs every year, bids fair to last a century more. The first is that section of the old Philadelphia pike extending from Ebensburg to Hollidaysburg, or to be more accurate, from Cresson to Hollidaysburg. Since it passed into the hands of the township many years ago practically no attention has been paid to it.

A Badly Worn Turnpike. Mr. Deveraux, of Summit, Cambria county, informs me that every rainfall washes out the pike so badly that the township (Washington) is not wealthy enough to keep it fixed up. For the same reason the entire road down the other side of the mountain to Hollidaysburg has fallen into decay, leaving the rock-bottom (common to mountain regions) exposed. This pike was once macadamized, but only sandstone was used on this portion of it. Mr. Deveraux says it was again put in solid condition there would no doubt be a general revival of travel on it. As it is, hucksters and others have been compelled to seek other routes to Loretto and Ebensburg by way of Altoona.

From Hollidaysburg south, the old Martinsburg pike we found in a superb condition. It is macadamized and is in a fine broken is scattered profusely on the surface. We traversed it a distance of seven miles, and it was almost as smooth as



OLD PORTAGE RAILROAD VIADUCT.

a floor, as solid as a rock and as well graded and drained as any piece of road we have yet seen. All this winter and spring it was in excellent condition. It is a physical impossibility to cut ruts in it.

Well Built Originally.

This road is still owned by a company. They keep it in repair from the top collected, but so little repair is needed on account of the science and care with which it was originally built that its running expenses are small. Wagon load after wagon load of limestone has been distributed all along its surface each year. We saw several loads freshly distributed. The owners of the road insist at the idea of using any other kind of stone for road repairing. Of course, however, they admit that here, in Blair county, limestone is more abundant than sandstone. It underlies farms and crops out all over the mountain sides. They can get it very cheap. There is a species of limestone in Blair county, not of the calico color, but lighter,

viaducts are crumbling and cracking with age.

I met a road repairer just beyond Cresson. He allowed us to photograph him if we would "send him a picture." He was Metcalf Ross, of this city.

This is an awfully cut up road to Clysburg, Blair county, and if we get over it safely you may look for something about Reddick county roadways in my next letter. After that we visit Somerset and Westmoreland counties.

The Old Reservoir.

"Here it is, right here," he said, and he pointed us down to the valley below, where the dam of the reservoir had been built, and the water had been cut off from the reservoir. "That was the reservoir," he said, "and there is a part of the old dam yet."

It was a tragic coincidence that this Mr. Hamill should be living here beside this old reservoir. He told us that his brother-in-law, Dr. Wilson, had lived just below the crest of the dam of the reservoir, which supplied the western division of the old canal. That was the South Fork dam. When it broke a year ago, Dr. Wilson, his wife and child were all drowned.

We left our wagon during the afternoon on one of the old stone aqueducts which carries the pipe over the old Portage Railroad, while we all went on a half hour excursion of "the old Portage."

Repairs in Old Times.

Daniel K. Reamy, who has lived in Hollidaysburg for nearly 60 years, and who resided along the stage coach pike for 20 years, told us that, in those days, gave me a very interesting account of how the early highways used to be kept in good condition. He says that 20 miles of the pike was in the custody of the local business men, and it was to condemn all but spots in the road. Those were immediately repaired with broken limestone. A large corps of laborers was kept constantly employed by each contractor in breaking stone. They were always to be seen along the road. It would have been considered ridiculous to only repair the ruts in the summer and winter, too.

Of course more repairs were needed in the spring, but not nearly so many as are now required in the spring. The road of the township roads 10 months out of 12. Laborers on the roads in those days were paid 75 cents a day and \$1.25 per week. The road of the township roads 10 months out of 12. Laborers on the roads in those days were paid 75 cents a day and \$1.25 per week.

A Substantial Foundation.

The undercourses of large stone in these pikes are 15 inches deep and were laid on a well-graded foundation, thus resulting in good drainage. Mr. Reamy says this is the only way to get solid and permanent roads. He says there is ample limestone in Blair county for the whole State. He favors the

REVISING THE CREED.

