THE PITTSBURG DISPATCH.

THURSDAY, MAY

THE ST. NICHOLAS LAW BUILDING.

MOSS-GROWN RUINS

Picturesque Views of Once Magnificent Works Along the Old Canal.

BLIAR 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

PROM OUR SPECIAL COMMISSIONER, 11

THE PITTSBURG DISPATCH COUNTRY ROAD EXPEDITION, HOLLIDAYSBURG, PA., May 14.

In fancy the horn of the Conestoga wagener, or the stage coach teamster, has again echoed through the Allegheny Mountains. A Studebaker farm wagon, although built expressly for THE DISPACH, is not a

lidaysburg by the trumpet. Then they braced themselves for the jerk.

One of the Natives Surprised. We had beard of this place, and we founded it at a merry speed, the cornet

and it has since been held in reverence by devout mountaineers. References to this spring in biographies of Gallitzin leave little doubt that he really did bless it, but as to the panther attachment, that is probably

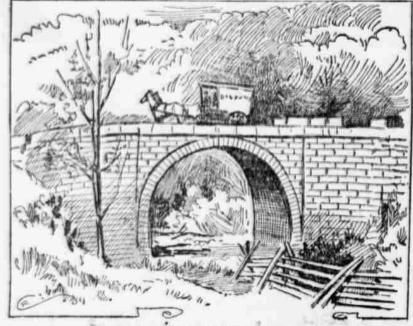
On to Hollidaysburg. The "Fountain Inn" has connected this The "Fountain Inn" has connected this holy spring by pipe line with a fountain in the yard surrounding that house a couple of hundred yards below. We drank the water at lunch that day. The remainder of the day was consumed in journeying on to Hollidaysburg. For 15 hours it had 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 stiraction in the new colors of oaks, maples and chestnuts. In the sunbeams we saw, far down beneath the rocks, the dashing brooks. They, too, reflected springtime brooks. They, too, reflected springtime freshness. The white foam and spray at the cascades; the pretty grees of the deep, smooth-running water; the data blue of the quiet pools; the flash of myriads of speekled trout—a mountain stream just as painters have seen it! After a night's sleep at Hollider blue at the intract, this time daysburg 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 Ebens-burg to Hollidaysburg, or to be more ac-curate from Cresson to Hollidaysburg. Since it passed into the hands of the township many years ago practically no attention

A Badly Worn Turnpike. built expressly for The Dispach, is not a tally-bo by any means, nor are the Skiles bolster springs, with which our outfit is furnished, quite as luxurious as the great leathern strap-springs of the Concord coaches. But we have been riding on the old turnpikes of the overland period, and the cornet player of our party has made the air ring with flourishes and blasts.

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 Holldaysburg by way of Altoona. From Holidaysburg south, the old Mar-Mr. Deveraux, of Summit, Cambria coun From Holidaysburg south, the old Martinsburg pike we found in a superb condition. It is macadamized, and limestone finely broken is scattered profusely on the surface. We traversed it a distance of seven miles, and it was almost as smooth as



flourishes rising and falling in happy har- a floor, as solid as a rock and as well graded mony with the motion of the vehicle. The little lady who keens tollgate at that point yet seen. All this winter and spring it was mony with the motion of the vehicle. The came out in a great hurry. She looked as though she expected to see the ghost of one of the wagoners of '32.

Atter leaving Cresson, your exploring party pursued its way castward over the old Philadelphia pike. About a mile back of Cresson we reached the summit of the Alle- which pheny Mountains, and Beaver and Bucephalus rested their weary legs at an altitude of over 2,700 feet above tide-water. The view from this point was magnificent. We looked over an area of mountain peaks and valleys 35 miles in extent. With the naked eye were seen the towns of Ebensburg and Leretto, while a glass brought Carroltown and Altoona's spires within the range of vision. Here we stood almost in the center of the 800 agres of forest which Andrew Carnegie bought some years ago as a park for a castle which he then contemplated building for summer residence.

A Sightly Eminence.

