LADIES' JACKETS AND WRAPS.

We place on sale about 100 Spring Jackets carried over from last year, all excellent styles. We have marked them down to about one-half the value; they are offered at three uniform prices: At $2.50, $4.00 and $6.00; they cost to manufacture $5.00 to $12.50.

New goods and novel styles do not necessarily mean high prices and large profits. The following quotations are for new goods, suitable for present and for spring wear.

Ladies' Tan Cloth Jackets, richly braided roll collar, double breasted, at $6.90.

Black Cheviot Jackets at $6.00.

Ladies' New Box Coats, tap seams, pearl buttons, at $7.50.

New Cloth Drop Capes in Tans and Grays, handsomely embroidered collar and yoke at $6.00.

New Black Cloth Capes, handsomely embroidered, nail head trimmings at $9.00.

New Corduroy Capes, tan shades beautifully embroidered with nose trimming at $16.00.

New Travelling Garments, double breasted deep military capes at $12.00.

JACKETS FOR THE LITTLE ONES.

We place on sale an excellent line of Children's Short Spring Jackets, sizes 4 to 12 at $3.00 to $5.00.

Misses' Jackets in all the shades and styles $5.00 and upwards.

LINENS AND WHITE GOODS.

Stamped Monie Linens, neat, new designs, with knotted fringes in spinkers, and Tray Covers, also stamped Damask, 22 inches, fringed, real Dogilies, at 25c a piece; regular selling price, 40 cents.

Large variety of stamped Monie Linen Dresser Scarfs at 50c, good value at 75c.

200 Linen Damask fringed Table Cloths from 2 to 3 yards long, with colored borders, at $1.00, reduced from $1.40 & $1.50.

500 Damask pattern Table Cloths without fringe, in plain white and colored borders, 2 to 3 yards in length at $1.25 and $1.75, regular price $1.75 and $2.25.

100 handsome white Damask table sets 2 yard Cloths, with one dozen 18 inch Napkins to match, at $4.00 per set, regular price $6.00.

Sixty inch heavenne, soft finished German Damask Table Linen, at 50 cents a yard, regularly sold at 90 cents.

Seventy-two inch plain satin double Damask Table Linen, without border, extra fine quality, regular price, $1.00 a yard.

62 inch Cream Damask Table Linen, extra heavy, at 50c; well worth 75c.

60 inch pure German Turkey Red Table Damask, fine quality and new floral designs, very best quality, at 50c; usually sold at 85c.

200 dozen all Linen Damask and Huck Towels at only 15c.

100 dozen all Linen Crepe Towels, size 18x36, at only 10c.

200 dozen German Satin Damask and Damaskette Huck Towels, fringed borders with knotted fringes at 25c; regular price 40c.

2000 yards Check Nainsook at 4c, 5c and 6½c per yard; these are bargains that would readily sell at double the price named.

Printed China Silk Linen Draperies in new and beautiful designs at 10 and 12½c a yard.

SPECIAL SALE OF COTTON HOSIERY.

We continue our remarkable Hosiery sale, for the benefit of Conference visitors, and also to afford out-city patrons an opportunity to secure these bargains, who were prevented from doing so by reason of last week's stormy weather.

LADIES' HOSIERY.

At 7½c—150 dozen Ladies' Fast Black Hose, well worth 15c a pair.

Only 10c—150 dozen Ladies' Nubian Dye, warranted Fast Black, drop stitch, extra value 20c.

Only 12½c—At this price we offer extraordinary values in Ladies' Full regular Fast Black Hose; also a large variety of Colored Hose, including Fancy Tops with Black Boots, well worth 25c to 50c.

Only 19 2-3—Nubian Dye, warranted Fast Black Ladies' Seamless Cotton Hose, worth 25c a pair.

For this week—Ethiopian Dye Ladies' Black Cotton Hose, extra long, fine gauge high spliced heel, our regular stock price 40c.

Great 25c Bargains—100 doz. Ladies' Hose, all manufacturer's samples, containing a large variety of styles in Cotton and brilliant Lisle, plain and fancies, including Black Drop Stitch Brilliant Lisles. These goods are worth from 40c to 75c per pair. Greatest bargains ever offered in this city.

Reduced to 35c—Ladies' Lisle Hose, Hemstitch ribbed, in solid black, and fancy tops, with fast black boots, also a line of Black Silk Plaited Hose; these are regularly sold at 75c and 85c.

At 15c—Misses' Fast Black Ribbed Cotton Hose, all sizes, regularly sold at 12½c per pair.

