THE STORY OF THE **FESTIVE BICYCLE**

Was First Conceived and It Gradual Development.

INTRODUCTION OF THE VELOCIPEDE

It Was Invented by Two Frenchmen. The Wheel Turned Down by Louis XVI--The Paris Bicycle Fud in 1867 -- Introduction of the Bike in New York -- First Appearance of Bloomers.

From the Philadelphia Times.

In July, 1779, the journals of Paris announced with much derision the appearance of the first velocipede of which we have any authentic account. Two enthusiastic Frenchmen, Masurier and Blanchard, a celebrated aeronaut, had invented a wonderful two-wheeled machine, which was destined to overthrow within the coming hundred years the monopoly held through long ages past by the faithful horse and patient ass, and enable man to propel himself throughout the earth at a rate of speed only limited by his strength and endur-

Louis XVI. ordered a public exhibition of the phenomenon under his own personal supervision at Versailles, in the presence of Marie Antoinette, and promptly turned it down as unworthy of adoption or even respectful attention. The unfortunate inventors, meeting with this chilling treatment in France, turned their steps towards their Saxon enemies across the English Channel, receiving immediate and enthusiastic recognition in London and throughout England by the nobility. Here this man-propelled machine found great favor under the exalted patronage of the Duke of York, who seems to have been something of a sport, and whose zeal in behalf of his inanimate steed-sired, and likewise damned, in France-laid himself open to much ridicule and unlimited lampooning. This mechanical Bucephalus was called a struction of the velocipede.' "dandy horse" and was practically a bicycle, it having but two wheels.

Its popularity was of short duration, and the remote ancestor of the modern safety sank from view for many years; then reappeared in 1808, and again in 1816, in substantially the same form, perhaps more cumbersome, under the sponsorship of Baron Von Drais, of Manheim, who named his stolen device the "Draisine." The manner of propulsion was, as with the Duke of York's dandy horse, by the rider thrusting his feet upon the ground and pushing with his toes, directing the course of the contrivance by means of steering handles When going down hill he could lift his feet from the ground and take a scoot that usually ended in a general mix-up of "horse" and rider at the foot of the

OTHER ATTEMPTS.

In 1818 Dennis Johnson made some imrovements on the Draisine, lessening the weight and providing a stomach est. He took the machine to England. and there received letters patent for a "pedestrian curricle." The mode of ropulsion was still the same—the riders still did more walking than riding.

Louis Gomperts in 1821 made some very radical changes by introducing a driving handle attached to a cog segment fitted in a corresponding socket on the front axle, by means of which the rider could assist with his hands in propelling the machine, while he still tepended upon his legs as before to keep himself upright.

Various other devices built upon the same lines were introduced at various times through the next forty-five years. none of which added material improvements to these primitive machines thus briefly mentioned. The great problem to be solved was that of equilibrium. The duke of York's dandy horse, with cranks and pedals, would have made a very fair safety, but no one dreamed that a man could drive one of these contrivances along the highways and byways by pedaling with his feet and still maintain an upright position.

The active principle was latent in all these inventions, but there was no one who could discover it until 1860, when again a mechanic-loving Frenchman came to the fore and applied the principle of the then spinning top and rolling hoop to the then extant ancestors of the present scorchers, and launched upon the world a two-wheeled "velocipede" propelled by pedals. It might be mentioned, however, in this connection that in 1830, a man named Dreuse, likewise a Frenchman, built a machine on which the rider was to sit free from impact with the ground and propel himself by means of handle bars, but for some reason it would not work, and no public acknowldegements of its merits was re-

The machine of 1860, an old naval officer, M. Salices, being the inventor, reached a solution completely, but, singular to relate, created no particular excitement. Various improvements were made upon this machine until 1867, when all Paris broke out affame with the first real wheel craze since the days of the duke of York.

This time the fad became general and passing through the gardens of the Tuileries, where the prince imperial rode his veloce de luxe mounted in rose wood and aluminum bronze, it reached the haunts of the canalle of the Quartier Papincourt or Rue Mouffetard.

RIDICULING THE CRAZE.

The journals of Paris and France during the year 1868 continually referred to The New York and London papers into line with paragraphs and items, editorials and cartoons anent the craze.

