The Need of Good Roads Explained.

Costs as Much to Get a Ton of Wheat to the Depot as to Haul It 400 Miles by Rail.

Some points from an address upon | increasing volume for more than ten "Roads," recently delivered at Union college by Colonel Francis V. Greene, deserve to be remembered. Colonel Greene said in part:

"Considering roads, in the broadest sense, as means of communication and transport on land, and thus including railroads, common roads, and city streets, it is true now, as it has been for three thousand years, that the degree of civilization to which any people have obtained is accurately measured and indicated by the condition of their roads. You will naturally ask how it is, if roads are so intimately connected with civilization that the United States, which claims to be among the most civ-Hized nations in the world, should confessedly have roads so bad that they are justly described as intolerable. But the answer is not far to seek. The United States have the longest and best roads in the world. But they are in the formation of railroads, and the construction of these railroads has absorbed so much energy and capital that there has not, until now, been time to construct good common roads, nor has the necessity for them been evident. It is evident, however, that there must be a limit to the building of railroads, and it would seem as if that limit had been practically reached in certain parts of the country. It is impossible to have a railroad leading to every farm, railroad. Still the transportation problem cannot be considered as satisfacway station as it does to carry it 400 system in a large section of the country | earth. an agitation has sprung up in favor of the improvement of the comon roads. Many Bad Common Roads.

"We have an enormous number of roads, in bad order for the most part. Gen. Roy Stone estimates the total length at romething over 1,300,000 miles. These roads have grown up regardless of system or method, and for the most part have been built without reference to engineering principles. In Massachusetts the road expenditures, outside of cities in 1893 were \$1,136,944, or \$66.30 per mile; in New Jersey \$778,470.82, or es in the surface were filled in only \$18 per mile, the total for the entire country would be about \$20,000,000. greater part of this sum produced no useful result, and was wasted.

ducts is fixed at the great cities or centres of consumption and distribution, and is wholly beyond the farmer's control, and the cost of transportation is a middle was completed the earth roads principal factor in determining his pro- on the side were rolled and the road fit, or the possibility of any profit. On was finished. the railroads this has been reduced una two-horse team and wagon, the value return in a day. The cost of road transportation is therefore 30 cents per ton per mile, or about forty times as great as the rate on the railroad. The average distance from the farm to the nearest railway station is at least ten miles, so that it costs as much to get the goods to or from the railroad station as to carry them 400 miles on the cars.

The Cost of Bad Roads. "It only needs to state these element ary facts to show what an enormous drain bad roads make on our resources. It is evident that an improvement in these conditions is imperative, and the remedy is equally evident, for it has been proved, not only by mechanical experiment, but by actual test, that the same force which draws one ton on a muddy earth road will draw four tons by a two-horse team. This effects a saving of fully three-fourths of the cost of hauling to the station, and reduces the cost of road transportation from 30 cents to 74 cents per ton per mile. What this saving amounts to may be New York Central railroad carries nearly 20,000,000 tons of way freight in and a saving of 221/2 cents per ton pe mile could be effected, it would mean a total saving of nearly \$9,000,000.

These figures may seem exaggerated, but they will no longer appear so when we realize the saving actually accomplished by the reduction in radicoad rates in the last twenty-five years. For instance, in 1869 the average freight the New York Central railroad was 2 4-10 cents per ton per mile; in 1893 it was seven mills. This saving on the business of 1893 is upward of \$64,-600,000. This is the result which has been accomplished by the application to railroad problem of the highest available talent. In the next twentyfive years the results accomplished on common roads are likely to be as remarkable as those achieved on the railroads in the last twenty-five years.