An Important Meeting To-Day, the Results of Which Will Interest CHRISTIANS ALL OVER THE WORLD.

CHANGES PROPOSED IN THE WESTMINSTER CONFESION OF FAITH.

PRESBYTERIANISM TO BE MODERNIZED

Not merely Presbyterians, but Christians of every name, are interested in the great controversy over confessional revision which has been going on in the Presbyterian Church during the past year, and which will culminate in the General Assembly of the Church to meet at Saratoga to-day. There are two reasons for the widespread interest in this question. In the first place, the Presbyterian Church is, of all the Protestant denominations, perhaps, the most conservative in clinging to its old beliefs and old traditions. This is so much in fact that the present general assembly is in favor of revising and possible dropping some of the old beliefs comes on the public as a surprise. In the second place the revision agitation has become something more than a denominational question, because it indicates an unsettling of old ideas and old beliefs in all the churches.

The remarkable and unsuspected growth of the desire for revision in the Presbyterian Church is not a specific fact; much less is it an accident. It is most intimately related to the whole onward movement of modern civilized life. Conservative as the Presbyterian Church is, it has found itself compelled to go with the mighty and restless current of modern thought. It is, indeed, true that it has not gone down this current as swiftly as have some other bodies. But that its movement has been considerable is now evident to all. And it is very interesting to see how intelligent men, following the movement with such interest, find conservatism itself has slipped from their moorings, they say, what is to be the ultimate resting place of those churches which long ago bade good-by to conservatism?

POINTS TO BE CONSIDERED.

But widespread as is the interest in the coming debate on revision, there are large numbers of people who have only a vague idea as to what is to be revised and just how the present revision movement originated. A brief explanation as to both these points will therefore be in order. First, as to what is to be revised. The answer is, the Confession of Faith adopted by the Westminster Assembly of Divines, on the 4th of December, 1646. This famous Synod of Calvinistic theologians was called together by the Long Parliament on July 1, 1643, and remained in session till February 22, 1649. Some of the members belonged to the Church of England, but most of them were Presbyterians and nearly all were strong Calvinists. It approved of the "Baltimore League and Covenant," already adopted in England, and gave forth a Confession for Public Worship. But its most important work was the Confession of Faith, which has had such a profound influence on Presbyterianism throughout the world, and which may almost be said to have created a distinct type of religious life. This confession was finally adopted in August, 1647, and is contained in the Westminster Shorter Catechism. These formularies have been adopted with slight modifications by all the Presbyterian churches in the world. The New England was introduced into New England by the Puritans and formed the basis of the celebrated New England Primer, which for nearly two centuries was the only recognized book of instruction for the young.

A BULWARK OF CALVINISM.

It has been said that the Westminster Confession is "Calvinism in a nutshell." This is true. But as a matter of fact, its framers were so deeply tinged with Calvinism that they could not help putting a good deal of Calvinistic doctrine and, as a matter of fact, the Westminster confession has always stood as the bulwark of Calvinism. No one who holds Arminian views could ever subscribe to it. It is also true that there is nothing in the confession indicating that it is the final utterance on the subject of Christian belief. But whether rightly or wrongly, it has been regarded by a vast number of Presbyterians, who have explained their reverence for it by saying that it is simply a statement in brief of the teaching of Scripture. Even today there are Presbyterians who take the view of it, and so believing, they naturally look upon those who desire to revise or modify the confession as enemies of the faith.

THE OLD ST. NICHOLAS.

An Inn of the Past Hazard to Make Room for a Pile of the Present.

This landmark and inn of our olden time has recently been removed. Its demolition was commenced March 10, 1890. This hotel, although it was not so large or of the national reputation that the St. Nicholas Hotel, of New York, in its day enjoyed, yet was of sufficient size for the accommodation of patrons in the time of its prosperity, and was well and favorably known in this city and elsewhere at that period.

ASKING FOR AN OVERTURE.

