

THE HAMILTON TIMES

SATURDAY, JAN. 11, 1908.

THE NEW BLOOD.

When the new blood of the Board of Education had finished writing and had read over its leader in last night's Spectator, it evidently thought it had made out a pretty good case for itself. Certainly it left nothing unsaid that could reflect credit on itself, and did not hesitate to appropriate to itself a good deal of the credit that belongs to others. Wonder what men like William Bell, Alexander Turner, John Hoodless, Hon. J. M. Gibson, Adam Zimmerman, Dr. Woolverton, James Chisholm, W. H. McEwen, T. H. Pratt and a score of others whose wisdom and foresight did so much to make the schools of Hamilton what they are to-day, will think of what the new blood had to say of itself? Certainly the new blood is all blue, according to the new blood's way of thinking—no say nothing of its modesty in expressing its so mildly.

Whatever measure of success the new blood has had it owes to the close adherence to the ideas that had their birth in the minds of their predecessors and to the elimination of those ideas which it advocated before it came "it."

For years it was the cry of the Spectator that "fads and frills" must go. The kindergarten was a menace to the public good; domestic science was an eyesore; in fact, nothing must be taught but the three R's. The very mention of manual training caused our James street contemporary to throw up both hands and ask, "Why not teach blacksmithing and counterpoint and navigation?" but the new blood came in and started to do things. It retained the kindergarten; it retained domestic science and retained manual training. It appointed one of itself to a fat salaried office that there was no particular need for; it introduced the "medial slant" writing which certainly has not improved the writing of the school children; it introduced the staff system of music which has not improved the singing in the Public Schools and has not helped to foster a love for music among the children.

The new blood was unable to retain the one institution of higher education which the old blood had secured for Hamilton, and it now is engaged in a campaign the object of which is to secure a technical college to make up for the Ontario Normal College which it allowed to be plucked out of Hamilton's hands by its friends at Toronto.

But the new blood is great. If you don't believe it, read what it says about itself.

MR. ZIMMERMAN.

The Herald is beset with doubts and fears, it is worried, over the position assumed and the statements made by Mr. Adam Zimmerman at the Board of Trade meeting regarding the Radial Railway Bill. Mr. Zimmerman asserted that he favored the passage of the bill provided the interests of Hamilton were first properly safeguarded. But that does not seem to satisfy it. Recently the Herald has shown evidence that it fails now and again to comprehend the drift of statements made to it or made in public. The other day it in effect told Mr. Gibson that he was mistaken in what he had said—that he may have intended to make the statement he thought he had made, but that as a matter of fact he really said something else, and it in a rather way chided Mr. Gibson for presuming to raise an objection to its interpretation of his remarks. Similarly it told Magistrate Jelfs that he had said things the Magistrate was sure he had not said. These illustrations go to show that our contemporary must be suffering from some affliction the nature of which we are unable to classify. It would likely require an alienist to tell the kind of brain storm with which it is afflicted. It must have had a recurrence of the attack at the time Mr. Zimmerman spoke at the Board meeting. According to all the three papers that gentleman distinctly stated that although he was in favor of the Bill he would see that the interests of Hamilton were properly safeguarded. That assurance would satisfy most people. It appeared to satisfy the members of the Board of Trade present at the meeting. It even seemed to satisfy the Spectator, for it has not yet doubted Mr. Zimmerman's statement that he would see justice done to Hamilton.

THAT PRESENTMENT.

Time was when judges addressed Grand Jurors and Grand Jurors made presentments, and that was the last of them. But times have changed, and we have seen matters brought to the attention of the public and the authorities through the medium of Grand Jury's presentments taken up and dealt with in such a way as to bring good to the community. And it may be so in the case of the Grand Jury at the present session, whose deliberance on matters of public clarity and correction in Hamilton was published yesterday.

The reference to the work of the Children's Aid Society and the need of a shelter in Hamilton is particularly timely. Our good fellow citizen, Mr. Adam Brown, and those associated with him in carrying on the work of the Children's Aid Society have accomplished much good—more than the people of Hamilton generally realize—under conditions that are not encouraging. Time and again they have appealed to the City Council to carry out the provisions of the statute; time and again Councils have admitted the justice of their claims and the wisdom too, but invariably their request has been turned down. Even if they were not backed up by law

in their request the very fact that such citizens, engaged in such a work were able to show the need of such an institution should be sufficient reason why the Council should grant what they ask for.