The Scientific American of Sept. 30. 1868, had a description of a velocipede

race in Paris, which came off early in the month, and it might be interesting reading for the professionals of today. The purse was 1,000 francs, and the con-testants were six Americans and six Frenchmen. All kinds of velocipedes were permitted, but nearly all riders used the two-wheeled kind. Two laps constituted the distance, and no rider was allowed to touch the ground with his feet, and he was not permitted to "head to the rear." This means that the rider could not prevent himself from falling by steering off in a circle until he was able to right himself again. This was considered unfair, but to use the writer's own words, "you may go as crooked (snake-like) as you please, but never turn around or 'face the rear.' subsequent challenge one-lap race. The author continues: "This was real fun for the Americans. The 'allcomers,' however, are up to snuff now, and are looking for something now to beat the Americans; but the Frenchman must get up early and dejeuner before 11

The New York World about the time came out in an editorial saying: "Two or three infatuated persons, probably driven mad by protracted tortures on the street railway cars, or by the spurns which patient patrons of the omnibus take, have made up their minds to introduce into New York the modern French improved velocipede. This is simply a contrivance for en-abling able-bodied persons of a malt-clous turn of mind to make catapults of themselves. Such persons, leaping on a velocipede and putting it to full speed by rapid pulsations of either leg, can launch themselves with terrific force and fury against the legs of their fellow-creatures. No matter what dam-age they may inflict upon their victims, they can always get out of the reach of an indignant populace long before the nearest policeman can reach the spot. We have only to say that within six months from this millennium of mechancil propulsion the artificial leg companies will be declaring cash divi-dends of from 300 to 500 per cent. We are decidedly opposed to putting the average New Yorker, untamed and un-civilized, astraddle of a wooden locomotive, with license to get up his own steam, which goes to show that wood as well as iron were used in the con-

A month later the same journal, anent the riding of velocipedes by women, says: "The flat has gone forth. American ladies are to velocipede. It was all settled a few evenings since, and with a great eclat this novel amusement was inaugurated in the metropolis by a grand moonlight velocipede race, gotten up and entirely conducted by a revolutionary bevy of enterprising ladies. This brilliant affair, as might be imagined, has electrified all upper belledom with an absolutely new sensation."

ON YANKEE SOIL.

Almost a month prior to the isolated cases before referred to the American Artisan of September 23, 1868, announced that the advent of a wheel brought from Paris by Thomas R. Pickering in this manner: "The velocipede, about which there has been such a mania in Paris for the last year or two, has at length made its appearance in New York. Thomas R. Pickering, the wellknown patentee of the steam engine governor, of No. 144 Green street, on the afernoon of the 17th instant created quite an excitement in the City Hall went many times around the park, and back and forth in front of the hall, with great ease, the machine being under the most perfect control, only going at good speed. It astonished us not a little to see with what facility the rider can balance himself and vehicle, the wheels of which are only three-fourths of an inch across the tire and arranged one before the the other.

The craze at this time had not abated in Paris, but was rather on the increase. as will be seen from the extract from the New York Evening Post, November 24, 1868. A Paris latter says. 'Velocipedes to the front! The cry is still they go! There are private riding schools most aristocratically attendedlords, dukes and princes, who get "Imperial crowners' when they impel their wood and metal too recklessly. But I have today seen signs of the seemingly useless playthings being turned into use. . . Now I see that the several workmen of the better class have invested money in velocipedes.

• • • And whether or not all working Paris goes home from work on its own 'high-mettled' steed is a mere ques-

tion of price." And the "high-mettled" steel had already commenced his prancing over the western hemisphere. The pavements of Philadelphia, Boston and Chicago were resounding to his tread.

The last-named city appears to have seen the velocipede in actual daily use at an earlier date than New York. C. Gilbert Wheeler brought to Chicago from Paris in the fall of 1867 a velocipede (two-wheeled), similar in appearance to the "ordinary bloycle of the 70's." This machine was introduced to the astonished denizens of the "Windy City," and was ridden upon the streets by Mr. Wheeler's brother in the spring of 1868, thus antedating New York's first experience. The same year Dr. Arthur Edwards appeared upon the streets with a brand-new bone-shaker, or a similar instrument of torture, of the Pickering make. These gentlemen became the cynosure of all eyes, and the papers of the day continually lampooned them and their efforts to propel themselves through Chicago's busy streets on the "straddle-bug" affairs.