Why Roads Should Be Improved. "But there is another and hardly less important side, and that is the use of the roads for health and pleasure; and this appeals not so much to the farmer as to the inhabitants of cities. In New York about 60 per cent. of the population lives in cities, and in Massachusetts 69 per cent. In proportion as the urban population grows, and possibly in still greater proportion, the number increases of those who desire to escape to the country for pleasure during a part of the year. And nearly all country pleasures and amusements are dedent in a greater or less degree on

the condition of the roads. "The most extraordinary increase mong those who find pleasure on the road is in the number of cyclists or wheelmen, and lately wheelwomen. Every wheelman is a preacher, in seaso and out of season, of the gospel of good roads, and they are not scattered and in cities, and are thoroughly organized. They make their wishes known with

uncertain sound in legislative halls.

years. During that time, as Gen. Stone has shown 'sixteen states have passed new road laws, and one has amended ts constitution to permit the adoption of such laws.' The general trend of the legislation enacted in the sixteen states is to provide that the road tax shall be

paid in money and not in labor.
"In states like New York and Massachusetts, where two-thirds of the population and three-fourths of the assessed valuation of property is in the cities, the provision for state aid enables and requires the cities to pay a share of the cost, and this is manifestly proper, since they share largely in the benefits. The cost to the farmer, who derives the greatest benefit, is reduced to a bagatelle. General Stone states that in New Jersey the annual road tax is about ten cents per an acre and the assessment about four cents additional. In spite of this small cost it is a remarkable fact that the road laws in New York, and also in Pennsylvania, providing for improvement at the cost of the state, under which three-fourths of the expense would fall upon the cities, have een defeated by the representatives of the farmers.

"Union county, New Jersey, lies about twenty-five miles souhtwest of New York, contains about one hundred square miles, and its population in 1889 although this condition is closely ap- was 72,467. Its main roads are thirtyproximated in New Jersey, where, it is | five miles in length. A competent en-

Some American Examples.

said, there is no point in the state gineer, F. A. Dunham, was appointed which is more than seven miles from a to take charge of the work improving them. The width of the roads varied according to the locality and the traftorily solved if it costs as much to carry fic, with a crown or rise in the centre a ton of wheat or potatoes to the rail- of twelve inches. Of this width ten feet had a telford foundation, fourteen miles over the railroad. So that with feet had McAdam metal and two wings, the practical completion of the railway ten feet in width on each side, were of

"The road was first graded to its approximate form, and then the space of ten feet in the middle was excavated to a depth of twelve inches. This was then thoroughly rolled in order to compact the earth on which the stone portion of the road was to be built. Next the telford was laid. This consisted of irregular pieces of trap rock about 8x12 nches on the under side, 4x8 inches on the upper side, and eight inches in height. These were placed by hands as close together as possible, and the spac-\$43.24 per mile; in New York about spalls and smaller pieces of stone, \$2.500,000, or about \$30 per mile. If the which were wedged into the openings average expenditure in other states was as tightly as possible. A small amount of fine trap screenings were then spread over the telford for binding, and it was It is not too much to say that the then thoroughly rolled. The macadam was placed over this in two layers each of which was two inches thick, The bad condition of the roads be- the first layer consisting of stone brokgan to attract widespread attention en to one and a half inches in size, Each something over ten years ago. Certain layer was finished with a small amount elementary principles were evident at of fine binding material, and then thora glance, to wit: the price of farm pro- oughly rolled with a ten ton roller, the surface being kept constantly wet by a progress. After the stone road in the

"These roads have given great satistil it varies, according to bulk, from faction to all the residents in the coun- avenue. The district which this line one cent to four mills per ton per mile. ty; they have been in use for several will serve is at present somewhat one cent to four milis per ton per milis per milis per ton per milis of which is \$3 per day, cannot haul a be maintained so with proper care and ton of produce more than ten miles and at small cost for a long period. The cost of these roads was a little more than \$8,700 per mile, and they may be taken as a type of the most expensive roads that it is necessary to construct anywhere outside of the boundaries of cities and towns. In the southern part of New Jersey the roads have been constructed on a much smaller scale, the width of the road being about twenty feet and the metal portion only eight feet, the telford foundation has been omitted, and the thickness of the macadam reduced to eight inches. The cost of these roads has been about \$5,000 per

Good Roads at Small Cost.

