

A Plan to Relieve Congestion in All Great Cities Made by Inventor Edgar Chambless--It is Novel One

**This Week Special Committee
Appointed by the New York
Board of Aldermen Meets to
Consider This Project.**

(American News Service.)
New York, Oct. 24.—Before the end of this week, the New York City Commission on Congestion of Population, recently appointed by the mayor pursuant to a resolution of the board of aldermen, will hold a special session to consider the merits of a plan invented by Edgar Chambless of this city for the organization of production, transportation and consumption which Mr. Chambless has named, "Roadtown."

Roadtown, in a word is a plan to build a city every part of which shall be in the country, and which shall still retain all the advantages of city life. The future Roadtown has been described as "the noiseless, dustless, smokeless, germless, streetless, horseless, trustless, graftless city."

The appointment for a hearing by the New York city commission is the first recognition by any official body of Mr. Chambless' remarkable plan which already has secured recognition, however from some of the most eminent authorities in this country.

Thomas A. Edison thinks so well of Roadtown that he has offered it the free use of his patents for building cement houses by the use of moulds.

Mr. Boyes, inventor of the Boyes Monorail traction system, is so favorably impressed with the Roadtown plan that he has offered it free use of all his traction patents.

The United Electric Light and Power company became so interested in Mr. Chambless' scheme that it requested him to place a picture of Roadtown and a description of its plans in its booth at the electrical show at Madison Square Garden.

Pictures of Roadtown are displayed in over fifty of the most prominent show windows in New York City, and crowds daily gather on the sidewalks before these windows, studying the novel scheme.

Mr. Dana W. Barlett of Los Angeles, representing the "Municipal Reference Bureau of the Los Angeles 1915 Movement," has written and asked Mr. Chambless to make an exhibit of his Roadtown plans at the first Southwest City Planning Conference to be held in Los Angeles next month.

At the hearing to be held this week before the New York City commission, Mr. Chambless' plans will be advocated by the Rev. Dr. John Haynes Holmes, who succeeded the Rev. Lyman Abbott as pastor of the Church of the Messiah.

Heretofore the tendency of city building operations has been upward. The evolution of the skyscraper has brought about by the necessity for more office space within a limited area, and the birth of the tenement is due to the congested population incident to the close grouping of the city's enormous industries.

Chambless would revert building operations from the vertical to the horizontal.

His invention calls for the building of concrete dwellings in long rows over the country, mile upon mile, with means of transportation running through each house, instead of outside it, coupling housing and transportation in one mechanism and utilizing the tops of the houses as a boulevard. Roadtown will thus embody all the advantages of the modern skyscraper apartment hotel with a house in the country.

Immense saving, both of labor and money, will be made possible by modern improvements and the co-operation that can be effected by the peculiar construction of the new town.