SLOW TO CATCH ON.

The fad did not spread very rapidly for some time, for we find in the Chithe "new toy" and the caricaturist cago Republican of Sept. 3, 1868, these found a rich field for his pencil's work. queries and conclusions: "Why does not some enterprising Chicagoan either looked on askance at first and then fell import or build and introduce these popular vehicles in Chicago? It is quite time we had some other means of locomotion than the present modes. . . We need such aids here. They would

Oung Mrs Phyle

And a right good cook is she.

Her pies are fit for a queen :

THE N. K. FAIRBANK COMPANY,

And her success, as you might guess.
Is due to SOTTOLENE.

Such bread and cake as she doth make

Twould gladden your heart to see.

And doughauts brown - the best in town

Future Supply of Coal Tonnage of the Various Railroads having access to the Pennsylvania Anthracite Coal Fields. Schuylkill Region.

RAILROADS.	Area 176 square miles.		Basin. Area 45 square miles.		hanoy-Shamokin Field. Area 94 square miles.				Area 484 square miles.			Tonnage Shipments,	Duration, based on
	Area of Coal Lands Covering 4-ft. beds.	Unmined Tonnage,	Area of Coal Lands Covering 3-ft. beds.	Unmined Tounage.	Area of Coal Lands Covering 3-ft. beds.	Unmined Tonnage.	Coal Lands Covering 3-ft. beds.	. Unmined Tonnage.	Total Area.	Contents in foot-acres, unmined Jan 1, '96.	Total unmined Tonnage, 650 tons per foot- acre.	1895.	shipments
Delaware, Lackawanna and Western Railread Co.—Tonnage owned. "by contract Total	16,229 6,519 22,748	300,853,150 31,478,850 332,332,000		2.5					16,225 6,519 22,748	48,429	31,478,850	£ 199 98/	54 years.
Delaware and Hudson Canal Co.—Tonnage owned. "by contract	16,578	115,823,200		this column have lude the probable strippings.			-		16,578	-	115,823,200	THE RESERVE AND ADDRESS OF THE PARTY OF THE	os years.
Total	16,578	115,823,200		olu ing					16,578	178,188	115,823,200	4,847,84	26 years.
Erie and Wyoming Valley Railread Co.—Tonnage owned by contract	11,648	94,876,600	, i	this c					11,643	145,964	94,876,600		
Total	11,643	94,876,600		# 5 5					11,642	145,964	94,876,600	1,746,83	54 years.
Erie Hailreas Co.—Tonnage owned by contract.	5,998 1,745	34,718,100 4,161,300		gures to in					5,998 1,74	6,402	4,161,300		
Total	7,743	38,879,400		e fe				-	7,74	59,816	38,879,400	1,820,03	21 years.
New York, Ontario and Western Railroad Co.—Tonuage owned	3,664 8,664	13,971,100		chang s tour					3,66		13,971,100		9 years.
New York, Susquehanna and Western Railread Co.—Tonnage owned "by contract	2,020 4,182	13,551,850 13,338,650		Note—The f been changed surplus tonnag					2,020 4,18	20,849	18,551,850 13,338,650		
Total Delaware, Susquehaana and Schuylkili R. R. Co.—Tonnage owned. '' by contract	6,202	26,890,500	6,822 486	67,361,33 2,539,86					6,20: 6,82: 48:	103,632	67,361,834		18 years.
Total			7,308	69,901,20			-		7,30	-			85 years.
Pennsylvania Railread Co.—Tonnage owned by contract	4,514 750 5,264	86,082,600 15,283,450 101,846,050	200	1,100,00	6,645 696	21,165,300	1,340	30,811,950	16,57	381,757 6 105,170	248,142,050 68,360,700		63 years.
Central Railroad Company of New Jersey.—Tonnage owned	12,878 865	842,600,500 5,040,750	9,885	851,018,90 8,768,60	Ó	104,000,200	4,709	170,080,950	26,42	2 1,828,862 1 21,245	863,760,350 13,809,350		
Total	13,248	847,701,250		359,787,50			4,709	170,080,950	-	Control of the later of the			163 years.
Lehigh Valley Railroad Co.—Tonnage owned by contract. Total	9,969 2,147 12,116	161,212,850 18,187,650 179,400,000	4.775	43,698,00 50,123,40 93,816,40	0			388,279,500 388,279,500	6,92	105,094	68,311,050		116 years.
Philadelphia and Reading Railread Co.—Tonnage owned		115,400,000	541	2,135,90	-	645,589,100	57,530	1,439,765,600	89,47	7 8,211,524	2,087,490,600		110 years.
Total			541	2,135,90	0 88,446		A CONTRACT LAND AND ADDRESS OF THE PARTY OF	1,480,272,300	The second second		2,143,706,500	9,905,05	9 216 years.
Total tonnage owned by railroads " controlled by contracts "** Uncontrolled tonnage	79,829 19,872	1,149,758,850	20,750 6,887	484,209,18 62,531,86			2,392	1,996,971,600 71,318,650	31,88	7 418,749	4,613,777,984	5	
** Uncontrolled tonnage	1,543	126,910,650					6,609	\$160,911,400	8,15		187,822,050		
Grand total	100,744	1,278,130,750	27,637	526,741,00	0 54,555	1,039,713,850	0 84,669	2,229,201,830	267,60	5 7,805,826	5,073,786,750	46,545,67	0 109 years.