"In New York some excellent roads have been built in the vicinity of Canandalgua, where the town bought a stone crusher and steam roller. They on a hard macadam road. On the im- built macadam roads, consisting of a proved roads in New Jersey loads of crushed stone roadbed about eight feet four to five tons are habitually drawn wide and nearly a foot deep in the center of the turnpike some twentyfive to thirty feet in width, eloping enough to shed the surface water, but not too steep to drive on any part of it, at an expense of \$400 to \$700 per mile, the smaller sum in cases where the imagined when it is known that the stone had been contributed and drawn into piles by the neighboring farmers without expense to the town. While it a year. If this is hauled only two is not possible to construct important miles by road to or from the station, highroads in the vicinities of large cities at any such rice as this, yet it is pos sible to duplicate this work on ordinary country roads wherever the farm ers are willing to co-operate. The plant necessary for the purpose consists of a portable stone crusher and a steam en-gine, costing about \$4,000, and a steam roller costing about \$2,500, or a total expenditure of \$6,500. These should be owned by the county, and can be moved to any place where the road building or repairing is in progress. The broke stone can, in the majority of cases, especially in the Middle and Eastern states, be obtained from the fields. A large part of it is already broken to the proper size, at least for the lower course, and the rest of it can be run through the crusher at an exense of about 20 cents per cubic yard. The crusher can move along the road every night or twice per week, thus reducing the haul of the stone to and from the crusher

to a minimum. "Long experience has shown that the only form of durable road is one made with crushed stone. There has been difference of opinion among engineers as to the necessity for the telford foun dation, but the generally accepted opin-ion now is that the telford should be used, and is worth more than it costs on roads of heavy traffic. On roads of

light traffic it can be omitted. Rettroads Willing to Help.

"Gen. Stone of the Road Bureau of the Department of Agriculture has carried on a correspondence with every important railroad in the country, and he has obtained answers from them which indicate not only a willingness but an active desire on the part of all the railroads to cooperate to the fullest extent in the improvement of the common roads. Every one who travels over a railroad must marvel at the enormous numbers of empty freight cars which he sees standing idle as he enters and leaves each town. The principal reason for their lying idle is the bad condition "The agitation for good roads thus for their lying idle is the bad condition rests on two distinct bases, business, or sounday in transportation, and please certain months that the farmers can ure. It has been in progress with ever- haul their produce to the railroad sta-

tions. If the roads were in such condition that the farmers could deliver their produce regularly, probably onethird of the rolling stock could be dis-pensed with. The information obtained by Gen. Stone makes it possibly not only to determine at just what points in each state suitable road material can be obtained, but it shows that of the rails as is usually the case with stone estimates that the average cost of moving broken stone by railroads would be about two mills per ton per mile, or, in other words, a cubic yard of ing its duty returns by the other side broken stone weighing 2,800 pounds the opposite or negative conductor. Could be carried 100 miles for 28 cents.

Essentially Novel Arrangements. or for the cost of moving it about one mile on an average road by wagon. In some portions of the country there are tracts of sand and no stone is available. Fairly good roads can be made in such eases by mixing clay with the sand, M clay is available, and then rolling it. Some interesting cases are cited in Wisconsin, where roads have been made by unking shavings with the

FAREWELL TO THE TROLLEY.

ccess of Gothum's Electric Under ground Railway Is Prophetic of Transit Changes Soon to Come.

The first practical electrical underground conduit railway in this country is now in operation in New York city, tinues downward and serves to sepconnected to the great cable-traction system of the Metropolitan Traction company. The public can now travel from the Battery to One Hundred and Forty-sixth street with one transfer, from the cable car to the electric car, at West One Hundred and Eighth street. The underground electric system employed differs radically from all other systems of electric underground conduit railways both in the construction of the conduit itself and the method of taking the current from the conductors for the motors.

The introduction of this system upon the surface lines of this city is the result of the determination of the Metropolitan Traction company to give to New York a satisfactory electrical system of propulsion which would not be the subject of that peculiar popular preudice which has acted to dobar it from the advantages of the overhead-trolley system. Consideration of the question resulted in the selection of a conduit system designed and manufactured by the General Electric company, and the long stretch of road on Lenox avenue was chosen as the scene of the experiment.