Only 15c—Misses' Daisy Ribbed Cotton Hose, in all sizes, guaranteed fast black, an elegant stocking, and we take pleasure in recommending it as such; would be good value at 25c.

Great Bargain 20c—Boys' English Heavy Ribbed Black Cotton Hose; actual worth 35c to 50c a pair; according to size; we offer all sizes at one price; not half regular value; a wonderful bargain.

MEN'S SOCKS.

At 5½c—Men's Assorted Brown and Colored Socks; regular price, 12½c a pair.

Only the This Week—A large Assortment of Heavy Colored Cotton Seamless Socks; regular 25c. goods.

This Week Only 19 2-3c—Several hundred dozen Men's Very Best "Master" Yarn Cotton Socks, Reinforced, Fancy Striped, assorted shades of Brown and Fast Blacks; our regular 35c. numbers.

Extra Values at 25c—Several large lots of Men's Socks, our own importation of Fast Blacks, large variety of Striped Balbriggan, Stale Mottled, Black Knit, etc. No better socks to be had anywhere at this price.

Reduced to 45c.—Mother's Friend Boys' Waists in Cheviot, Percale and Outing Flannel, all suitable for spring and summer wear, reduced from 60c and 75c.

DOMESTICS.

4-4 soft finished splendid quality bleached muslin at 6c a yard. A great bargain.

4-4 extra good quality bleached muslin at 5 1-2 cents per yard. A bargain at 10c. Call for the "Iron-cast" brand of bleached muslin.

Great Array of Items at Strikingly Low Prices.

EVERY ARTICLE A BARGAIN.

COHN BROS.,

116 & 118 MAIN STREET.

DRESS TRIMMINGS.

Popular and well-known styles at half prices than offered by any other house.

Narrow Silk Gimps in all colors and black at 7c and 10c per yard.

Jet edgings at 10c and 20c a yard, fully worth double.

3-inch and Seven-inch Black Ribbon Trimming, at $1.25 and $2.00 a yard.

10-inch Ribbon Fringe with cut Jet beaded ends at $1.75 a yard.

CHILDREN'S HATS AND BONNETS.

Are more beautiful than ever this spring, yet remarkably cheap. Note the prices.

At 25c and 35c—An extraordinary lot of Caps, Swiss Embroidery with Lace Trimming, worth 75c and 65c.

At 50c, 65c and 75c—A wonderfully attractive line of Embroidery and Lace Caps, worth from 65c to $1.

For 25c—In Children's Dress and Sun Hats we have bought a great variety of styles. Colored Lace Hats, worth 50c.

At 50c and 75c—White Corded Linen with Black Finish and Swiss Embroidery-Trimmed Hats, both styles washable; worth 75c and $1.

At 50c—Boys' Veneta Sailor Hats, worth $1.

At 75c—Girls' Alpine and Sailor Hats in 8125; all colors and black, worth $1.25.

LADIES' WAISTS.

We are showing a very attractive variety of styles in ladies' waists, black and navy blue satees with white polka dots, at 75c; regular value, $1.25.

Light grounded satees waists at $2.00, worth $2.50.

Heavy satin silk waist by purchasing one of our fine black cashmere draw shirts and dressy small waists, which we offer at great remnants this week.

Silk waists at $3.50, $4.00 and $6.50, reduced from $6.00 to $12.00.

Silk waists at $5.50, $6.00 and $8.00, worth $8.00, $9.50 and $7.00.

SILK ATTRACTIONS.

Printed India and Shantung Silks, splendid quality of silk, handsome printing, special prices this week, 75c a yard; our regular price $1.00.

Very heavy all silk Black Faille Francaises at 75c, worth $1.00.

Black Satin Rhadames, at 60c, worth $1.00.

24-inch Black India Silk, at 35c, cheap at 75c.

24-inch Black Shanting Silk, at 65c, well worth $1.00.

24-inch Extra quality Japanese Silk, at 75c, regularly sold at $1.00.

BARGAINS IN BLACK DRESS GOODS.

40-inch all wool Albatross at 50c a yard, reduced from 75c.

Priestley's Nun's Veiling at 75c, worth $1.00.

36 inch Black Alpaca, our 50c grade only 37½c yard.

36 inch Black Alpaca, our 65c grade only 37½c yard.

45 inch fine quality Serge at 62½c a yard, well worth 90.

40 inch very fine Silk Warp Henrietta at 90c, value $1.25.

40 inch fine quality all wool Nuns Veiling at 50c, worth 65c.

Large assortment of French Black Goods in Fancy Braided Cords a 65c a yard, worth in your value at $1.25.