But the Assembly was preoccupied with its centennial celebration, and did not take much interest in the matter. In fact, it came very near being abandoned, and it was by accident, so to speak, that the friends of the overture secured a reference of the question to the next General Assembly. During the intervening year the General Assembly, by circular letters, sought to interest other Presbyteries in the question, and as a result of this the 211 Presbyteries sent up an overture on the question. Of these, 15, 4 were from New York, 3 from Texas, 1 each from Colorado, Nebraska and Iowa, and the remainder from the older West. The really influential Presbyteries, so called, were not found among these 15. And apparently no great church leader was at the head of the movement. Nevertheless, the 15 overtures attracted the attention of the General Assembly, and the committee to which they were referred presented the following report, which was adopted:

Whereas, overtures have come to this General Assembly from 15 Presbyteries, viz: Madison, Bellefontaine, Lake Superior, Boulder, Putnam, Des Moines, Dayton, Iowa, Nebraska, Kansas, Troy, Trinity, Loganport, Austin and Myraux, asking for some revision of the Confession of Faith; and Whereas, in the opinion of many of our ministers and members, it is desirable to modify our confession of faith as to matters of doctrine, and to expose our system of doctrine to a more searching and more thorough revision; and Whereas, before any definite steps should be taken for such a revision, it is desirable to know whether there is any general desire for such a revision; therefore

Resolved, That this General Assembly instruct the Presbyteries in the following questions:

1. Do you desire a revision of the confession of faith?

2. If so, in what respects and to what extent?

A POPULAR MOVEMENT.

The history of the movement during the last year is familiar to all. The strength of the desire for revision has simply amazed every one, even those who thought they knew all the currents of thought in the church. The revisionists themselves, in their most enthusiastic moments, never dared to hope for such a result. Many of them, indeed, looked for no immediate action on the part of the church, and had laid out for themselves a programme of agitation

extending possibly over many years. And now, at the end of only one year, an overwhelming majority of the Presbyteries of the church are loudly demanding revision, the great and influential Presbytery of New York standing at the head of the column.

A few predictions may be safely made in regard to the discussion of the question in the coming General Assembly. First, the debate will mark an era in the history of American Presbyterianism. Second, if any revision is made, it will be the result of a compromise between the revisionists and the anti-revisionists, in which neither will get just what they want. And thirdly, the Church will not so survive the agitation, but will, in the end, be the stronger because of it. For, as a result, it will be brought into closer touch with the living present, without being cut off from the venerable traditions of the past. To revise a creed is not to repudiate it, but rather to make it the more perfect expression of the Church's thought, and to that result the present revision movement in the Presbyterian Church tends.

HOW THE VOTE STANDS.

Up to date all but five Presbyteries have been heard from on the question. The reports show that 135 have voted for revision, 60 against revision, and 15 have declined to vote. Most of the Presbyteries not heard from are foreign. The Independent in this week's issue publishes the vote in detail for each Presbytery. According to the report, ministers and elders have voted against revision and 3,334 ministers and elders have voted for revision. Twenty-seven of the Presbyteries cast a unanimous vote—12 against and 15 for revision.

THE THEOCRITUS CLUB.

A Home Where the Motto is Love and a Few Fast-Lazy Men Will Find Here a Paradise—An Exclusive Organization of College Men.

The Theocritus Club has been in existence for fully three weeks. Its personnel consists chiefly of ex-college men, who wish to have a good time in a refined, quiet way. Although not a secret society the Theocritus Club sternly refuses to allow the names of its members to be published. "Yesterday a representative of THE DISPATCH was accorded the privilege of viewing the interior of the clubhouse. The exterior appearance is plain. The house stands on Ellsworth avenue; is built of brick, and surrounded by nearly an acre of prettily planted ground. It formerly belonged to a Mr. Armstrong, from whom the club purchased it, adding a third story and refurnishing the interior throughout. There are about 50 members, all of whom are college men. The great majority claim Princeton as their Alma Mater, but a few are from Yale, Harvard and Washington and Jefferson.