Prepared for Emergencies. In formulating the project the Trac-tion company proceeded upon the most conservative lines, and determined to inevitably arise from any stoppage in the service. The plan therefore con- rapid city transit will be made. templated the construction of the line as if for a cable road, in order that, should the electrical system prove unsuccessful, the electrical portion could be taken out, and the cables and pulleys of a regular cable system introduced into the conduit without loss of time

and at comparatively small expense. The Lenox avenue line is a double track road, starting at the car house at One Hundred and Forty-sixth street and running directly south to One Hunsprinkling cart while the rolling was in dred and Sixteenth street, into which it turns and proceeds as far west as Manhattan avenue. It turns here and runs as far south as One Hundred and Eighth street, along which it is carried to the junction of that street and Columbus ably result in the rapid development of a new residence section for New

Yorkers on both sides of the Harlem. The power house is located on On Hundred and Forty-sixth street a few yards west of Lenox avenue. Steam is supplied from two Babcock & Wilcox water-tube boilers to the horizontal cross-compound horsepower Allis-Corliss machines. To each of the engine is coupled a general electric 400 K.-W. dynamo of standard construction, but wound for 250 volts instead of 500 volts, as is the usual ractice in railway work. This machine is placed between the high and low pressure sides of the engines.

From the generators the cables run to the switchboard and thence to a subway under the sidewalk on One Hundred and Forty-sixth street, extending as far as Lenox avenue, where they are introduced into the five inch iron pipes running parallel with the conduit. For the present the line will be operated directly from the power house, but feed wires will probably be placed in the pipes and will be joined to the conductor at the necessary points, and the line will then be divided up into sec-

Simplicity Itself.

The construction of the underground contact system is simplicity itself. The suspended from the car truck passes through the slot in the center f the track and presses against the flat surfaces of two iron conductors running the entire length of the con duit. These conductors are placed each three inches on each side away from the center of the slot to avoid dele terious effects of any dip which would otherwise reach them, and are of chanceiling of the conduit by means of insulators devised for this especial purpose, and are at a depth of thirteen inches below the conduit slot. Each conductor is sufficiently rigid to require suspension at the ends and centers only The ends are located in the manhole and hand holes are placed at the centers, inspection and repair are thus rendered comparatively easy.

A modification of this system of sus pension of the conductors is introduced for a length of about one hundred yards of single track on One Hundred and Sixteenth street, between Lenox and Seventh avenue. At the manholes instead of insulators suspended from the celling of the conduit, the conduc tors are supported by a scapstone pillar provided with an iron cap furnished with brackets, to which the conductors are bolted, and continuous connection is secured by means of a band of flat copper strips riveted to the webs. The soapstone blocks are set in iron base erected in the manholes.

In Case of Accident. twelfth munhole is connected with the power house by telephone. Quick break electric switches are located at intervals in these manholes, in order that any section of the line may be cut out in case of trouble or accident. At the track switches each conductor is provided with a flaring nosto facilitate the entrance of the plough into the conductors. The munholes in which the insulators are placed are con-

duit will, it is believed, be experienced. The conduit was built along the grade of the street, but with sufficient pitch to permit any water flowing into the conduit to find its way into the manholes, located every thirty feet, and from thence into the sewers.

the railroads are willing to transport | the overhead trolley. This is a distinct these materials at surprisingly low feature and advantage of the new sys-figures; some of them are willing to transport it free of cost, others at half a working circuit. The current is fed usual rates, others at actual cost as into the positive conductor and returns nearly as can be determined. General over the other or negative conductor. The current merely rises on one side o the plough, passes through the control lers into the motors and after perform ing its duty returns by the other side to Essentially Novel Arrangements.

The plough or traveling contact arangement is also essentially novel. It consists of two pieces of Iron, one on each side of the plough, supported on spring leaves, which cause them to press outwardly against the two conductors. The plough is suspended from a longitudinal bar bolted to cross-beams set upon the track, and is constructed of two sheets of steel laid each one upon a plate of fibre. The two sheets of fibre ere then brought together, enclosing strip copper conductors connected at the op to the motor cables, and at the bottom riveted to two other pieces of sheet steel. These run on each side of the plough and serve as supports for the hinges which carry the sliding contact pieces. A heavy sheet of fibre con-

The motors employed are the standard General Electric 800 machines, controlled by K2 controllers, and the cars which are used on the line resemble those used on the Broadway cable line. They are lighted by nine incandescent lamps arranged in groups of three

arate these contacts.