The Grand Jury's reference to the Mountain Sanitarium was such as might have been expected from a body of men seeking to better the condition of their fellowmen. We hope their recommendation will result in a still further slackening of the purse strings of the wealthy towards that institution.

His Hon. Judge Teetzel deserved the compliment paid him by the jury. His Honor was always a broad minded, liberal and progressive citizen and, even though some may disagree with some of his ideas, none can doubt his desire to see good come to the city of which he was so long a citizen, and over which he presided for two years as chief magistrate.

SCHOOL SAVINGS BANKS.

The Hamilton School Board has been rather late in the day in taking up the savings bank question, but that was to be expected when it is considered that the tone set by the Board, the Spencerian writing question, and the inefficient teacher problem had to be grappled with, to say nothing of steering the Tory delegation to Toronto in the interests of the proposed Technical College and the next Tory candidate in East Hamilton. But now that it has taken up the bank matter, we may expect to see something done about it shortly. In Toronto and other places, it is said, the scheme has worked well, but we are not prepared to express an opinion as to its merits or demerits. Some have an idea that it is entirely without the province of School Boards to collect and save money for the school children—that it is not a matter of education, such as should come under the cognizance of boards. They argue that the trustees have enough to do without taking up a banking business, and that unless all the banks in the city get a share of the savings, it would be unjust to those left out of the scheme.

On the other hand, it is submitted that it will teach the children thrift, that it has been very successful where tried, and is little trouble in management. Mr. F. S. Jarvis, manager of the Bank of Commerce at Galt, has a high opinion of the school bank, and he speaks from experience. Writing to the Woodstock Sentinel-Review, he says of it:

"With a penny bank you people can handle the school banking, teaching the theory and practice perfectly, and also do a lot of good to a lot of people generally in your town. I took in through the schools in eight years, without much effort, over \$9,000, and I have now handed over to the Penny Bank over \$4,400. You cannot but feel the good that all this has done in the years to these children; the denials, the knowledge of money and money's worth which is gained, the help over sickness, the supplying of money for Christmas holidays and for starting in life. Only recently a young girl took out enough to buy a sewing machine, cash price, and she never missed the money when she was saving it."

"It is so comical to hear people, as they did, fear we would make misers. Well, we have not, but surely it would be a good side to err on, in this country. Take it up. Your town wouldn't have anything so good come to it in a long time. Thrift-teaching is the basis of everything towards our comfort and happiness in this world, better than education in books. You don't hear a teacher condemn it—they all enthrall. The rule is, that two-thirds of the children become depositors. We had eight hundred depositors out of twelve hundred children."

EDINBURGH'S NEW WATER SUPPLY.

From a paper read by Mr. Wm. A. P. Tait, before the Institution of Civil Engineers in Edinburgh, we learn that an additional supply of water for Edinburgh, Scotland, and its environs, of about 14,500,000 imperial gallons per day has recently been made available by the completion of the Talla reservoir and aqueduct. These works take their name from the Talla water, one of the tributaries of the River Tweed near its source in Peeblesshire, and comprise an earth dam with a puddled clay core wall, 80 feet high and 1,050 feet long at high water line, and an aqueduct about 35 miles long, including 5 miles of tunnel and about 12 miles of concrete aqueduct, the remainder being cast-iron piping. Practically the whole catchment area of 6,180 acres, which is mainly hill pasture with about 440 acres of peat, was acquired by the trustees of the waterworks, who are thus able to protect the tract from pollution. The site selected was naturally very favorable for the construction of a reservoir. The surface area is 300 acres, the length is 2½ miles, and the depth at the dam is 80 feet. A bend in the gorge about 1,200 yards above the embankment shelters the greater part of the latter from the full force of the waves. The elevation of the site is such that a large area varying between sea level and nearly 600 feet above Ordnance datum can be supplied by gravity. The sill of the waste weir is 550 feet above Ordnance datum and when filled the reservoir has a total capacity of about 2,800,000,000 imperial gallons, including about 160,000,000 imperial gallons below the level at which water can be drawn off to the aqueduct. The top of the embankment is 7 feet above high-water level and is 20 feet wide. The total amount expended for the Talla waterworks, up to the latter part of 1906, according to Mr. Tait, was about \$6,250,000, including structures, land, right-of-way, engineering, inspection and various parliamentary and legal expenses. The aqueduct cost about \$3,750,000 and at the rate above mentioned had al-

ready carried water at the rate of 11,000,000 imperial gallons per day. The typical tunnel section is 8 feet wide and has a maximum height of 7 feet 9 inches, with vertical side walls 5 feet 9 inches high and an arched roof.