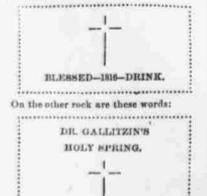
From the western extremity of this woodland may also be seen the city of Johnstown and the windings of the treacherous Conemaugh for miles and miles. Carnegie still holds the land, and if his castle is ever built it will become celebrated as the loftiest dwelling place in Pennsylvania.

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 Me-Ciellan through his earlier campaigns in the Rebellion; that the General gave them to General Hardy, 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 Atleghenies. Noon found us in the very heart of the mountains-at a wild romantic spot called "The Holy Fount." Gushing from the rocks by the roadside is a gurgling pool of water. It is wreathed in everiasting shade by out-puttings of dripping rocks, the interstices natted thickly with pine, laurel and wild grapevines.

Gailitzin's Boly Spring.

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



The tradition is that the Catholic pioneer of the Allegheny Mountains, Prince Gal little, was 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,

OLD PORTAGE RAILROAD VIADUCT.

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 tolls col-lected, but so little repair is needed on account of the science and care which it was originally that 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 laugh at the idea of using any other kind of stone for road repairing. Of course, however, they admit that here, in Blair county, lime stone is more abundant than sandstone. 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 calleo color, but lighter,



and of a grade which is almost worthless for burning. It makes excellent road material,

I am impressed with the fact that Blair county, being so bountifully blessed with limestone quarries, is very nearly in the center of the State. Its location might help solve the problem of supplying counties in both Eastern and Western Pennsylvania where there is no limestone. It would be a central point for transportation facilities, and Altoons could be made a vast base of

supplies.

Repairs in Old Times. Daniel K. Reamy, who has lived in Hollidaysburg for nearly 60 years, and who resided along the stage coach pikes for 20 years prior to that time, gave me a very in-teresting account of how the early highways used to be kept in good condition. He says each 30 miles of the pike was in the custody of a sequestrator, whose business it was to condemn all bad spots in the road. These were immediately repaired with broken limestone. A large corps of laborers was kept constantly employed by each sequestrator in breaking stone. They were always to be seen along the road. It would have een considered ridiculous to only repair the road in the spring time, but work was kept

up in the summer and winter, too.
Of course more repairs were needed in the spring, but not nearly se many as are now the legitimate outgrowth of neglecting township roads 10 months out of 12. Laborers on the roads in those days were paid 75 cents, \$1 and \$1 25 per day. The road sequestrator also collected the tolls. The iste Samuel Isett, of Hollidaysburg, was the last sequestrator in the neighborhood of

this town. A Substantial Foundation.

The undercourses of large stone in 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

State Commission's plan for macadamizing | viaducts are crumbling and cracking with

lieves that farmers should pay increased taxation for the first rears 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. A few miles south of Hollidaysburg I had the team stopped long enough to talk to Robert Hammil, a tarmer. He was riding horses home from the plow. After a conversation with him about road repairing, I

The Old Reservoir. "Here it is, right here," he said, and he pointed us down to the valley below, where 800 or 900 acres of bottom land were being

tower as a worthy monument to Pittsburg's push and prosperity.

cultivated into fine farms. "That was the reservoir," he said, "and there is a part of the old dam yet."

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

all the principal roads in the State and be-

asked where we would pass the old reservoir

which used to supply the eastern division of

the Pennsylvania canal.

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

Big Work in Ruins. The Allegheny Mountaius contain no more interestic relie than this grand old rain, It will be remembered that the Eastern division of the canal was 172 miles long from Columbia to Hollidaysburg. The Portage from Hollidaysburg to Johnstown was 36 miles long. It consisted of 10 in-clines and 11 planes. The Western division from Johnstown to Pittsburg was 104 miles long, making a total of 894 miles. This stupendous work cost the young State more than \$14,000,000, and later was transferred to the Pennsylvania Railroad Company for

\$9,000,000. We found the timbers of some of the inclines still in place, but all are rotting with age. The rails of the levels were not laid on ties, but were fastened to stone blocks, on ties, but were materied to stone blocks, evidently by means of fish plates. All the iron is gone, but there you may still follow the long lines of stone blocks deeply embedded in the ground, and the holes where the plates and rails had been fastened in you may readily clean out with your pencil. The stone foundations of the stationary engine houses are all overgrown with lvy and laurel. Yet they are staunch and enduring.