This system seems to offer the best solution yet discovered for electric traction for city streets without incurring any popular odlum from what is called the trolley difficulty. It is free from the objectionable features characteristic of other methods attempted elsewhere. Instead of a plough fitted with wheels running under or over wires strung in the conduit, instead of any of the other numerous and elaborate expedients to secure a worksble underground conduit electrical system, a surprisingly simple method of contact is adopted. This new system is cheap and easy to install, can be kept in repair at small cost, and can be inspected without difficulty.

The introduction of this system in New York, where the crying need for rapid transit is almost equaled by the letermination not to admit the overhead trolley, is only a start. Its satisfactory operation, safety and economy when compared with cable or horse reduce the consequences of failure to traction, will probably result in its the minimum of damage which would general adoption upon the surface roads, and another step toward real

THE WANE OF COMSTOCK.

He Is No Longer Regarded in Gotham

Competent Art Critic. Under the new order of things in New York, writes the Gotham correspondent of the Cleveland World, a great many men are finding that they are not what they used to be in matters of importance and influence. Among these is Anthony Comstock, that irrepressible hunter after the immoral in art. Shocking to relate, his mere word is no longer to be onsidered as conclusive evidence in questions of the fitness of pictures to dorn the walls of their owners. In other words, the great Anthony has been ignominiously "thrown down." and by the excise board, where he used

Anthony stirred up the hornets' nest by a raid on the saloon of his distinguished fellow citizen, Steven Brodie. There he found paintings to which he had serious objections, and he forthwith posted off to the excise board and demanded the revocation of Brodie's license. To his horror, Commissioner Woodman demanded that he produce the offending pictures before the board. "I've seen them myself," said Com-stock, "and I tell you they are immoral. Is not my word enough?" "It is not," retorted the commissioner, "and, furthermore, I take this opportunity to tell you that I have a very poor opinion of your power to determine what is and what is not improper." That ended the interview, and Brodie still has his

license. The basis of Mr. Woodman's estimate of Comstock's discrimination is found in the fact, as he afterward told me that the reformer came to him not long ago with a similar complaint, bringing the pictures in question, when the commissioner found to his no small indignation that two of them were copies of art works hanging in his own parlor, where his wife and children could see them at any time. That weakened his confidence in Anthony, with the result noted above. And there are excellent citizens in New York wicked enough to feel a lively sense of satisfaction over

AN AFFECTIONATE HORSE.

Acording to the extremely truthful New York Recorder, James Hudson, of Skaneateles, has a very knowing old horse poor man, and does not know just how he is to manage the problem of life. The other day he was out of work-he is a nel iron four inches deep and thirty carter by occupation—out of sorts and out feet long. They are suspended from the of spirits, and was lying flat on his back bling the scant grass. Presently the in telligent animal came and nosed him until he was compelled to get up. Then, gently gripping his sleeve, Baldy led him away to the middle of the field, where he had pawed a deep hole under an old oak. Baldy went down on his knees, and presently drew forth, with a whinny of pleasure a broad golden coin, which he laid in Hudson's lap. It was a Spanish doubloon of very ancient mint. Hudson's gloom vanished in a minute. Running to borrow a spade, he had presently unearthed a strong box, heavy with gold. Old Baldy, unable to lift the box with his teeth, had gnawed a hole through the iron-bound cover and taken out a sample coin for his master. With tears of gratitude streaming down his face, Hudson fell on Baldy's neck and sobbed. He will never sell the dear old horse. The value of the treasure is about \$37,319.

NEW TO THE BUSINESS.

"This won't do," said the general passenger agent, in annoyed tones to the map maker. "I want Chicago moved down here half an inch, so as to come on our direct route to New York. Then take Buffalo and put it a little further from the

ake.
"You've got Detroit and New York on different latitudes, and the impression that that is correct won't help our road.

which the insulators are placed are constructed of brick with waits that rest on concrete foundations. The floors are laid with six inches of concrete and are provided with drains for carrying off water. With this provision for draining no water in the configuration of the short of the shor

Gathered in the World of Melody.