Before this reservoir was built Edinburgh got the larger portion of her water supply from Peeblesshire, drawing the supply from St. Mary's Loch in that county, a work which was completed between thirty and forty years ago.

EDITORIAL NOTES.

Surely the new blood is seeking reappointment.

Mr. Lemieux does not talk like a man whose mission has been a failure. We expect good results from his trip to Japan.

By keeping up the cry of "graft" the Opposition hopes that after a while the people will begin to think that there is something in it.

We have heard nothing lately of Mr. Whitney's proposed gerrymander bill. Are the judges to have the cutting and carving, or are the new constituencies to be laid out for the sole purpose of disliking the Grits?

With Mr. Barker fighting against his interests, it was a good thing Mr. Lamoureux had Mr. Zimmerman to give him a helping hand. If they are to be opponents in the next campaign, it is pleasant to see them acting so harmoniously at present.

Two more Dominion by-elections take place on Wednesday next, January 15th—one in Stanstead, Que., and the other in South Huron. Stanstead had been a Tory riding for years, but the prospects are that it will remain with its new found friends, the Liberals.

It cannot be said of the Y. M. C. A. directors that "man wants but little here below, and wants that little long." They want one good, big subscription—but they have wanted it too long already. What are the wealthy citizens holding back for?

When Hamilton people notice that a general meeting of the Daughters of the Empire is called for "important business," they somehow conclude that Mrs. P. D. Crenar and the ladies who support her so ably are about to launch something for Hamilton's good. And they are generally right.

The formation of a section of the Liberal club to be devoted exclusively to debating (and public speaking) seems to have caught the fancy of the young men of the club. They are taking hold of the idea enthusiastically and song good nights at the quarters in the Arcade are promised.

No, the Times does not imagine that its quotations from the statute book support Col. Gibson's contention that the Radial Railway is already under Dominion jurisdiction. It merely thought it would, in a friendly way, try to satisfy the Herald's curiosity on the point regarding street railways. But another contention of the Radial people is that the road is not a street railway. We are not giving out legal opinions just now, however.

The delegates of the Hamilton Canadian Club who go to Ottawa next Wednesday to take part in the conference in connection with the movement to form a national park out of the battlefields of Quebec will have the pleasure of listening to some notable speakers, including Earl Grey, Sir Wilfrid Laurier, R. L. Borden and others. They will also be entertained at the Vice-Regal residence by the Governor-General and family. The object of the conference is a good one.

Some of the pictures of Hamilton, which have been in the city's loan collection for a few years, need to be edited. King street, looking east, without the Terminal Station; Jarvis street without the Bank of Hamilton or Federal Life buildings; a view of the market without the Savoy are not Hamilton as we see it to-day. Gore Park without the Queen Victoria statue; James street without the new drill hall will be out of date in a few months, and new pictures will have to be made to get the new Landed Bank and Loan building in before long. And so the city progresses.

The latest official statistics of the British Volunteer Infantry Force show that there are about 190,000 officers and men from whom (provided they accept the conditions of service) to form the fourteen divisions of 12,000 each, of 108,000 in all of the new Territorial Army. The 190,000 men, however, are so variously distributed that Mr. Haldane is likely to find himself with large "surpluses" in some districts and serious shortages in others. Nor is it possible in some districts to transfer the men so as to equalize matters. In Scotland, for instance, for the two divisions, (24,000 men) 40,000 Volunteers are available. No portion of this great excess can go to divisions outside Scotland, so that there will have to be a weeding out of 16,000 men. There ought to be some way of utilizing these men. Britain's volunteers have shown themselves to be a real bulwark of defence. But for them she never could have sent out to Africa the number of troops she did during the Boer war.

The Jail Birds.
(Toronto Telegram.)

Toronto jail will soon be overcrowded as Toronto street cars, if the Railway Co. gets W. F. Maclean started in the

direction of that abode to which Dr. Riddle Nesbitt is seeking to hurry Rev. R. A. McDonald.

What He Said.
(Toronto News.)

The Ottawa Free Press says: "Some of the language used on our streets at night is frightful. Yes, and even in Parliament. The other day a member said, 'I don't do it.'"