The splendid photo-engraving shown 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. The handsome granite pile, popularly known as the Dalzel

Building, will stand at the corner of Fourth avenue and Grant street. It will occupy a frontage of 60 feet on Fourth avenue and 70 on

Grant street. The interior arrangements will agree well with the magnificent exterior. The corridors will be wainscoted with marble,

the floors being handsomely tiled. On each floor are ten rooms, all; the whole of the eighth or uppermost floor being given over to a

law club. The club will have excellent quarters, consisting of parlor, smoking room, dining room, library and kitchen. All the other

rather for the safe-keeping of musty old documents. The fan system of heating will prevail throughout, and two large elevators prevent

the necessity of climbing interminable stairflights. Altogether Mr. Steen's work is worthy of his reputation, as the St. Nicholas will

age. I met a road repairer just beyond Cresson. He allowed us to protograph him if we would "sen' him a picter." He was actually working out road taxes. This is an awfully cut up road to Clays-ourg, Blair county, and if we get over it safely you may look for something about Bedford county roadways in my next letter. After that we visit Somerset and Westmore-

WEDDING OF A SENATOR.

Wolcott, of Colorado, Joined in Marriage to a Buffalo Widow. BUFFALO, N. Y., May 14 .- The society world of Buffalo came out at noon to-day to attend the wedding of Mrs. Frances Metcalfe Bass, of this city, and United States Senator Edward Wolcott, of Denver, Col. The marriage was celebrated in St. Paul's Cathedral, the Rev. Dr. Francis Lobdell officiating. The full boy choir led the procession, singing "The Voice that Breathed O'er Eden," while in the tower the chimes pealed a sweet accompaniagent. Following the choir were the ushers, Messrs. George Carey, Thomas Carey, George M. Porter and Carleton Smith.

The bride came down the main aisle walking with her son, Mr. Lyman Metcalfe Bass, and was met at the chancel by the groom and his best man and brother, Mr. Henry R. Wolcott, of Denver. The bride wore a Worth gown of white satin brocade and mull, trimmed with point lace and crystal. The sleeves and high collar were entirely made of the rich point. Diamon oins caught the luce here and there and pins caught the lace here and there and instened the white ostrich feather toque. The groom's glit, a circlet of ten large diamonds, was worn at the neck, and the hand bouquet was of la France roses. The bride was given away by her mother, Mrs. James H. Metcalf. At 4 o'clock Mr. and Mrs. Wolcott will leave for New York, traveling in the Hon. Chausecy M. Depew's private car, which is garlanded with roses in honor of the occasion. The bride's traveling gown is one of old blue cloth, richly embroidered, and worn with a gray cloak and cap. The couple will stop at the Gilsey House, New couple will stop at the Gilsey House, New York, for a few days, then going on to Wash-

ASTRIMATIC TROUBLES and soreness of the lungs or throat are usually overcome by Dr. D. Jayne's Expectorant—a sure cura-

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

HUGUS & HACKE.

LADIES' stylish silk waists and Londor shirts, \$1 50 to \$5; great variety, at Rosen baum & Co.'s. wzhs

THE OLD ST. NICHOLAS. An Inn of the Past Razed 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. The hotel building was a four-story brick structure, situate on the corner of Grant street and Fourth avenue (old Fourth street and Fourin avenue (old Fourin street). The building was conveniently located, being on the direct way to the different railroad depots, as also near the steamboat landings at the foot of Grant street, or the Monongabela river. Further, it was near the County Court House and in consequence well suited for accom modating the general traveling public, a well as parties attending the courts as suit-ors, jurors and witnesses. In its best days the parlors and dining rooms on the second floor, the sleeping spartments on the floors above, and every other requisite were venient and comfortable. The hotel was at the corner of Grant and Fourth streets. Adjoining were the barroom and barber shop on Grant street front, with en trances from the exterior and interior of the building. In the last days of this hotel the barroom was put where the office was and the office removed to the Fourth avenue

side, below the hotel entrance there.

