

Athens Reporter

WEDNESDAY AFTERNOON
—BY—
B. LOVERIN
EDITOR AND PROPRIETOR

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A liberal discount for contract advertisements.
Advertisements must not contain written statements which are in violation of the law and charged full time.
All advertisements measured by a scale of solid nonpareil—12 lines to the inch.

THE HORROR OF THE HOUR.
As silent as the shade of night
That strains against its light
Of human joy or pain,
And, though you do not know your way,
Your course here's sure to strike—
The fearful creature of dismay.
The woe of a life.

Then in the crash when eloquence
Exhausts its phrases there
When you have checked your words intense,
To think of something more,
A shock more fierce than all the rest
Of your career here—
The woe of a life.

Now I want to say a word to the
wheelman and wheelwoman who ride
solely for the exercise and pleasure
they get with it.
This is just between ourselves,
of course, and mustn't go any further.
Sit up straight when you're riding.
If you are out for a mild little jaunt you
will enjoy it ever so much more if you
sit up straight.

There's nothing so attractive about
the road that you should keep your
eyes on it constantly. Study the country
you are riding through. If you can't
back and your head well up so you
won't meet with an accident or cause
one.

Give your lungs an opportunity to fill
with fresh air. That's what you are
out for.
To see you stooped over is not a
pleasant sight.

Ladies, I don't care how handsome
your costume is or how pretty your face
may be, you look hideous when you
go by all doubled up. The device
which I am about to describe will
enable you to sit up straight.

If you don't stoop over your wheel
you will not be afflicted with what has
become known as the bicycle face.
There is form about riding a bike,
just as there is form about the table.
It is just as much bad form for you
to double over when riding the bike as
it is for you to stoop over the table.

Bear in mind, won't you, when you
go out this afternoon, or to-morrow
the next day, it is never too late to
mend.

Brace up and keep up and mark the
difference. I may have something to
say about the scorch in my next.
A. A. ZIMMERMAN.

Simple Bicycle Brake.
The illustration represents a very
simple and inexpensive brake, which by
a slight modification may be adapted
for use as a foot brake, and which is
designed not to cut or wear the material
of which the tire is made. The im-
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bicycles be unpowered free on railroads
as personal baggage. The same ques-
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Legislature before many years pass.

ART OF MANAGEMENT.

**BUSINESS METHODS OF THREE
FAMOUS THEATRICAL MEN.**

How Sir Henry Irving Puts a Play Upon
the Stage—Mr. Augustin Daly's At-
traction System of Management—The
Success of Gustave Frohman.

The extent to which the personalities
of half a dozen men are reflected in
every worthy current phase of dra-
matic endeavor becomes apparent to
the habitual play-goer, as well as to
the humblest class of laborers in the
theatrical field, in these days of finan-
cial depression when only plays of
great merit or strikingly original nov-
elty ensure pecuniary success. In fact,
the art and business methods of three
of these men are responsible for every
recent achievement in their line that is
worth of note. Others using the same
methods have made nearly as great
reputations; but that has been through

present. The man referred to is Gus-
tave Frohman, second in years of the
three brothers whose combined inter-
ests in the "amusement line" are of
greater importance than those of any
other drama managers.

Gustave Frohman was the pioneer
distributor of celebrated dramatic at-
tractions throughout the towns and vil-
lages of the country. What others had
done in a haphazard way with "Uncle
Tom's Cabin," he did systematically
with "Hazel Kirke," and is now doing
with the importations of his brothers,
Charles and Daniel Frohman. Many
will doubtless be surprised to know
that without this cleverly managed and
exhaustive "road business," as it is
called, the expense of importing the
great novelties of Paris and London,
such as "Jane," "Sowing the Wind,"
and the "Festal Card," would practi-
cally prohibit that enterprise. But
whatever is demanded by the people
of New York city and Chicago is eagerly
accepted by the audiences of the

smallest towns on the map of the
country, and it is placing these attrac-
tions everywhere on a carefully sys-
tematized plan before their novelty has
worn off that enables American man-
agers to give their patrons all that can
be had in any other country. While
Gustave Frohman's administrative
genius showed other managers how the
result could be accomplished, and
while he still remains chief among
road managers, to say that his talents
are limited to this field would be far
from the truth. As the lessee of a
first-class theatre in Chicago he has
demonstrated the possession of sound
artistic judgment, and it is well un-
derstood in the theatrical profession
that no other manager excels him in the
knowledge of how to exhibit the tal-
ents of the actors in his employ at
their best.

CURTIS DUNHAM.
A MARVEL IN RAILROADING.

How Two Trains May Cross One Another
On One Track.

A problem in railroad engineering that
has received considerable attention from
a certain class of inventors has been to
devise a scheme whereby two trains
may pass each other, going in oppo-
site or opposite directions, upon a
single track, and this save half of
the expense now necessary to lay a
double track.

Less than a year ago, says the New
York World, patent No. 523,300 was
granted for a method of accomplish-
ing this result without the usual sa-
guinary circumstances. The device
is simple. The proposed plan is to place
a long inclined plane car at each end
of one of the tracks. This car is
climbed cars and along the roofs of the
other cars is laid an ordinary track
of standard gauge.