Reformation Also.
(Woodstock Sentinel-Review.)

There was when the ends of justice were considered to have been served when the offender was punished; but the people of the present day regard such a notion as belonging to the dark ages.

ORANGE LADIES.

Lodge No. 1 Had a Highly Successful Meeting.

The regular monthly meeting of Hamilton Lodge, No. 1, Ladies' Orange Beneficent Association, was held in the Orange Hall on Wednesday evening last, and was one of the most harmonious and successful meetings ever held by the lodge. There was a splendid attendance of members, as well as a large delegation from the Woodstock Sentinel-Review. The W. M. Mrs. W. H. Hay, president, with Mrs. D. Macartney in the deputy chair, The Grand Chaplain, Sister Mrs. Cullum, was present.

The worthy District Master, Bro. W. M. Clark, presided at the installation of the officers, assisted by Bro. W. H. Hay, P. C. The officers installed were: W. M. Mrs. W. H. Hay, re-elected; Deputy Mistress, Mrs. Matthews; Chaplain, Mrs. Simons; Recording Secretary, Mrs. Sandy; Financial Secretary, Miss M. Griffith; Treasurer, Mrs. Andrews; and C. C. Mrs. Griffith; Lecturers, Mrs. J. H. Hay and Mrs. Taylor; Committee, Mrs. Davy, Mrs. Taylor, Mrs. Jones, Mrs. Griffin and Mrs. Law; Physician, Dr. Leeming (Car); Inside Guard, Mrs. Little; Outside Guard, Bro. R. C. Carter; Grand W. V. H. Hay; Trustees, Mrs. H. Hay, Mrs. Matthews, Mrs. Sandy and Mrs. Andrews; Auditors, Bro. Haylock and Bechill and Sister Dilworth.

ASSESSED DAMAGES.

M. A. Pigott Allowed \$6,596.24 For Wall's Collapse.

Some months ago the case of Pigott vs. the Federal Life was tried, and the court referred it to Judge Snider to assess the damages due to Mr. M. A. Pigott on account of the collapse of the south wall of Commercial Centre, when the Federal Life building was being excavated for. Judge Snider has handed down his verdict, and the result is that \$6,596.24 is the sum to be paid to Mr. Pigott for the destruction of the wall, its reconstruction, loss of rent of monthly tenants, loss of occupation of Mr. Pigott's own office, value of furniture, and his time in superintending the reconstruction. The following claims were disallowed: Rent of the yearly tenants, value claimed because the new wall was only temporary, losses of tenants' goods and furniture.

DUFFIELD FLOWER MISSION.

The Duffield Flower Mission desires to thank its many friends who so kindly and generously contributed to the Christmas tree at the city hospital, as follows: Mrs. R. T. Steele, oranges; Mrs. J. J. Mason, jelly; Mrs. Hill, cards; Master Tom Melvraith, games, books, toys and candies; Miss Hurd, jelly, toys; Miss Poynt, dolls; Miss R. Hobson, biscuits; Mrs. J. H. Husham, Mrs. Lazier, Master Jack Newton, candy and oranges; Mrs. Slater, preserves, biscuits and crackers; Mrs. Gilmour, books; Miss Balfour, book; Senior C. E. Society, Knox Church, twelve jars; Mrs. Whitton, jelly; Mrs. D. Gilchrist, biscuits; Mrs. P. P. Weaver, cake; Messrs. Geo. and R. K. Hope, case of oranges; Mrs. Fred Gates, oranges and apples; a friend, two dozen oranges; Mrs. Geo. Roach, Messrs. Wm. Tocher, R. L. Gunn, J. Billings, E. W. Bruce, 85 each; Mrs. Hill, 84; Mrs. T. H. Husham, Mrs. Lazier, Mrs. Leggat, Mrs. Grant, Miss Sara McGill, 82 each; Mrs. Thomas, Miss Grant, Mrs. and Miss Gunn, Mrs. A. E. Malloch, Mrs. Levy, Mrs. Findlay, Misses McLaren, Miss West, Miss Irene Moffat, Miss Galt, Miss Balfour, Mrs. McGarvey, Mrs. Lloyd and Mrs. W. H. Bruce, 84 each; a friend, 25 cents.

FACIAL LEGAL.