Through the kind invitation of one of the members the reporter was admitted to the clubrooms last evening. The house is charmingly furnished in the modern style, being especially rich in lounges, easy chairs, and Stamboul coffee tables. The doorways are arched after the Eastern manner, and heavy silk hangings take the place of doors. Hookahs stand in every corner of the two smoking rooms, but the collection of Oriental pipes in the great oaken pipe-rack shows that the members do not neglect the sugarsweetened tabac of the Orient. There are eight principal apartments in the clubhouse, the two smoking rooms, the dining room, parlor, library, billiard room and the three bedrooms, but the most attractive is the "dorm," as Oscar Wilde would say, in the prevailing mode of Oxford. There are several very agreeable incongruities, if one might so term them. For instance, there is an old English mantle-piece, truly baronial in its design, but the mantel is the work of a modern artist, and the mantel is the work of a modern artist, and the mantel is the work of a modern artist.

The smoking rooms are gotten up in much the same manner. The dining room contains nearly a score of small round tables, all of which are covered with white cloths. In every room a punkah, or Indian fan, swings to and fro above the heads of the loungers. The punkahs are worked by electricity, and the room is kept cool.

INDEPENDENT OF PLUMBERS.

Architect Peebles Put on the Overalls, but Had No Card.

An amusing scene occurred in one of the new Westinghouse buildings at Wilmerding on Tuesday last. During that week the plumbers' strike has been somewhat of an obstacle to the further advancement of the building, but Architect Peebles is one of those men who delight in overcoming obstacles. He is also deeply learned in more crafts than that of architecture, possessing among his other acquisitions a practical knowledge of plumbing. On Tuesday the work was delayed because a necessary connection between the pipe systems was unmade. Mr. Peebles saw the difficulty and only to make the required connection himself.

Accordingly, armed with the necessary tools, he mounted a ladder and set to work in a business-like fashion. Greeney, a walking delegate came along. He noticed Mr. Peebles at work, and asked him if he possessed a Plumber's Union card. Mr. Peebles refused to answer the question, and returned in about ten minutes with a large delegation of plumbers, who demanded to see Mr. Peebles' card.

The architect was now thoroughly roused. From his elevated position on the ladder he shouted, "I have no card. I am the architect of this building, which with it is finished, is the same as my own home. I can tear it down or do anything I choose with it without asking the opinion of anybody."

The delegation then took the floor and became highly agitated, and a row ensued. Finally Mr. Walsh, the superintendent, discharged all the plumbers in the delegation. The baffled strikers marched off, yelling in a hoarse voice "Strike! Strike! Strike!" and Plumber Peebles continued his pipe connection with a triumphant smile on his expressive features.

SCIENCE IN ROAD-MAKING.

In both countries road-making is a science, and highways are laid out and constructed in accordance with the science of engineering. In England and Scotland roads are far superior to our own, but not so good on the Continent. The cause of this is probably to be found in the system of toll roads, from which these countries are just emerging, and are many of the States of Europe. In our country the economic and social benefits of good highways are fully realized, and by means of a centralized control and oversight, which is absolutely necessary, they are maintained in most perfect condition.

Before reform is possible, public opinion must be aroused to the knowledge of the waste being annually incurred, and until this is realized Pennsylvania will never attain the development of her powers and resources which is possible. The public says never again good roads, and it is a reason cannot be expected to complain from

INFANTS' CLOAKS IN BEST AND LARGEST STOCK EVER SHOWN.

ROSENBAUM & CO. WTBHSS

BLACK GOODS—The most complete assortment of wool and silk and wool medium and light weight fabrics for summer wear shown in the city.

THRU HUGO & HACKE.

KRAUSE'S HEADACHE CAPSULES are more pleasant and convenient to take than powders, wafers, elixirs, etc. THRU

Lowry.

The very latest styles of dresses made on short notice for ladies and children. Reasonable prices. LOWRY, 24 Sixth st.

Baby Carriages.

The best for the least money at Harrison's Toy Store, 128 Federal st., Allegheny.

ROAD LAWS NEEDED.

Necessity of Legislation to Help Farmers Plainly Set Forth. THEIR CLAIMS TOO LITTLE HEEDED

A Plan for Scientifically Improving the Highways Explained.

GOOD RESULTS OF PRACTICAL TESTS

(WRITTEN FOR THE DISPATCH.) The tendency of much of the legislation of the past 50 years has been to ignore the interests of the agricultural class. Private legislation for certain individuals or communities occupies the attention of our legislators much more than legislation for the Commonwealth. It must be confessed that those to whom the interests of the country are committed are much more prone to hearken to the demands of their city constituents than to those of the unorganized farmers.