Tabulated Estimate, prepared for the Bond Record by William Griffith, and showing the Approximate

*A foot-acre is an acre of coal bed one foot thick. Two acres of a coal bed to feet thick would contain 20 foot-acres.

**This tonnage is contained in undeveloped lands in private hands, still subject to purchase or lease.

† The region containing major part of this tonnage is accessible by the Lehigh Valley, Delaware, Lackawanna and Western, Delaware and Hudson, Central of New Jersey, and New York, Susquehanna and Western, and remainder accessible also to the Eric and Wyoming Valley, Eric, Ontario and Western, and Pennsylvania Railroads.

‡ Region accessible by the Philadelphia and Reading, Lehigh Valley, Pennsylvania, and Central of New Jersey.

According to the foregoing table, it will be seen that the total anthracite tonnage supply of the future is estimated by Mr. Griffith to be 5,073,786,750 tons (which does not include the Bernice coal field is Sullivan county, which is estimated to contain about 10,000,000 to 15,000,000 tons of marketable coal) divided about as follows: Domestic or prepared sizes, 3,382,524,500 tons; steam sizes, 1,691,262,250 tons [Joseph S. Harris, president of the Reading Railroad, has estimated the same total future tonnage at 5,960,700,000 tons, including culm piles and pillars, and A. D. W. Smith has estimated it at 6,898,000,000 tons. Mr. Griffith estimates further that of this future tonnage the Wyoming region will contribute 25.2 per cent., the Lehigh region 10.4 per cent., the Mahanoy district 20.5 per cent. and the Pottsville district 43.2 per cent. According to the summarized estimate, 109 years is the life of the anthracite industry, on the basis of shipments made in 1895. If we follow Joseph S. Harris, president of the Reading Railroad, in assuming 60,000,000 tons as the limit of annual shipments, the supply would last about 84 years, and at the average annual rate of increase from 1895 (1,200,000 tons per annum) this limit would be reached in about ten years, i. e., in 1906. Says the Bond Record: "It will perhaps help the reader to a better comprehension of the figures of our table to say that the future tonnage of the anthracite region, if prepared for market, would completely fill an ordinary city street, 60 feet in width, to a depth of 60 feet, or say to the tops of the fifth story windows, for a distance of 8,800 miles. On the basis of the shipments of 1895 we are exhausting this supply at the rate of about 81 miles per year, and, according to the record of the past 25 years, the consumption is increasing at the rate of over two additional miles per year. As previously stated, this does not include the tonnage from culm piles and other sources, from which a considerable supply will doubtless be obtained in the

pecome popular. And American ingenuity would soon suggest improvements which would render their use an agreeable exercise."