In the case of Dewey vs. Dewey, A. O'Brien, plaintiff, yesterday appeared from order of local master at Hamilton, setting aside the vacating certificate of his pendens. C. J. Holman, K. C., for defendant, Mrs. Dewey, contra. Appeal dismissed with costs. Defendant undertakes not to enforce orders if plaintiff serves to-day notice of motion for appeal for next Monday.

Emilston Refining Co. vs. Clarkson—Judgment on motion by plaintiffs for summary judgment of \$863.60, being the price of three tanks of oil bought by defendant from plaintiffs. Judgment for plaintiffs for \$638.40, with leave to proceed for the balance claimed. Judgment and execution to stand as security only. Plaintiff takes not to enforce orders if plaintiff serves to-day notice of motion for appeal for next Monday.

W. C. T. U. MEETING.

Wentworth and Halton County W. C. T. U. met in executive at the home of its President, Mrs. Byron Smith, 80 Robinson street, on Thursday. Dundas and the city unions were represented. A spirited discussion took place, when the letter from the President of Grey county was read, declaring that Mayor Kennedy's letter to the press was a gross misstatement of the facts. Some advocated the refusal of all papers that published Mayor Kennedy's letter. A resident of Dundas reported having visited Owen Sound last month, and found it a good place to stop. Letters were read from Messrs. Zimmerman and Barker, re anti-cigarette legislation.

THE JEALOUS WIFE.

The Vitagraph Co. has a splendid list of subjects for to-night's programme, including "The Jealous Wife." Mr. Carleton's system is a similar way to hold them on the rails, the curvature is not enough to make edges which might injure the street pavement. On the rails

Monday, Jan. 13 1908

SHEA'S Bargain Day

Our Greatest Winter Clearing Sale

The first Monday Bargain Day of this great sale will be a day to make savings that many families of this city will have reason to remember with pleasure for months to come—a day when every dollar you spend will bring you value for two. Come out early and get your share of the good things in the morning and then again at the 90 minute sale at 2 o'clock of silks and dress goods.

\$1.50

White Quilts for 95c

200 only White Quilts, double bed size, in pretty designs and splendid weight, worth easily \$1.50, on sale for each 95c

\$6 Furs for \$2.95

A lot of odd Furs in Stoles, Throws, Black and Grey Hare, Imitation Marten, Astrachan, etc., long fronts and short fronts, satin lined and fur trimmed, worth up to \$6, sale price, each \$2.95

\$7.50 Furs for \$3.95

Throws, Stoles and Capelines, Mink, Marmot, Grey Opossum and Astrachan, all well made and of unquestionable quality, good full shape, worth \$7.50, for \$3.95

75c Blouses for 35c

About 20 dozen only White Lawn Blouses, Saten Blouse and Flannel Blouses, all well made and lace trimmed, worth 75c, sale price Monday, each 35c

Blouses at \$1.25 Worth \$2.50

Black and Colored Cashmere and Lustrous and Embroidered Linen, open or closed, worth every cent of \$2.50, sale price each \$1.25

\$2 Underskirts for 95c

Saten and Moire Underskirts, made with deep flounces, pleated and ruffled, worth \$1.50 to \$2.00, Monday each 95c

Bargains in Laces and Trimmings

Sequins, Persian and Fancy Guipure Trimmings and Appliques, also a lot of Fancy Braids, worth from 15c to 30c, on sale to clear, per yard 5c and 10c. Allover Laces, worth 30c to 60c, for 15c

Ladies' Hose Supporters 15c

Ladies' Hose Supporters, with good, splendid elastic, the kind always sold for 25c, bargain day 15c

2 o'clock Sale of Silks and Dress Goods for 29c

When the clock strikes two on Monday we will put on sale nearly 2,000 yards of Silks and Dress Goods. The Dress Goods are serges, Tweeds, Panamas, Venetians, Worsteds, Lustras, etc., etc., and are worth from 50c to \$1.25. The Silks are plain and fancy weaves in all the good colors, as well as some fancy waistings, worth 50c to 75c. Sharp at 2 o'clock for 90 minutes you can have all you want of it for per yard 29c

\$2 Tapestry

Table Covers for \$1.35

54 only good Tapestry Table Covers, in a splendid range of colors, good heavy fringe, worth \$2.00, sale price each \$1.35

Staple Dept. Bargains

Factory Cotton, in ends of from 5 to 10 yards, good heavy weight, well woven with even round thread, worth every cent of 10c, sale price Monday per yard 6 1/2c