The surviving patrons of this old hotel will recall many entertaining reminiscences of old times therein, as it was a tavorite resort of many lawyers, doctors, preachers, surveyors and tradesmen of those days as well as substantial farmers of this and and adjacent counties, and also sturdy California travelers who in the early gold fever and ploneer days of the gold slope had gone around "The Horn."

With the passing away of the old St. Nicholas Hotel it may be observed that scarcely any one of the old-time inns and taverns of Pittsburg can now be found, as other buildings or improvements are now occupying their sites.

A child who has once taken Hamburg Figs as a cathartic will nover again look on them as medicine, but will be likely to ask for them, under the impression that they are simply preserved fruit. 25 cents. Dose one fig. At all druggists. Mack Drug Co., N. Y. Trasu

KRAUSE'S HEADACHE CAPSULES, un like many remedies, are perfectly harmless, they contain no injurious substance, and will stop any kind of a headache, will prevent headaches caused by over-indulgence of food or drink late at night. Price 25 cents; for sale by druggists.

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 intheres are two reasons for the witespread in-terest in this question. In the first place, the Presbyterian Church is, of all the Prot-estant denominations, perhaps, the most conservative in clinging to its old beliefs and old traditions. This is so much the case that the present general movement 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 sporadic 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 resistless 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 this is why all Christians and, indeed, all intelligent men, follow the movement with such inter-est. If conservatism itself has slipped from its moorings, they say, what is to be the ultimate resting place of those churches which long ago bade goodby to conserva-

POINTS TO BE CONSIDERED. But widespread as is the interest in the

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 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 Fresbyterians and nearly all were strong Calvinists. It approved of the "Solemn League and Covenant," already adopted in Scotland, and put forth a Directory 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 contession was finally adopted in August, 1647, and the two catechisms in July, 1648. These formularies have been adopted with slight modifications by all the Presbyterian churches in the world. The Shorter Catechism was introduced into New England by the Puritans, and formed the basis of the celebrated New England Primer, which for the Puritans, and formed the basis of the cel-ebrated New England Primer, which for nearly two centuries was the only recognized

A BULWARK OF CALVINISM. It has been said that the Westminste Confession is not formally a Calvinistic creed: This is true. But as a matter fact, its framers were so deeply tinctured with Calvinism that they could not help putting a good deal of it into their creed and, as a matter of fact, the Westminster confession has always stood as the bulwark of Calvinism. No one who holds Arminian views could conscientiously 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 so regarded by a vast number of Presbyte-rians, who have explained their reverence for it by saying that it is simply a statement in brief of the teaching of Scripture. Even rooms in the building will be used as lawyer's offices. Every room contains spacious vaults, not for the storage of rare old wines, but to-day there are Presbyterians who take this view of it, and so believing, they naturally look upon those who desire to revise or modify the confession as enemies of the

The propriety of making some revision of the con ession in order to bring it more in harmony with modern ideas, especially on the questions of election, the salvation of unbaptized infants, and the fate of the heathen to whom Christ was never preached, has for many years been discussed in other Presbyterian churches. But up to 1888 it was not for a moment suspected that there was any desire for revision in the Presby terian Church in this country. But in that year an overture was presented to the Gen-eral Assembly from the Presbytery of Nassau, L. I., asking that "proper steps be taken for a revision of the third chapter (Of God's Eternal Decree) of the Confession of Faith, with special references to sections 3, 4, 6 and 7."