Interesting Notes About Famous Musicians at Home and Abroad.

vocal and planoforte instructors of town have practically closed their studios. and the choir and chorus leaders are, in many instances, seeking inspiration in suburban retreats, where the songs of the robin and bobolink are heard at daybreak and the whippoorwill sings to the sleeping shadows at nightfall. Many good things are promised in a musical way, however, at the opening of the winter season. The Lyric club, under direction of Professor T. J. Davies, will be more active than ever in adding laurels to their deserved reputation. The United choirs, under Professor John T. Watkins, will be strengthened for new victories; Profes sor Richard Lindsay has several new enterprises in view in the line of comic opera by home talent, and the various choir masters about the city are already on the lookout for novelties in church music for Christmas and other special occasions of festivity. The Symphony orchestra, under the leadership of Professor Hemberger, will be reorganized for active work in a few weeks, and some excellent concerts will be given during the winter. From present appearances the coming musical season will be one of the most enjoyable known to the Electric City.

Miss Hortense Covne, of Adams ave Coyne, is among the most promising young sopranos of the city. Although the fact is not generally known, Miss Coyne's voice has developed to a marked degree during the past few months and has surprised her most sanguine admirers. At a recent concert given at Visitation academy, Washington, D. C., Miss Coyne's efforts were highly appreciated and she received favorable mention in the press of that city. At the conclusion of her school days at Washington it is probable that Miss Coyne will complete her musical studies at the New York or Boston conservatories.

Organist George B. Carter is again in the city, having returned from his two weeks' vacation.

Professor Chance, the new organist at the Second Presbyterian church, is receiving instruction in New York, and is actively practicing preparatory to boy. assuming his new duties in October.

Professor Weedon, musical director at the Second Presbyterian church, has been enjoying a vacation at Preston

Pity the privations of the prima don-na! Here is a story of Mme. Patti, which may be appropriately enough recalled today. Once when she returned from her daily drive, she was exceedingly thirsty, and asked M. Nicolini to have procured for her a glass of water. Nicolini was horrified. "What!" he shricked, "Ma mignonne, you know that you are going to sing tomorrow night, and the water will chill your blood. Oh, no, I forbid water!" not permit wine." "Please cannot I have something wet?" pleaded Patti with parched lips. Nicolini pondered long and deeply, and at length with his own hands carefully prepared for the great singer a soothing draught of

on Sept. 30, will for the first time be presented at Pittsburg. The book is by Harry B. Smith.

SHARPS AND FLATS: Nordica is ill. Sousa is writing a march.

Patti employes 100 servants. Mancinnelli will not come to America ext season. "Chatterton is the name of Leon

cavallo's new opera. The operatic version of Dumas' "Femme de Claude" will not be given until the

Juan Valera's "Pepita Jiminez" ha seen made into an opera, the music by Senor Albeniz. Lill Lehmann and her sister, who is also

vocalist, are expected in this country n September. Mme. Sembrich, who has been engaged by Messrs. Abbey and Grau for next sea

was originally a prodigy planiste and Paderewski's recent recital in London brought \$5,435 in ticket sales, the largest

ever taken in at one plano recital in that city. Atherton Brownell, editor of the Boston Home Journal, is writing a tragic opera. The scene of the opera is laid in Marble-

head, Mass. Humperdinck's new opera, "The Wolf and the Seven Kids," is about finished. The libretto is arranged by the composer's ister, Frau Wette.

An opera called "Tizanello, for which Sig. Mancinelli wrote the music, has been produced recently with success at the National Theatre in Rome. Saint Saens has composed the last two

ets for a grand opera, "Fredegonde, which his friend, Ernest Gueraud, had written the first two at the time of his death. Frau Wagner is busy completing for

brate the twentieth anniversary of the

inauguration of the Bayreuth Festspiel-haus. "Rhe:ngold," directed by Hans Richter, is said to be the opera on the fes-It is stated by one who knows Paderew ski intimately that the length of his hair is always graduated according to the countries he visits. In sober, classical Germany his hair is quite short; in France a little longer; England is treated to a still further display, while in America the longest period is reached. It is a fact that his hair in England is much shorter than it has ever appeared

much shorter than it has ever appeared in America. The musical season of 1895-96 will not be lacking in planists. Among others, Mar-tinus Sleveking will come to this country in the fall, and will probably make his debut in New York. He is a Hollander by "And, man, take these two lines that compete with us and make them twice as crooked as that. Why, you've got one of 'em almost straight.