White Cotton, full yard wide, nice clean weave and finish, in 5 to 10 yard ends, worth 12 1/2c, sale price per yard 8c

Damask Towels, in splendid patterns and good sizes, with fringe, worth every cent of 13c, sale price each 9c

Flannelette 9 1/2c Worth 14c

Beautifully fine Striped Flannelette, full yard wide, blue and grey shades, every cent of 13c, sale price each 8c

Table Linen Bargains

Bleached Table Damask, 64 to 72 inches wide, 1 to 3 yards long, good 60 to 66c value, sale price per yard 25c

Unbleached Table Damask in useful ends, a great variety of widths and patterns, worth up to 40c, sale price per yard 19c

A few Table Cloths left, 68x84 size, pure linen, border all round, worth \$2, Monday for \$1.25

Monday Bargains in Mantles and Skirts

Women's Coats, made of tweeds and good plain cloths, pleated backs, velvet collars and cuffs, good \$10.00 value, for each \$5.00

Women's Coats, extra long length, well lined and nicely trimmed, splendid range of colors, worth \$15.00, sale price each \$7.50

Women's Skirts at Half Price

A splendid stock of most beautiful Skirts, all well tailored and stylishly cut and trimmed, tweeds and plain cloths, \$3.00 Skirts for \$1.50, \$1.50 Skirts for \$2.50, \$7.50 Skirts for \$3.95

AND NOW THE TRACKLESS TROLLEY

Cars That Leave the Rails and Deliver Packages at Your Doorstep.

This has been called the day of the trolley. If so, to-morrow is the day of the trackless trolley. In fact, the trackless trolley is already here. It has demonstrated its great possibilities for usefulness, and there remain to be perfected only some minor details of equipment before it is put into regular commercial use.

In walking along the streets of New Haven you may come upon an odd looking vehicle trundling along the tracks of the street car line of the city of elms. It is unlike any car that you ever saw travelling on rails. At first glance it might almost be taken for an ordinary motor express truck, for it is built on the lines of this horseless vehicle. Extending from the top of the truck to the electric wire above the street, however, is a long pole, exactly like that attached to ordinary trolley cars. The strange conveyance thus appears to be a combination of the familiar platform truck, the automobile and the trolley car.

Its wheels are the wheels of a wagon, for they have no flange such as appears on those of the ordinary trolley or railway car. It is only when they are closely examined that you find a slight concavity or dip in the tread surface of each wheel. It is very slight, amounting only to about a quarter of an inch, but it is sufficient to keep the car on the rails when it is handled by an inexperienced driver.

Following the course of this nondescript vehicle you may be surprised to see it turn off from the tracks at some corner and continue on its way down a side street, where there are neither rails below nor a power wire above. It runs along the pavement quite as easily as on the rails, pulls up at the loading platform of a wholesale grocery, takes on a consignment of boxes and barrels, and then returns as it came to resume its course along the trolley tracks as before, turning off here and there to take on additions to its load and finally reaching its destination at a freight station.

This is the trackless trolley, the latest development of improved transportation, with which the New Haven Railroad is experimenting and which it plans shortly to introduce in various New England cities as part of its vast plans for developing a system of rapid handling of local express and freight shipments by electric power. The New Haven controls all the trolley lines of Connecticut and Rhode Island of the present time through subsidiary companies, and the question whether it shall be allowed to acquire lines in Massachusetts in a similar way is to come before the Legislature of that State at its next session. Mr. Mellen, president of the New Haven system, is a firm believer in the future of electric traction for goods as well as passengers, and it is because of this belief that the trackless trolley is being developed to commercial usefulness by the New Haven's engineers working in conjunction with the inventors.

While the trackless trolley is in appearance a cross between an auto truck and a trolley car, it is heavier than the former and lighter than the latter. It is built, of course, to fit the gauge of the standard street railway. The wheels have a broad tread, and while the five-inch tires are not slightly concave to hold them on the rails, the curvature is not enough to make edges which might injure the street pavement. On the rails

the car will be propelled by the overhead wire, like any other.

As it runs along two storage batteries are charged with surplus power from the feed wires, and these batteries drive the truck into its transformation into an independent vehicle. The batteries, when charged, are capable of driving the machine a distance of twenty-five miles under its own power. The truck weighs 7,800 pounds, and has a load capacity of four tons, or a little more than its own weight.