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 shelved, and it was only by accident, so to speak, that the friends of the overture secured a reference of the question to the next General Assemble. bly. During the intervening year the Nassau Presbytery, by circular letters, sought to interest other Presbyteries in the question, and as a result of this 15 of the 211 Presbyteries sent up an overture on the question. Of these 15, 4 were from New York, 2 from Texas, 1 each from Colorado, York, 2 from Texas, I each from Colorado, Nebraska and Lows, 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 move-ment. Nevertheless, the 15 overtures at-tracted the attention of the General Assembly, and the committee to which they were referred presented the following report, which was adopted:

which was adopted:

WHERKAS, Overtures have come to this General Assembly from 15 Presbyteries, viz.: Mattoon, Beliefontaine, Lake Superior, Boulder, Portsmouth, Des Moines, Dayton, Geneva, Nebraska City, Lansing, Troy, Trinity, Logansport, Austin and Syracuse, asking for some revision of the confession of faith; and
Whereas, In the opinion of many of our ministers and people, some forms of statements in our confession of faith are liable to misunderstanding, and expose our system of doctrine to unmerited criticism; and
Whereas, Before any definite steps should be taken for the revision of our standards, it is desirable to know whether there is any general desire for such revision; therefore
Resolved, That this General Assembly overture to the Presbyteries the following questions:

1. Do you desire a revision of the confession

tions:

1. Do you desire a revision of the confession of faith? 2. If so, in what respects and to what extent?

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

A POPULAR MOVEMENT.

REVISING THE CREED.

An Important Meeting To-Day, the Results of Which Will Interest

CHRISTIANS ALLOVER THE WORLD.

Changes Proposed in the Westminster Confession 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 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 ara 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 Church will not only survive this 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 re-turns show that 133 have voted for revision, 60 against revision, and 6 have declined to vote. Most of the Presbyteries not heard from are toreign. The Independent in this week's issue publishes the vote in detail for each Presbytery. According to its footings, 2,334 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.

Home Where the Motto is Laugh and 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 Theorritus Club sternly refuses to allow the names of its members to be published.

Yesterday a representative of THE DIS-PATCH 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 returnishing the interior throughout.
There are about 50 members, all university
men. The great majority claim Princeton
se 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 charmciubrooms last evening. The house is charmingly, furnished in the Oriental style, being especially rich in lounges, easy chairs and Stamboul coffee tables. The doorways are arched after the Eastern manner, and heavy silken hangings take the place of doors. Hookahs atand in every corner of the two smoking rooms, but the big collection of Occidental nipse in the great oaken pipe-rack shows that all the members do not affect the sugar-aweetened tube of Turkey. There are eight principal apartments in the clubhouse, the two smoking rooms aforesaid, the dining room, parlor, library, billiard room and the three luxurious bathrooms. The parlor is perhaps the most attractive. It is "done," as Oscar Wilde would say, in the prevailing type of Orientalism. There are, however, a low agreeable incongruities, if one might so term them. For, instance, there is an old English mantel-piece, truly baronial in its

English mantel-piece, truly baronial in its width and height, from the top of which smile three marble busts. The first of these represents Shakespeare—the merry Shakespeare who gave us Dogberry and Falstaff. the broad, good-humored bust of Rabelais, with the motto, "L'homme qui rit." Be-tween these two is the representation of the club's great patron, Theoritus, the "laughing philosopher." Cut deep into the oak of the mantel is the club's legend in quaint Gothic characters. It is a simple and concise legend: "Laugh and grow fat!" In fact everything about this delightful clubhouse tells its beholders that "heart-easing mirth" is the best passport through the toils

of life. A few choice water-colors and crayon sketches adorn the walls. The smoking rooms are gotten up in much the same manner. The dining room contains nearly a score of small round tables, at which only two people can sit comfortably. In every room a punkah, or Indian fan, swings to and fro above the heads of the loungers. The punkabs are worked by steam, and with their long-measured sweeps keep the rooms deliciously cool.

Altogether the Theocritus Club must be a very pleasant place to lounge in; and no doubt its wainscoted walls hourly re-echo with merriment worthy of its three right merry patrons.

INDEPENDENT OF PLUMBERS.

