

Knollenberg's Store.

FUR OPENING.



How delightfully handsome and comfortable as well as pleasing FUR GOODS are to the ladies.

To meet every want in this line we have arranged for a TWO DAYS' OPENING for

MONDAY AND TUESDAY,
Nov. 5th and 6th

with one of the leading Fur Houses of the country.

A representative will be here to exhibit the line including many new and pleasing Parisian Novelties. It will certainly be a treat to see the collection of Coats, Jackets, Scarfs, Capes, Boas, Etc.

We invite all our friends and patrons to call and see the beautiful collection, Monday and Tuesday.

The Geo. H. Knollenberg Co.

ENJOYED A GOOD TRADE

LOCAL MERCHANTS HAPPY

Saturday was an especially good day, many country folks being in the city—Interurbans had the busiest day of fall.

Richmond merchants are enjoying a brisk fall trade, despite the fact that weather conditions have not been the best, that is there has been a dearth of real seasonal weather. Trade was never more brisk at the opening of November than now, and scarcely a merchant can with justice complain of patronage. There was a shining example of brisk business Saturday, the city being filled with country folk and they did not come for any other purpose than to buy. Stores reaped a harvest and the big business of the day reflected in a most emphatic manner the prosperity of the farming classes. The interurban lines had the busiest day of the fall and from early morning to mid-afternoon shoppers were brought into Richmond.

THE CITY IN BRIEF

Wanted, a competent cook, 26 N. 8th street. No washing or ironing, \$6 week.

The cement in the alley between Seventh and Eighth streets north of Main street has been laid.

Telephone the Richmond Steam Laundry to get your laundry.

The Central Union Telephone company will soon have their plans for their new telephone building on 10th street completed.

Business men's lunches served in the Cafe of the Wescott Hotel every day from 11:30 to 2:30 o'clock. Price 35 cents.

The building committee of the Carnegie Library at Earlham is awaiting the plans of the architects in Chicago which are expected to arrive in this city this week.

Ask your dealer for Grimes Hickory Nut Gems. Try them, they are good.

Wild ducks, of the diver species have been noticed on the White water below the Main street bridge.

Election returns at the Wescott Hotel, Tuesday night. Everybody invited.

The work on the new building of the Home Telephone Company is rapidly progressing on North 9th street.

Election returns at the Wescott Hotel, Tuesday night. Everybody invited.

The new interurban cars, which will be used on the Indianapolis and Eastern, will arrive in this city this week, and will be stored at the car barns until they are put into service.

PRESIDENT COMMENDS WORK OF CONG. WATSON

The following is an extract from the letter written by President Roosevelt to Congressman James E. Watson on July 25, 1906:

"It will be entirely satisfactory to me to address the letter to you, the man, who as Republican 'whip' of the House rendered such valuable and efficient service for all the measures advocated by the administration."

Mrs. Austin's Pancakes, really superior to everything. Ask your grocer.

Artificial gas, the 20th Century fuel 10-ft

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ONE HUNDRED MEN ACCEPTED CHRIST IN MASS MEETING

(Continued from Page One.)

thought and meditation by a very beautiful poem which Dr. Elliott quoted at the close of his remarks. It follows:

Tell Him about the heartache; And tell Him the longings, too; And tell Him of baffled purpose, When you scarce know what to do. Then leaving all your burdens, with one divinely strong.

Forget that you bore a burden and carry away a song.

Mr. Rykert closed the meeting with the solo, "I'll Meet My Mother There."

Final Meeting Next Sunday.

Next Sunday the last mass meeting during the series of revival meetings will be held at the East Main Street Friends church, and it will be a mixed gathering. All the men and women of the city are earnestly requested to be present. Dr. Elliott will be present.

Mr. Rykert will sing two solos appropriate to the subject.

The regular morning meetings which were held last week with the exception of Saturday, will be continued this morning at the Pythian Temple.

Dr. Elliott will speak at the First Methodist church this evening on "The Unpardonable Sin; What is It? And Can People Commit It?"

The Enormous Mud Tax.

In the course of a speech Congressman John H. Bankhead of Alabama declared that "the amount of money it will cost to haul a ton five miles on our dirt roads will pay the freight for 250 miles on a railroad or 500 miles on a river and 1,000 miles on the lakes.

These figures prove conclusively the enormous tax levied by the bad roads on the farmers and how much of their legitimate profit is consumed in hauling from the farms to the railroad stations, river landing and to the towns and cities. Not only have the farmers suffered great loss on account of poor roads, but the people in the towns and cities who depend upon them for their supplies have suffered also."

Torturing eczema spreads its burning area every day. Doan's Ointment quickly stops its spreading, instantly relieves the itching, cures it permanently. A any drug store.

The Palladium gives a dollar each week for the best piece of news "tipped off" to it.

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"It will be entirely satisfactory to me to address the letter to you, the man, who as Republican 'whip' of the House rendered such valuable and efficient service for all the measures advocated by the administration."