The trackless trolley is to become a component part of the trolley express system which is being rapidly developed in Connecticut and Rhode Island, and which will be extended through Massachusetts if the New Haven is allowed to carry out its plans.

The scope of this system may be illustrated by the working of the lines already in operation about New Haven, Norwich, Meriden and other cities of the Nutmeg State.

The trolley express possesses other advantages over the lumbering way freight besides that of superior speed. It can stop at any point along the line to pick up freight, and the farmer who lives near its tracks finds that he can ship his milk and fruit and garden produce to market daily without the necessity of spending half his time in driving to and from the nearest city.

This state of affairs evidently is what Mr. Mellen had in mind recently when he said, in answering a criticism of his management of the New Haven, "My policy is one not of expansion, but of concentration."

Such a consummation would cause hundreds of thousands of commuters to rise up and call Mr. Mellen blessed, and that it may become a fact on the lines included in the New Haven system is one of the possibilities of the future. It means only another step from the present system of handling suburban traffic by electric trains running over the same tracks as the steam propelled through expresses to the provision of cars which shall run through the streets of a town as ordinary trolleys, gathering in passengers from their homes, and then run onto the railway tracks and away at express speed to the city, to continue there over surface, subway or elevated rails to a terminus at the heart of the business district. In this connection there is a suggestive hint in the recent purchase of the West Chester-Port Chester road by the New Haven. The city terminal of this line is located at West Farms, at the northern end of one branch of the subway.

A plan like this is already in operation between various Connecticut cities where the electric lines are controlled by the New Haven. Between Berlin and Meriden, Norwich and Central Village, trolley cars of the double truck type, holding ninety passengers, and capable of high speed, are run through the streets, then upon electrified tracks of the steam road to the next town, and then back upon the street tracks again, picking up and discharging passengers near their homes and offices, and doing away with the changes from trolley to train and train to trolley at either end of the journey.

The Berkshire region of Western Massachusetts affords the best example of a neglected region of this kind within the New Haven system's territory and here Mr. Mellen has planned to spend ten million dollars in constructing electric lines to reach the isolated hill communities, open the attractive valley and mountain districts to summer residents and plant the farmers of this rugged district in direct communication with city markets.—New York Sun.

ABOUT LEPROSERS.

"Leprosy Not So Bad," Says Jack London.

"If it were given me to choose between being compelled to live in Molokai for the rest of my life, or in the East End of London, the East Side of New York, or the Stock Yards of Chicago, I would select Molokai without debate."

Thus writes Jack London in the Woman's Home Companion of his visit to the Hawaiian leper colony of Molokai.

"In Molokai the people are happy. I shall never forget the celebration of the Fourth of July I witnessed there. At six o'clock in the morning the 'horribles' were out, dressed fantastically, astride horse, mules and donkeys (their own property), and cutting capers all over the settlement. Two brass bands were out as well. Then there were the pa-riders, thirty or forty of them, Hawaiian women all, superbly housed, dressed gorgeously in the old, native riding costume, and dashing about in twos and threes and groups. In the afternoon Mrs. London and I stood in the judges' stand and award the prizes for horsemanship and costume to the pa-riders. All about were the hundreds of lepers, with wreaths of flowers on heads and necks and shoulders, looking on and making merry. And always, over the brows of hills and across the grassy level stretches, that appearing and disappearing, were the groups of men and women, gaily dressed, on galloping horses, horses and riders flower bedecked and flower garlanded, singing and laughing and riding like the wind. And as I stood in the judges' stand and looked at all this, there came to my recollection the leper house of Havana, where I had once before held some two hundred lepers, prisoners inside four festriated walls until they died. No, there are a few thousand places I wot of in this world over which I would select Jack London as a place of permanent residence."

Persistence of the Russian Policy.

The persistence with which the Russian policy follow up a revolutionist is illustrated in the case of Nicholas Tschakovsky, who, a short time ago, was arrested at St. Petersburg. Tschakovsky was the founder of the first revolutionary circle in St. Petersburg, during the reign of Emperor Alexander II. He was arrested in 1875 and was to have been sent to Siberia, but escaped and went to England, where he had lived ever since, aiding the patriots as well as he could from such a distance. Some months ago he visited the United States in the interest of the patriot movement in Russia. After his return to England he became convinced that it was his duty to return to Russia to work