When a second train desires to pass
this all it has to do is to crowd on
seam and climb over it. This it can
do with equal facility. The inventor
argues that this method is a great im-
provement and that the first train is
stationary or moving at a high rate
of speed.

A LENTEN SACRIFICE.
She was "not at home" to me;
When I loved, she didn't see,
Though I led her to each side
of propriety.

To her mother then I went,
And told her the whole meat
To relinquish during Lent,
My society.

A Case of Necessity.
When a man is as vivacious and at-
tractive as he is you'll find plenty of
old bachelors, or, if you are a widow,
you will pick holes in his coat. Men
are proverbially jealous of
another, and when you meet another
man it will look as if you
envied him.

"Triumph! I'd like to know why I
should envy that Mr. Sherman. He is
forty, if he is a day; he has a fine
hair, and he hasn't any more than I
have. He may not be an Adonis, but he
is able to make himself agreeable; he
sings and plays admirably, is a good
dancer, is thoroughly well informed as
to all new literature."

"That's right, Mrs. Henne-Pecque,
praise another man at your own hus-
band's expense! If my children were
grown up, as his are, and I boarded at
his house instead of being home for a
fastidious epicure like you, I could find
time to keep up my music and read all
the latest novels, and I wouldn't care
to pretend you like a domestic man, but
you all flutter around an idle society
man like moths around a candle."

"Oh, we like to laugh and talk with
them, but when it comes to marriage,
we take the domesticated one. Now
the suitors of my daughter must go and
find that girl a whipping."

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**THE X RAYS REACH THE HOUSEHOLD
OF THE NEW WOMAN.**

The Learned Dissertation on Roentgen's
Discovery That Took the Dear Little
Hubbards' Breath Away—She Praised
"Another."

"What a gem, Henne-Pecque exclaim-
ed, indignantly as she entered the
dining room. 'What did I hear you say
to your father, Isabelle? Did my ears
deceive me? Did you dare to tell your
father, loving father that he didn't
know enough to go in when it rains?'"

"My dear," said Mr. Henne-Pecque,
seeing that Isabelle made no reply, "you
really must take that girl in hand. She
is getting quite beyond me. I am not
strong enough to whip her, and she
says no attention to anything I say.
She has got to the age when she needs
a woman's firm control."

"Go into the library, Isabelle, and
wait there until I come. Now that we
are alone, my love, I wish you would
explain this scene to me."

"Grace asked me to explain some of
the pictures in the morning paper, and
by which they can photograph the
bones in one's hand."

"Oh, you mean X rays?"

"Yes, X, and X stands for ten, of
course."

"My dear little husband, you do say
some very remarkable things! Take
algebra, for one thing, what does X
stand for in an equation?"

"She had had been kept by the fire
until I came. You may understand
the Roentgen theory, Mr. Henne-
Pecque, after the way I have been
most learned women do, but you evi-
dently do not understand how to serve
a woman. I am in a hurry. You
know I go to Pittsburgh to-night, and
I have several matters to attend to before
the train leaves."

"Oh, dear, Mrs. Henne-Pecque, you
are not going away again? I never saw
you go away before. The train leaves in
two hours in the week. I might as
well not have any wife for all I see of
it. What junketing is on foot this time?"

"Unreasonable, as usual, Mr. Henne-
Pecque. You seem to forget that Col.
Sherman's funeral takes place to-mor-
row in Pittsburgh, and that I am one
of the invited guests. It is in my
thought that they ultimately reach
earth, where they profoundly affect the
climate, and while the aurora is more
cold and warm waves, etc. The dis-
covery of Mr. Packer may thus put at
rest the controversy for studying
the causes that lie at the root of
all our changes of weather."

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The bicycle, which has been responsible
for all kinds of ills, good and bad,
and indifferent, is now charged with
having enslaved, at a low calculation,
500,000 males who were formerly ad-
dicted to the smoking habit, and who
have now abandoned it because it is
difficult to ride and smoke at the same
time. There is, of course, a correspond-
ing loss to the tobacco trade. The jour-
nal argues that if these 500,000 miles
of the bike craze have weaned themselves
from smoking only two cigars less a
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Shortage in Bicycle Tubing.
The shortage in bicycle tubing and
parts, which caused the bicycle
blockade of last year, promises to make
itself felt the coming spring. Already
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New York wheelmen have a bill be-
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bicycles be unpowered free on railroads
as personal baggage. The same ques-
tion will doubtless be raised in every
Legislature before many years pass.

THE SUN'S CORONA.
D. E. Packer Has Succeeded in Pho-
tographing It in Broad Daylight.

Close upon Professor Roentgen's
sensational discovery, D. E. Packer of
Birmingham, Eng., announces
another that has much similarity to it,
though the cathode rays of which it
treats are of quite a different
character. The results of this photog-
raphing are said to be so remarkable
that the public till this date that he
might test them thoroughly, and it is not
until now that he has announced that his
discovery is a real one, that he makes
the announcement of it to his brother
astronomers.