This is their complaint and the recent movements all over the country, which have resulted in the formulation of the league known as the Farmers' Alliance are an evidence of their realization of this fact.

The fact should never be lost sight of that agriculture is the only true basis of a country's prosperity and wealth. From mother earth is drawn all our riches, and the industrial farmer, coaxing from begrudging nature a frequently meagre crop, is the one who supports the State, and forms the foundation of nearly all other creative enterprises.

THE PROVIDERS OF FOOD.

In America agriculture must always predominate. Not only must the ever increasing population of the United States, but likewise must be supplied the foreign market, which will continue to increase as fast as population in the older countries outruns that of the United States.

The farmer complains, and justly so, that his affairs do not receive the attention which they merit. His interests should be the Nation's interest first, for by the betterment of his condition, the concern of one becomes the concern of all. When he suffers, all humanity must bear the pain. Likewise, the farmer can consume other products of government, to his own prosperity. Thus, the cry of the agricultural class for reform is not the cry of a class or a distinct group, but rather a concern of the whole people, for any harm to them results with equal force upon the entire country.

Since, then, agriculture is the tap root from which all other industries must derive their means of maintenance, either as a source of raw materials or as sustenance it is clearly to the direct advantage of all that this industry should be fostered and protected in every way possible.

Since Benjamin Franklin, whose name shines resplendent among the coles of Pennsylvania's great men, as well as the most democratic of all democratic, Thomas Jefferson, looked with the greatest of satisfaction upon the rural life which they considered the only life possible for the American people.

AN HONORABLE OCCUPATION.

Dreading the mercantile spirit, they looked upon a nation absorbed in the production of raw materials as the one most likely to remain free from vice and the most democratic of all democratic. Thomas Jefferson, looked with the greatest of satisfaction upon the rural life which they considered the only life possible for the American people.

While we cannot, by the light of our experience, accept the whole truth of their philosophy, it still contains a grain of truth, and it is this grain of truth which we should cherish. The United States would never be anything more than a market for the surplus product of Europe, hopped in turn by the most cruel miseries of the world. That America has held the expectations of her founders in one respect has been due to causes which will eventually nullify the advantages of this position, and which have already placed her on a competitive plane with the greatest mercantile countries of Europe.

The farmer must ever remain a great agricultural nation, and it behooves us to foster this industry from motives of self-interest. Much legislation is desired in this respect by the State, and the present day is the one nearest home, to wit: The public roads.

Americans are always severely criticised by foreigners, on account of the arrogant assumption that the United States is the most perfect of nations, and that our institutions, laws and customs have attained the summit of perfection. Doubtless America has left many of her contemporaries way in the rear in the administration of, railroads, city government, civil service, highways and other internal improvements, we may greatly profit by the traits of other nations.

NATIONAL HIGHWAYS.

Especially on the construction and administration of highways we can learn much by contemplating the examples of France and Germany, which are clearly in advance of all other countries in this respect. France has undoubtedly the most perfect system of roads in the world. They are divided into five general classes. The first-class roads are supported by the State, and are called "Routes Nationales." They are broad military roads, and connect the different parts of the nation. The only road which we have corresponding to these, is the old Cumberland road, constructed during the early part of this century by the Federal Government, connecting the Atlantic coast with the Ohio Valley by way of Washington. This is the attempt of the United States Government at internal improvements of this kind, and for various reasons it has failed. The State legislation, although several attempts have been made from time to time to induce Congress to pass an act on this subject.

In addition to these routes Nationales, there are two classes of routes departmentales, corresponding somewhat to our country roads and maintained by the departments. Finally there are two remaining classes of local roads varying somewhat in their importance. All these roads are maintained by both labor and money taxes.

In Germany there are three general classes of highways: State roads, provincial roads and local roads. The former are maintained by the State, and connect large cities, while the latter two are supported by the provincial and local authorities, and, of course, are of varying degrees of importance.

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