"Yank Boston over a little to the west, debut in New York. He is a reliable to the lift, coming from an old and aristocratic family which dates its ancestry back to the lifteenth century. From his earliest infancy he displayed characteristics of magnetic temperament and striking personality.

The youngest prima donna in America, and probably in the world, is Louise Moore. Although but is years of age, Miss Moore has appeared in more operas during the past season than any singer on

Quiet reigns in musical circles of the city during the heated term and, in the words of Solomon, there is nothing operas. Miss Moore is a pretty blonde, and possesses a sweet voice, together with acting ability of no mean order. She has had several offers for next season.—Dra-matic Mirror.

Mme. Georgine von Januschofsky will be Mesrs, Abbey and Grau's dramatic prima donna for their German perform-ances at the Metropolitan Opera House next season. She will sing Isolde, the Bruenhildes, Fidelio, Elizabeth and Ortrud in German, and also Aida, Valentine, Donna Anna Germal he Countess in the Donna Anna, Ortrud, the Counters in the Nozze di Figaro, Leonore in Il Trovatore and Michaela in Carmen in Italian. Mme. von Januschofsky has not been heard in this country for some time, having for the last two years been dramatic prima donna at the Imperial Opera House in Vienna.

WELSH JOTTINGS.

It is announced that during the past year the London Missionary society's col-lections from Wales have increased by over f14,000.

George Meredith, the novelist, who claims to be of Welsh descent, has of-fered a prize for the best essay on Welsh literature, to be competed for at the forth-coming eisteddfod at Llanelly.

It is said that Valley of Aberdare, 150 years ago, was so healthy that people could not die there, and were obliged to go to Merthyr when tired of living. This, no doubt, accounts for the former place having been populated years before the latter.

A traveler who visited Aberystwyth in Miss Hortense Coyne, of Adams avenue, daughter of Mr. and Mrs. P. H. place, enriched by the coals and lead which were found in its neighborhood, but very dirty, black and smoky, and he fancied that the people looked as if they lived con-tinually in the coal or lead mines. What would that traveler say if he could revisit Aberystwyth now?

Frederic Griffith, the eminent flutist, isa Welshman of whom Wales is proud. He is making great strides in his profes-sion. On Wednesday night he gives an invitation flute recital at the Royal Academy of Music. A high-class programme is arranged. Senor Manuel Gomez, the clar-ionettist, and Septimus Webbe, the planist, will take part in the performance A feature of the programme is a sonata for flute and planoforte by Frederick the Great, whose compositions were not in-tended for publicity. Frederick the Great, like our Frederic, was a fine flutist. A communication has been received from

D. Rees, mayor of East London (Cape Colony), offering to become a guaranter for f100 in connection with Lianelly na-tional eisteddfod, and promising to sail at once for the old country to be present at the event. Mr. Rees is an old Llanelly Gomer John, Pontypridd, supplements

Cyrch a Chwta's quotations in "Weish Gossip" realisteration with the following from Tennyson: Whatever record leaps to light He never shall be shamed.

Both in Evidence. The bright, ambitious mercury Is heated to a cherry red, And the butter and the summer girl Are beginning now to make a spread -Indianapolis Journal.

Gilmore's Aromatic Wine

-A tonic for ladies. If you are suffering from weakness. give me a taste of wine," pleaded the and feel exhausted and nervous; are getting thin and all tomorrow night, and you know that run down; Gilmore's Aromatic Wine will bring roses to your cheeks and restore you to flesh and plumpness. Mothers, use it for your daughters. It is the best regulator and corrector for The latest by Victor Herbert Is an opera, "The Wizard of the Nile," which ailments peculiar to womanhood. It promotes digestion, enriches the blood and gives lasting strength. Sold by Matthews Bros., Scranton.

DUPONT'S

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