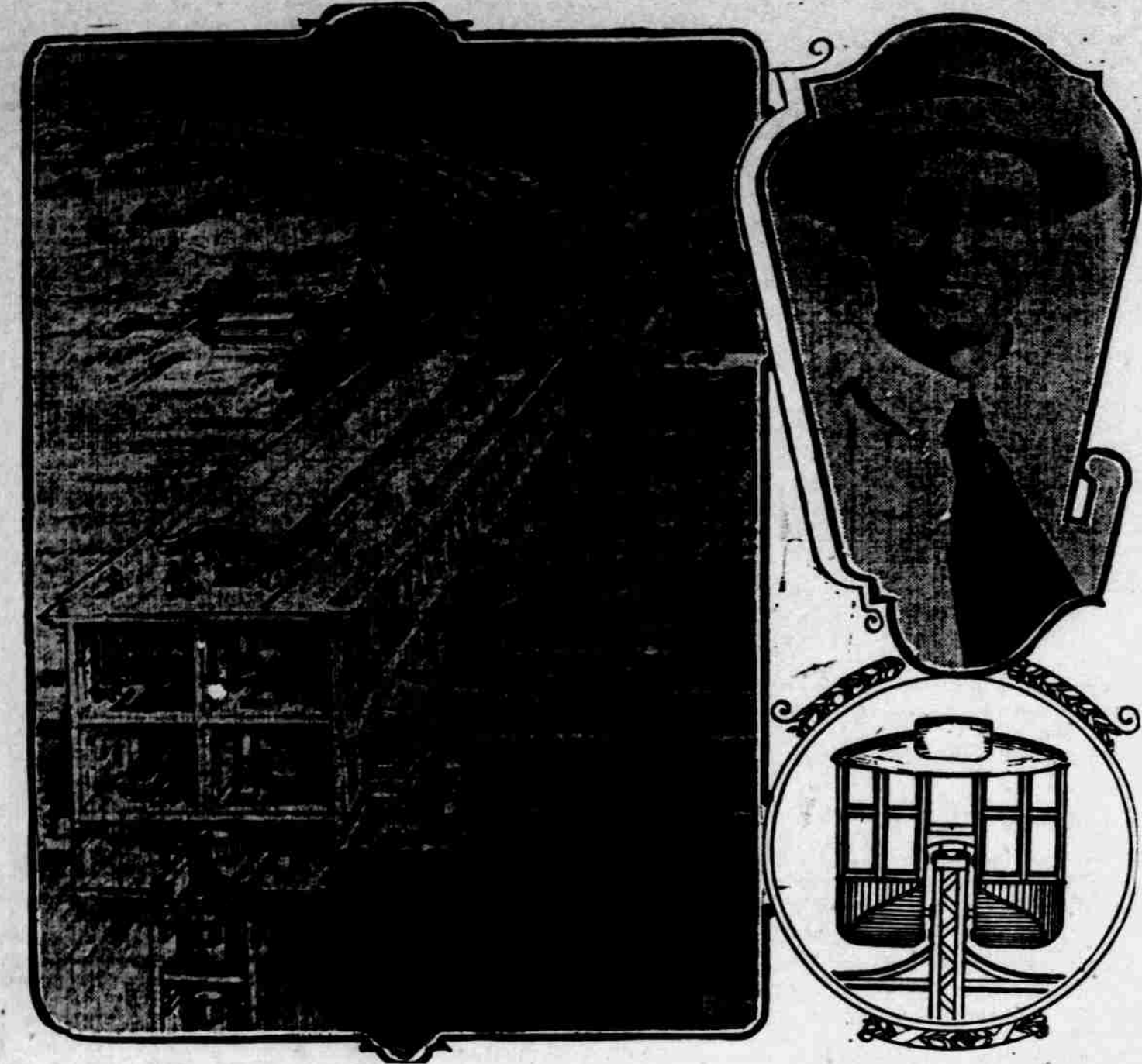
Refrigerating plants, placed every few miles, will cool the water and keep food sweet and wholesome. Drinking water can be obtained by tapping any of the numerous rivers Roadtown will cross. Express trains, averaging 90 miles an hour, will take the Roadtownist to his destination. His apartment will be heated by hot water circulated from a heating plant by means of pumps. The heat can be regulated by pressing a button. Pneumatic tubes will carry scraps from the kitchen to a common crematory. Telephone, electric light, bath—in short, all the luxuries of the pampered city dweller—will be combined with the manifold advantages to be derived from life in the open country.

Chambless has sought the advice of the best consulting engineers in the country and has obtained estimates showing that the plan is practicable in every sense of the word. One mile of Roadtown would cost the owner of each house \$22.76 a month for upkeep. This includes his heat, light, telephone, vacuum cleaner, water, gas for cooking, laundry and transportation. The cost for constructing a mile of Roadtown is estimated at \$3,109 per house fully equipped.

In a book entitled "Roadtown" written by the inventor and just published by the Roadtown press, 150 Nassau street, in this city, Mr. Chambless describes his plan in part as follows:

"The Roadtown is a scheme to organize production, transportation and consumption into one systematic plan. In an age of pipes and wires, and high speed railways, such a plan necessitates the building in one dimension instead of three—the line distribution of population instead of the pyramid style of construction. The rail-pipe-and-wire civilization and the increase in the speed of transportation is certain to result in the line distribution of population because of the almost unbelievable economy in construction, in operation and in time.

"The Roadtown will be built of cement, fire proof and vermin proof. Modern so-called fire proof buildings are frequently destroyed by fire. This is because they contain combustible material. If material in a large building gets on fire and through stairways



Inventor Edgar Chambless and a cut of "Roadtown," has plan for relieving congested population of our great cities and a sectional view of the Boyes Monorail which will supply transportation facilities for his structure.

and air shafts sets fire to other combustibles, the whole building is heated to the ignition point. The horizontal Roadtown house, only two stories high, cannot be destroyed in this fashion.

"Any building material may be used, but we will here consider cement poured into moulds, as a standard.

"Thomas A. Edison, whose efforts at perfecting a method of moulding complete houses by pouring cement into moulds has attracted world-wide attention, has donated to the Roadtown the use of his cement house patents.

"The Roadtown, like the railroad, will get much of its building material, such as sand and stone, along the right of way, and haul it to its place in the structure on the railroad which will be the first part of a Roadtown to be constructed. Thus the expense will be greatly reduced.