Any thin or undeveloped girl or woman will be benefited by taking Hollister's Rocky Mountain Tea. It is one of the greatest known remedies for making people strong, healthy and well. Tea or Tablets, 35 cents. A. G. Lukens & Co.

Artificial gas, the 20th Century fuel 10-ft

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Use artificial gas for light and heat 10-ft

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CONFERENCE TO BE HELD IN FEW DAYS

City and Representatives of Traction Companies to Have a Meeting.

ERRONEOUS IMPRESSION

CITY DOES NOT WANT TO OUST THE COMPANIES BUT ONLY WANTS THEM TO LIVE UP TO THE LAWS.

The city and the representatives of the traction companies which enter Richmond probably will confer again within the next week or ten days relative to the rights of the traction lines on Richmond's streets. When the first conference adjourned it was with the understanding that the traction representatives were to provide the high officials of the companies with all information pertaining to the local situation, and then an effort would be made, it was expected, to adjust the differences between the city and the companies. Since the conference was held the companies have had their track mileage within the corporation limits of the city carefully measured and the proceedings by which both gained access to the county have been carefully looked into. The Dayton & Western's right on the streets is considerably less, it is said, than that of the Indianapolis and Eastern. The erroneous impression has gone out that the city is trying to oust the companies from Richmond. Quite the contrary is true, the city officers say, but in the absence of a franchise governing either company's right within the city proper, the city government has the unquestionable right to compel the companies to conform with the laws and procure a franchise to operate. When this is done as it must be shortly, the city officials say, there will be an effort made by council to restrict the liberties heretofore given to traction companies. Under present conditions a Dayton & Western traction car might exceed the speed limit fixed for city cars, yet a prosecution would be handicapped because of the fact that the company cannot well violate the terms of a franchise which it does not have.

GOOD ROADS IN FRANCE

How They Are Constructed and Maintained.

Consul Brunot of St. Etienne writes of the excellent roads in France and the government method of maintaining them. He says:

"France had wretched roads in former times, and this notwithstanding the good example left by the Roman occupation. Indeed, highroad accidents were a favorite stock in trade of the old romancers. Now the roads are not only nearly perfect and good at all seasons, but are beautified by artistic stone bridges and frequently lined with fruit and shade trees. Spasmodic efforts were made to better the roads, mostly around Paris, under Louis XIV. (1643-1715), but it was not until about 1775 that the serious work of building great roads of national extent was undertaken, and Napoleon I. carried it forward vigorously as a part of his military schemes, uniting frontier points with the capital. Never has the work ceased, except during periods of war, and the more difficult sections, at first left to a more convenient season, are steadily being built, while new cut-offs and connecting links are continually being declared open for service. The roads are divided into six classes, as follows:

"First.—National roads, built and maintained by the government, 21,300 miles.

"Second.—Departmental (state) roads, built and maintained by the political divisions traversed by them, 15,700 miles.

"Third.—Principal local roads, traversing two or more townships (communes), are maintained by them with government aid, 124,000 miles.

"Fourth.—Secondary local roads, the same as the preceding, except that they are of less importance and are maintained by the townships under supervision by the government, 150,000 miles.

"Fifth.—Minor local roads, still less important than the foregoing and maintained by the townships under the supervision of government engineers.

"Sixth.—Rural roads, lanes of small importance entirely maintained by the townships without any intervention or supervision by the government.

"The rules for grades are—national roads, 3 per cent; departmental roads, 4 per cent; principal and secondary local roads, 5 per cent, which is the maximum allowed, except in extremely mountainous regions or on the most difficult sections of the less important roads, where there is too little traffic to warrant the expense of reducing the grade to within the rule. The method of construction formerly was to grade the bed level and lay a stone dressing of a depth of 17½ inches in the middle, diminishing to 14 inches at the sides, but experience proved that a better plan was to give the earth bed the same rounded form intended for the surface, and the thickness of the stone layer was reduced to 11½ inches. This is the method now generally followed, and about 8,700 miles of the most recent construction have been built on this plan, the others being macadam roads, built of material found on the spot, and some minor roads of gravel and earth."

Philippe Roads.

Reports from the Philippines inform us that the conversion of impassable trails into good highways is proceeding rapidly, and the work is being done by native convicts in charge of white officers, says Motor News. The lack of ordinarily decent roads has been one of the most serious drawbacks to development of our island possessions in that it was impossible to transport products from the interior at anywhere near a figure which left a fair profit to those who handled the stuff at the coast. Present information leads us to believe that the far-sighted policy now being followed is to be continued, with the result, perhaps, that the Philippines will possess a network of splendid highways long before such results are reached in the United States.

The average young woman of today is busy and has no time to devote to anything but health and beauty. It comes to nineteen out of every hundred who take Hollister's Rocky Mountain Tea. Tea or Tablets, 35 cents. A. G. Lukens & Co.

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