The writer had evidently overloked the effrontery of Dr. Edwards and Mr. Wheeler in frightening horses and alarming pedestrians with their primi-tive machines for months previously. Park by appearing there mounted on a two-wheeled velocipede of his own manufacture, just finished. Mr. Pickering subject: "There has been no practical result thus far in the movement for the introduction of velocipedes in Chicago. There is, we understand, a club of young men in process of formation by whom it is proposed in a quiet way to introduce this instrument. . . . There is some doubt as to whether the

veloce will ever become thoroughly domesticated in this country. To a cer tain extent it may become popular as a means of amusement. It can never be utilized among Anglo-Saxons. . It may, however, in time fill a por-

tion of the space now occupied by skating. . . . There is something in it which does not harmonize with steady Yankee character.'

Later in the season the same paper concludes a column velocipede article as follows: "In conclusion it may be stated that though the velocipede disease is now raging so fearfully as to make it appear that the epidemic is doomed to run eternally, yet favorable of circumstances, and as often before been brought forward under the most favorable of circumstances, and as often has sunk out of sight again, we can only believe that within another twelve months it will once more disappear from the public gaze. In the meantime give it every possible chance. Trundle it around skating rinks, roll it about the stages of leading theaters, let us 'scoot' along the smoothest sections of pave ment to be found, and still its glories shall assuredly wave in the end, and, having finally faded from popular notice, the captivating plaything will eventually be obliged to seek retirement

for another twenty years." PROPHETIC WORDS.

This writer also seems to have been s 'seventh son of the seventh son," for in measure his words came true. Within twelve months its glories waned throughout the world. The bone shaker was relegated to garrett and cellar, and the pedestrian assumed his wonted nonchalance and ease upon the city's busy streets. The instrument of destruction had disappeared almost as suddenly as it had appeared, but not for long was it doomed to seclusion. In 1873, in a mewhat different form, it came again on earth under the name of the blevele. Of this new machine nothing much in praise can be said even by its inventor, J. K. Starley. However, the flame broke out afresh and the "ordinary," as a direct descendant of the velocipede, of which so much has here been written. blossomed as a rose, and acquire its full bloom and fragrance in the years spanning the latter half of the decade '76-86.

The evolution was gradual from the constant danger to life and limb, to the real safety with chain and sprocket invented by the same man Starley, who was responsible for the 1873 ordinary. It is not the province of this article to follow the different steps taken by inventors, or trace minutely the various lines followed by manufacturers in arriving at the mechanical results as we see them today. This time it seems the English took the lead and America quickly followed with Yankee improve-ments; stimulated the interest in wheeling and fixed its status upon such solld foundations that evidently it has come to stay. The extent to which the wheel's grip it has taken upon public favor, and its universal recognition as a prime necessity in pursuits of business and pleasure may be well illustrated by the

much a surprise to dealers and jobbers as to one who rides in a brogham or a grip car. For some reason, which evrybody in the trade is busy in an effort to figure out, the wheel trade has branched out of the wonted channels and broken loose in the most surprising places. Hardware dealers and the big department stores have long been competitors of the regular dealers, but now they find wheels on sale by dry goods dealers, furniture dealers, shoe dealers, clothiers, cigar shops, hatters, men's furnishers, jewelers, stationers and even saloonkeepers. At the present rate wheels may be purchased as readily as cigars, caramels or newspapers. As the struggle of competition becomes more severe the wheel may be expected to replace the fresh country egg and the toothsome 'prairie oyster' as a premium with every drink; wheels will be hung up like sugar-cured hams in grocery stores, and druggists will be prepared to fill prescriptions for cycling exercise at all hours of the day and night. Your barber will gently insist on your taking a 'bike' instead of the time-honored shampoo, and your tailor will carry wheels as a side line. Now that precedent has been set it will be hard to

Duty.

place a limit on its consequences."

Use Aunt Rachael's Elecampane and Horehound. It is known that clear white rock candy is the most healing of all substances, and horehound and electric the very best throat remedies; combined we have Horehound. Elecampane, Grape Juice and Rock Candy, one of the best pulmonary remedies known. Singers and public speakers should carry a bottle in their pocket. For sale by druggists. Price 25 cents and 75 cents.