"Of the various systems of transportation now available, I believe the Boyes Monorail to be the most applicable to the needs of a continuous house, and I have prevailed upon Mr. Boyes to donate the use of his patents to Roadtown.

"This wonderful invention was perfected after many years of intense application by a thorough mechanic and electrician.

"It has been demonstrated and found to be thoroughly practical and far in advance of either the present two-railed electric railroads, or the gyroscopic types of Monorail cars, which have lately attracted considerable attention because of their seeming disregard of the law of gravity.

"The Boyes monorail uses the principle of the gyroscopic wheel in the Brennan monorail, with a difference that where the Brennan gyroscopic acts as a top the Boyes monorail is kept true by the heavy drive wheel which acts on the principle of a hoop or rolling wheel. The Boyes train is made in short cars or sections rigidly coupled together with rubber padded couplings. Each car or section rides on a single concave leather faced wheel that runs on a broad convex electric bumper which, when the switch is in the body of the car, this permitting of a train in sufficient time to allow one to get to the station. The bumper will have two distinct sounds, one for trains in either direction.

"Wrecks on such a railroad system can only occur from actual breaking of some working part, a comparatively rare cause of present wrecks. On the local tracks, collisions cannot occur, as there is only one train in a section. On the two express tracks, 'tail-end' collisions will be prevented by a block system that turns off the power automatically when trains approach within a certain distance of each other. This system is in operation in the New York Subways."

One of the striking things in the book is its dedication, which reads as follows:

"This book is dedicated to J. Pierpont Morgan, a straight player of a crooked game, who, it is said, played his usual role in the Wall Street manipulations of the Central Railroad of Georgia securities, which adroitly and legally absorbed the small savings and happiness of many unsophisticated investors—an action which, in my case at least, proved to be a blessing in disguise, for it made me suffer first and then made me think. Hence the gratitude and consequent dedication to Mr. Morgan for starting the train of thought, which finally resulted in the invention of Roadtown, a plan for side-stepping the crooked game as now played so that henceforth whosever will may become a straight player of a straight game."

Whether the present generation ever sees Roadtown a reality or not, it is certain that no plan advanced for the benefit of humanity in recent years has won for itself such ready, widespread and eminent approval.

At Local Theaters
Pavlova
Anna Pavlova and Michael Mordkin, most famous of the great dancers of Russia, are touring America. Behind that simple statement is an interesting story of managerial daring, enterprise and organization that is unusual, even in these days of great amusement undertakings.

Primarily these artists are the highest salaried in the world, with the exception of a very few opera singers. It is a known fact that when appearing at the Metropolitan Opera house last spring they laughed at an American manager who offered them \$12,000 a week for a long season.

Secondarily both are wards of the Russian government. They were educated in their art by the government and as members of the Imperial Opera houses (Pavlova of St. Petersburg, and Mordkin of Moscow) are subject to governmental direction and control. Before granting the concession of their control to the American syndicate organized to present them in this country, the Imperial government exacted a bond of a quarter of a million dollars to guarantee the fulfillment of every obligation assumed.

In the third place, they and their art are a new story to American amusement lovers with the exception of New Yorkers, who saw them during the brief season the Metropolitan Opera company presented the great dancers as an added feature. In the face of these facts a group of art enthusiasts, headed by G. P. Centanni of New York, and Max Rabinoff of Chicago, have arranged a tour for Pavlova and Mordkin with a supporting ensemble of sixty persons in ballets on so stupendous a scale the performances are termed "ocular opera." Their approaching appearance at the Gennett theater on next Friday will be the biggest event which has ever been in Richmond.

The Flower Shop
1015 Main St. Phone 1093

railroad track. The expense of the basement will be comparatively small, and the house above will provide a continuous covered passageway from the door of one's apartment to the station. As for ventilation, which is a puzzling problem in city subways, it will be solved by a continuous opening made by building the house three or four feet above the ground; the Roadtown trains will therefore run in a covered trench rather than in a subway.

"Because of the rail straddling plan the Boyes car must be entered from both sides. Three tracks will be required and these will be arranged one beneath the other. The reason for this is obvious; if arranged side by side, passengers would have to climb up the height of the car and down again. Arranged vertically, they need climb only up or down.

"Because the distance, from rail level to car floor level is practically eliminated in the Boyes car, this climb will be but seven or eight feet instead of twelve, as with present train service. The upper track will be for local service. Passengers will walk from their home along a continuous platform or hallway to the local stations, which will be located about 100 yards apart.

"The object of having definite stations or stopping places is simply one of gaining speed by having the people in groups. The platform will be continuous and the trains can be stopped at any house desired if there be a good reason for so doing.