Architect Peebles Put on the Overnils, but

Had No Card. An amusing scene occurred in one of the new Westinghouse buildings at Wilmerding on Tuesday last. During the past 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 acquirements a practical knowledge of plumbing. On Tuesday the work was delayed because a necessary connection between the pipe systems was un-made. Mr. Peebles saw the difficulty and resolved 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. Presently a walking delegate came along. He noticed Mr. Peebles at work, and asked him if he possessed a Plumbers' Union card. Mr. Peebles refused to reply. The man de-parted 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 archi-tect of this building, which, until it is finished, is the same as my own house. 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 argumentative and even threatening. Finally Mr. Walsh, the superintendent, discharged all the plumbers in the delegation. The baffled strikers marched off, glorying in their martyrdom; while Architect and Plumber Peebles continued pipe connection with a triumphant smile on his expressive features.

INPANTS' cloaks in immense variety at 82, \$2 50, \$3 up to \$10. Best and largest tock ever shown. ROSENBAUM & Co.

WTHEST BLACK GOODS-The most complete as portment of all wool and silk and wool mefium and light weight fabrics for summer

wear shown in the city.

HUGUS & HACKE. KRAUSE'S HEADACHE CAPSULES STO more pleasant and convenient to take than powders, wafers, elixirs, etc. Thau

The very latest styles of dresses made on hort notice for ladies and children. Rea-onable prices. LOUVEE, 24 Sixth st.

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 farm-

This is their complaint and the recent ovements 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 Grow Fat-Lazy Men Will Find Here a the industrious farmer, coaxing from begrudging nature a frequently meager re-turn, produces those articles which form the foundation of nearly all other creative enterprises.

THE PROVIDERS OF FOOD.

In America agriculture must always pre-In America agriculture must always predominate. Not only must the ever increasing population of our cities be fed, but likewise must be supplied the foreign market,
which will continue to increase as fast as
population in the older countries outruns
the means of sustenance.

The farmer complains, and justly so, that

his affairs do not receive the attention which they merit. His interests should be the Nation's interests, for, by the principle of social solidarity, 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 only in propor-tion to his own prosperity. Thus, the cry of the agricultural class for reform is not the cry of a class or a distinct faction, but rather a concern of the whole people, for any harm o them reacts with equal force upon the en

tire country.

Binge, 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 pro-

tacted in every way possible.

Sings Benjamin Franklin, whose name shines respiandent among the coterie of l'ennsylvania's great men, as weil as the most democratic of all Democrats, Thomas Jefferson, looked with the greatest of satisfaction upon the rural life which they con-sidered the only life possible for the Ameri

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 iree from vice and the intrigue of foreign nations. This idea of the exclusive beneficence of nature, they obtained from the French philosophers of that day, who asserted that husbandry was the only honorable toil and the only true

while we cannot, by the li perionce, accept the whole truth of their philosophy, it still contained a grain of truth. Early Americans believed almost universally that the United States would never be anything more than a market for the surplus product of Europe, hoping in turn she might become the garden of the world. That America has belied the expectations of her founders in one respect has been due to causes which will eventually make her the emporium of the world, and which have already placed her on a competitive plane with the greatest mercantile

countries of Europe. The United States 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 its behalf, but the most crying need of 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 as-sumption that our systems of government, our institutions, taws and customs have attained he summit of perfection. Doubtless America has left many of her cotemporaries way in the rear in many matters, but in problems of administration, of railroads, city government, civil service, highways and other internal improvements, we may greatly profit

by the fruits of their experience. 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 read which we have corresponding to these, is the old Cumberland road, con-structed during the early part of this century by the Federal Government, to connect 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 is not so desirable as 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. 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 pro-vincial and local authorities, and, of course, are of varying degrees of importance.

SCIENCE IN ROAD-MAKING. In both countries road-making is a sience, and highways are laid out and constructed in a scientific manner, the State exreising supervisory authority over all the

major details. In England and Scotland roads are far superior to our own, but not so good as those 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, as are many of our States. In all European countries 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 con-dition.

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 have never seen good roads, and for this reason sannet be expected to complain from