Premature Old Age Made Impossible.

A Life-Time Habit Easily Broken-It's Easy If You Only Take the Right Road.



A number of our great and and chewers have quit the use of the filthy weed. The reform was start. years to the use of tobacco. He tried the use of to his great surprise and de-light, it cured

Hon. C. W. Ashcom, who had been smoking for sixty years, tried No-To-Bac and t cured him.

Col. Samuel Stoutener, who would eat up tobacco like a cow eats hay, tried this wonderful remedy, and even Samuel, after all his years of slavery, lost the desire.
J. C. Cobbier, Lessing Evans, Frank
Dell, George B. May, C. O. Skillington,
Hanson Robinett, Frank Hershberger,
John Shinn and others have since tried No-To-Bac, and in every case they report not only a cure of the tobacco habit, but a wonderful improvement in their general physical and mental condition, al of which oes to show that the use of tobacco had

been injurious to them in more ways than All of the above gentlemen are so well pleased with the results that we do not hesitate to join them in recommending it to suffering humanity, as we have thor-oughly investigated and are satisfied that No-To-Bac does the work well and is a

on to mankind. March 13, 1890:

"Something besides high frames, large tubing, and barrel hubs distinguishes the opening of the spring cycle trade. It is a phase of tho trade that was not planned or anticipated by associations or boards of trade and comes as The cost is triffing, and three boxes are

PHILANTHROPY THAT **GOES TO THE MARK**

Something About the Origin and Work of Hull House, Chicago.

REACHING THOSE THAT NEED HELP

Good Citizenship.

Seven years ago, says the Chicago Times-Herald, two young women liv-ing on the North Side moved to Halstead and Polk streets, to the utter her ror of their friends, who thought the neighborhood quite inferior to Dearborn or LaSalle avenue. Neither did these young women, well born and accustomed to a refined privacy, have a whole house to themselves; they shared their new residence with a desk manufactory. But they opened their home and their hearts to their neighbors, and that home is now known the world over as Huli House, second only in fame and influence to Toynbee Hall, in London. In zeven years this house has grown wonderfully. First the desk factory vanished, and Miss Addams and Miss

Starr, with their fellow residents, occupied the whole of the old-fashioned Hull homestead. Then a wing was added, with clubrooms in it and lecture halls and a gymnasium; then another at the rear, for a restaurant and public bakery, where soups, cooked meats and other edibles could be had, all ready to take home, for less than the price of buying and preparing the raw material. Last of all, another wing, the children's house, has been built, to accommodate the creche, the kindergarten and the picture gallery. The big pile of buildings thus rapidly made necessary in seven years by the intelligent love and good will of two women only partly embodies the wide influence of the settlement. Co-workers, of similar aims, thugh often of different views, hav foined the founders, and a beenive is dull and stupid place compared to the

Hull House of today. EDUCATION, NOT CHARITY.

The work done is sociological and educational. Broadly, it is all educational, for there is little tolerance of the patronizing spirit of pure philanthropy. so called. The house has as much to do in the way of educating its would-be benefactors out of the pharisaism of modern charity is in the way of en-couraging the neighbors to lift themselves to a higher level of life. In orde No-To-Bac, and to get at the people at all the founders opened, at the very start, a kindergarten. It was through the children they must reach the parents. The fathers and mothers and the enlightened good citizens had, in the child, a commor interest. Next boy's clubs were formed, some for amusement, some for instruction, some for both. Then clubs among the parents of the children, men's clubs. a large woman's club and classes for both men and women.

Long before university extension was thought of in Chicago Hull House had extension classes, which is called college extension. These classes cover the following wide range of subjects: History of art, English, Dante, Latin, elec tricity and magnetism, algebra, advanced arithmetic, geometery, French, German, English grammar and letterwriting, drawing, painting and embroidery. Besides these, there are gymnastic classes for men, women and children and dancing classes.

GOOD CITIZENSHIP.