"About every five miles there will be an express station. Here the people will climb down eight feet, or sixteen if going the opposite direction, and board a train that is not bothered with frequent stops and can hence make very high speed.

"The single train on the local track will make a round trip between express stations about every fifteen minutes. Those near the middle of the station will catch the train going in either direction, as the time for the express to travel the distance of one express station is negligible. In each Roadtown home there will be an electric buzzer which, when the switch is so turned, will announce the approach of a train in sufficient time to allow one to get to the station. The buzzer will have two distinct sounds, one for trains in either direction.

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ADDITIONAL SOCIETY

AUTOMOBILE RIDE.
An automobile ride will be given the delegates who are here to attend the State Federation of Women's clubs Wednesday afternoon at four o'clock. The party will start from the new high school building. Any one who will loan their car for about an hour on this date is asked to call Mrs. Paul Comstock, phone 2343.

IS VISITING HERE.
Mr. Frank Brown of Chicago, Ill., is in the city for a few days visit with friends and relatives.

CLUB NOTES

WILL MEET WEDNESDAY.
The Ladies Aid Society of the Fifth Street Methodist church will meet on Wednesday afternoon, October twenty-sixth, at the home of Mrs. William Hudson, 31 North Third street.

AID SOCIETY TO MEET.
The Ladies Aid society of Chester will meet Wednesday afternoon in the hall. All members are requested to be present as matters of importance will be considered at this time.

WILL MEET TUESDAY.
Members of the Progressive Literary society will meet Tuesday afternoon at the home of Miss Anna Fetta, east of the city. The members are asked to take the car that leaves Eighth and Main streets at one-fifteen and get off at the Marmon switch. Members are urged to be present.

WILL NOT MEET.
The Woman's Collegiate club will not meet this week on account of the State Federation Meeting.

MEETINGS FOR TODAY.

A meeting of all fraternity men of the city will be held this evening at seven-fifteen o'clock in the Comstock building to arrange for an elaborate Christmas dance.

All persons who were members of last season's assembly are urged to meet this evening at the Country club.

Mrs. Erie Reynolds is hostess this afternoon for a meeting of the Magazine club at her home in East Main street.

The Ticknor club is meeting this afternoon with Miss Susan Kelsey at her home in North Thirteenth street.

A meeting of the Mary F. Thomas W. C. T. U. is being held this afternoon in the dome room at the Morris-Reeves library.

Dorcas society is meeting with Mrs. Richard More this afternoon at her home in South Fourteenth street.

TO MEET WEDNESDAY.

A meeting of the Music Study club will be held Wednesday morning in the Starr Piano parlors. Miss Elizabeth Hasemeier and Miss Clara Myrick will arrange the program. All members are asked to be present.

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Here's Richmond testimony.
David Hershey, 316 South Thirteenth street, Richmond, Ind., says: "I was troubled for some time by kidney complaint and the remedies I tried did not help me. Often I was hardly able to straighten on account of sharp, cutting pains across the small of my back and the least exertion or any cold I contracted caused the kidney secretions to pass too frequently. Doan's Kidney Pills, procured at A. G. Luken & Co's Drug Store, cured me and at that time, I publicly recommended them. I now gladly confirm all I then said, as I still firmly believe that Doan's Kidney Pills are a splendid remedy for kidney disorders."

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All Richmond Is Talking
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GENNETT

Friday, Oct. 28

Prices 75c to \$3.00

Several of the Music Study members will assist with the music to be given at each meeting of the State Federation of Women's clubs which convenes here this week.

MEETINGS POSTPONED.
A number of club meetings will be postponed this week as all the members desire to attend the various sessions of the State convention of federated clubs to be held at the new high school building this week.

TO MEET WEDNESDAY.
A meeting of the Woman's Home Missionary society of the First Methodist church will be held Wednesday afternoon at two-thirty o'clock at the home of Mrs. John Starr, 1918 Main street.

Convenient, wholesome, really the best, Mrs. Austins Famous Buckwheat.

Foreign French.

In the dining room of a hotel at Nice, on a huge placard posted over the mantelpiece, is the following: "Our English visitors are kindly requested to address the waiters and servants in English, as their French is not generally understood."

W. R. C. TO MEET.
The members of the Women's Relief Corps are requested to meet at the home of Mrs. Mary Markley, 47 South Seventeenth Tuesday evening at 7.30 o'clock. The society will visit the home of the late Katherine Hebbler and hold short services.



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25 Stamps with 1 Bottle Extract 25c
10 Stamps with 2 cakes Scouring, each 5c
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10 Stamps with 3 pounds Laundry Starch, each 5c
25 Stamps with 1 pound Coffee 35c
10 Stamps with 1 can Evaporated Milk 10c
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