The sun's corona, as is well known,
can be seen only during total solar
eclipses, when it shines out in soft, sil-
very beams all around the dark body
of the moon as she crosses the sun's
disk. It has been the hope of astron-
omers for many years that they would
be able to see the corona in broad
daylight, but recently such efforts have
met with little success. Now, apparently,
Mr. Packer has succeeded.

The method is simple enough. It
had long been known that thin metal
foil, or metal films deposited on glass,
will let a strong light through in ordi-
nary thicknesses the metals are extreme-
ly opaque. Packer has now discovered

that the rays that do succeed in get-
ting through are the photographic rays,
in which the corona is very rich, while
the solar disk, with all its brilliancy,
has relatively few of them. He, therefore,
simply photographs the sun through
one of these films and gets a picture of
what no mortal eye can see—the solar
corona in broad daylight.

The importance of this to astron-
omers may be imagined when it is known
that they have not yet detected what
the corona is. Probably most of them
are of it in the past few months than
have all the other astronomers of the
world since the dawn of time.

Packer's first photographs were taken
with a camera of 4-inch aperture,
through screens of tin and lead foil and
sheet copper, and he substituted a
pin hole for the camera lens, with great
advantage. He made three or four pic-
tures at a time, some with the lens and
some with the pin-hole, and the close
agreement of detail showed that the
pictures were real, not the result of
some reflection of its nature. This was
an important point to prove, since his
brother-astronomers would be sure to
suggest that such results were prob-
ably the result of some optical un-
reliability.

The photographs thus taken show
that the streams of the corona are
very closely connected with sun-spots.
Every sun-spot has its own ray; where-
ever a prominent ray shoots out in the
corona a big sun-spot is sure to be
found at the bottom of it. The corona
changes, too, with the number of sun-
spots. This accounts for the conflicting
accounts of observers at eclipses, no
two of whom ever saw the corona the
same shape and size. The reason
is now seen to be that its shape
and size depend on the sun-spot from
which its rays spring. Many of the
most prominent rays are twisted or
spiral—a surprising fact never before
noted, and at present inexplicable.

But the most interesting part of the
new discovery is the announcement
that it definitely proves the corona to
be electric in its nature. If this is
so, every sun-spot must be a vast center
of electrical disturbance, sending out
mighty rays into space. The similarity
of these to the tall towers of cathode
rays will at once attract attention, and
the announcement of the discovery, com-
ing as it does, close upon Professor
Roentgen's is something of a coinci-
dence.

Many astronomers have long believed
the coronal streams to be electric, and
have compared them to those of the
aurora; but while the aurora is more
like the glow of a partially exhausted
tube, the corona is like the cathode
rays of a highly exhausted Crookes
tube. They have often pointed out the
likeness between the curves of the cor-
onal rays and those of electric or mag-
netic lines of force, such as those in
which view films arrange themselves
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father, loving father that he didn't
know enough to go in when it rains?'"

"My dear," said Mr. Henne-Pecque,
seeing that Isabelle made no reply, "you
really must take that girl in hand. She
is getting quite beyond me. I am not
strong enough to whip her, and she
says no attention to anything I say.
She has got to the age when she needs
a woman's firm control."

"Go into the library, Isabelle, and
wait there until I come. Now that we
are alone, my love, I wish you would
explain this scene to me."

"Grace asked me to explain some of
the pictures in the morning paper, and
by which they can photograph the
bones in one's hand."

"Oh, you mean X rays?"

"Yes, X, and X stands for ten, of
course."

"My dear little husband, you do say
some very remarkable things! Take
algebra, for one thing, what does X
stand for in an equation?"

"She had had been kept by the fire
until I came. You may understand
the Roentgen theory, Mr. Henne-
Pecque, after the way I have been
most learned women do, but you evi-
dently do not understand how to serve
a woman. I am in a hurry. You
know I go to Pittsburgh to-night, and
I have several matters to attend to before
the train leaves."

"Oh, dear, Mrs. Henne-Pecque, you
are not going away again? I never saw
you go away before. The train leaves in
two hours in the week. I might as
well not have any wife for all I see of
it. What junketing is on foot this time?"

"Unreasonable, as usual, Mr. Henne-
Pecque. You seem to forget that Col.
Sherman's funeral takes place to-mor-
row in Pittsburgh, and that I am one
of the invited guests. It is in my
thought that they ultimately reach
earth, where they profoundly affect the
climate, and while the aurora is more
cold and warm waves, etc. The dis-
covery of Mr. Packer may thus put at
rest the controversy for studying
the causes that lie at the root of
all our changes of weather."

A Telling Cartoon.
The illustration represents a very
simple and inexpensive brake, which by
a slight modification may be adapted
for use as a foot brake, and which is
designed not to cut or wear the material
of which the tire is made. The im-
provement has been patented. The
illustration represents the device so
arranged and as applied on a wheel. The
arrangement is as follows:

The brake frame is of metal, and carries
two flanged rollers on which is tightly
stretched a rubber band, the brake
being attached to a