Hull House has aimed to teach good citizenship by example and precept. It wil be remembered that Miss Addams asked to take the contract for removing the garbage from the Nineteenth ward. This was refused, but she was made inspector, and the ward, hitherto one of inspector, and the ward, hitherto one of gone up in an elevator with a sthe dirtiest in the city, shows the effect running it."—Rozbury Gasette.

of her practical patriotism. The Civic Federation has a war council which meets at Hull House; the Dorcas Federal Labor Union, to urge the organization of women workers, meets there; so do the Laundry Employes' Union and the Chicago Working Women's Council. Besides these formal classes many other activities, primarily educational in their intent, go on. Every Sunday afternoon a free concert is given, by means of which the best music is brought to bear upon the wearled souls Short but Interesting Sketch of a of people who live in hard and unnat-Famous Institution Founded and these concerts are carefully prepared; Developed by Two Women Who Are they give the words of the songs and Educating the Poor in Labor and hint at the meaning and the musical values of the instrumental selections. Miss Eleanor Smith, a well-known composer, who has done such excellent work in lifting the kindergarten music to the level of its mission, has musical clubs and classes, and Fraulein Hannig, whom she met in Germany, where she at once recognized her fitness for the work, has

charge of the plano classes

MANY FINE PICTURES. Hull House is hung with beautiful pictures. Not only has it a picture gallery, where loan exhibits of the first rank take place, but every room in the house is hung with well-chosen, wellexecuted and appropriately framed pictures-water-colors, oil paintings, photographs, and etchings. Good casts are everywhere, and a few vases, each one thoroughly good. The absence of a meaningless cluster of colored pottery and draperies is as noticeable as the presence of really excellent things in numbers just sufficient to secure appreciation for each one.

To aid people to gratify the taste for art which it so sedulously endeavors to inculcate, Hull House has a collection of pictures which it circulates after the fashion of a circulating library. Each borrower is allowed to take and keep a picture two weeks on simply giving his name and address, and rarely is a picture lost or injured.

Recently Hull House had a handicraft exhibit of pieces of furniture carved and made by artists, of metal work, etc. The management hopes by such means ultimately to influence workingmen to put something of art into their labor, which is now so often mere soulless drudgery.

THE CHILDREN'S HOUSE. In the children's house the residents have endeavored to give a practical example of what a school house might and should be. It is simple in construction, of compressed brick, with wide brick verandas on each story. Within the walls are warmly toned in terra cottas and yellows, greens and blues, and are hung with a few well chosen pictures. The broad, low windows have sash curtains of silkoline to harmonize with the wall tintings. Here and there growing plants are on the window sills. Here the Froebel Kindergarten Association has its training school. The effect is evident already although the house has only been opend a

Miss Helen Starr, who has charge of the kindergarten, has mothers' classes which are doing excellently. The young ladies of the training school have grown so enthusiastle with the life about them that in addition to their kindergarten work they have taken groups in the various clubs to teach. Even in this work their training proves itself of value.

"What is needed now," said Mrs. Putnam, superintendent of the association. "is an education which connects with life. We must have our educational and our sociological work converge. We must know man in all his conditions in order to educate him, and we must not be content to study him merely, but to help him, and education is the only sure and

This help Hull House is giving freely. More, this help Hull House is,

Fearful Moments. Jonley-"Yes, sir, Iwas once in a balloor

with a crazy man. I don't suppose you can even imagine the horror of such an experience."

Jimley-"I don't know about that! I've

ASK FOR THE B%KLET ON CACH GIVES THE OIL AND IS ABSOLUTELY SAFE FOR SALE BY THE ATLANTIC REFINING CO SCRANTON STATION.

MERCEREAU & CONNELL

Jewelers and Silversmiths,

130 Wyoming Ave.

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U. E. CROFUT, PROPRIETOR. THIS HOUSE is strictly temperance, is new and well furnished and OPENED TO THE PUBLIC THE YEAR ROUND, is THE PUBLIC THE YEAR ROUND, is located midway between Binghamton and Scranton, on the Montrose and Lackawanna Railroad, six miles from D. L. & W. R. R. at Alford Station, and five miles from Montrose; capacity eighty-five, three minutes' walk from railroad station. House situated 100 feet from the lake, wide veranda extends the entire length of the house, which is 100 feet.

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