CHALLIES.

See our large and handsome assortment of Challies at 4½c a yard.

We are showing a very pretty line of Challies in light, medium and dark grounds, in new designs at 5c a yard.

An elegant line of best quality American half wool Challies in choicest printing and colorings at 10c per yard.

Elegant Challies in the leading spring shades at 10c per yard.

30 inch very handsome light ground printed Francis Challies, in polka spots and floral designs, at 10c a yard; this fabric would readily sell at 15c.

LADIES' GLOVES.

Ladies' Kid Gloves in Tans, Browns, Grays and Black, at 10c, 15c, and 25c. These are all at retail prices.

Ladies' Chamois Suede Gloves in White and Yellow, at $1.00. These gloves will be very popular for spring and summer wear, as they can be washed perfectly.

Ladies' equestrian gauntlet gloves, new style cuffs and perfect fitting, a pair.

LACES.

The choicest and newest goods will be sold at nominal prices.

Wash Laces and Lace Lawns and Demi Flouncings in sets of three to one width, 10c per yard. Black Chantilly Lace and Demi Flouncings, also Black Antique in Lace Lawns and Demi Flouncings, in sets of three to five widths, 10c to $1.50 per yard, quality sold at much higher prices.

45 inch Black Chantilly Flouncing at $1.10, worth $1.50.

45 inch handsome Black Chantilly Flouncings at $1.50, worth $1.75.

45 inch Antique Black Chantilly Flouncings at $1.50, actual value $2.00.

45 inch Antique Black Chantilly Flouncings at $1.75, actual value $2.50.

45 inch new and style Black Drapery Net at $1.00, actual value $1.50.

The Weather Bureau during the past two weeks has been a dismal failure, but this will surely shine out brilliantly in the hearts of thousands of Conference visitors. We likewise shine, the hearts of our visitors by announcing that we have fully outdoing ourselves in our efforts to present

SPECIAL ATTRACTIONS!

To our patrons visiting the City, and we say to all,

Do Not Fail to Secure Some of these Grand Prizes.

COHN BROS.---ALWAYS THE CHEAPEST.

FRENCH AND AMERICAN DRESS GOODS.

We are now displaying a complete stock of high grade Novelties, in Dress Goods for the coming season, at prices ranging from 75c. to $1.50 per yard. The goods are the finest and they too are far below what others ask.

40 inch French Braided Cord, in leading spring shades, at 50c, worth 75c.

Dress Patterns containing 8 yards Braided Cords in Green, Tans and Browns, only $1.50 a pattern.

Dress patterns containing 8 yards of 36 inch English Tweeds and Scotch Cheviots, actual value $3.00, leading spring colors $2.25 per pattern, would be cheap at $3.50.

Dress patterns containing 7 yards, latest style Nobby Dress Goods at $2.25, worth $4.00.

Dress patterns in light Cheviot, in stripe and checks, very handsome at $4.00, actual value $6.00.

Dress patterns in latest stripes and dots, and in the newest designs at the low price $6.00 a suit; would be cheap at $8.00.

Dress patterns in light weight tulle striped Cheviot, very pretty, at $8.5 pattern, worth $12.00.

WASH DRESS FABRICS.

We have no opening days. Good values are more attractive than special displays.

A Special Sale of Two Hundred Pieces of Splendid Dress Style Ginghams, suitable for Ladies' and Children's wear at 4½c a yard, regular 10c. goods.

Beautiful lot of Tiffs and Cotton printed cotton fabrics, very fine and soft material, in dark, medium, light grounds, in handsome designs, at 5c for 10 yard pieces. The best Cotton Dress Goods we shall offer this season at the price.

32 inch fine Zephyr Ginghams, at 12½c per yard, value 25c.

32 inch Lonsdale Cambric Soft finished Percale, in very handsome dress styles, in medium and dark effects at 12½c per yard.

32 inch double warp stripes and checked Percales at 7c per yard, worth double.

The most complete line of Scotch Novelty Zephyrs and French Crinkled Novelties ever shown in Utah.

Particular attention is called to our 36 inch Scotch Ballied Cords at 30c. Fancy Silkoline Stripes and Printed Satins, and Henrietta finish Fast-Black, Brocaded Satins at 12½c also in our French Organdies and Lawns.

100 pieces fancy Scotch soft finished Finished Finish at 5c a yard.

100 pieces 32 inch Printed Satens, excellent quality and good styles, at 10c per yard.

32 inch Fancy Braided Cord, in fancy colored printing on black and dark grounds, at 12½c, a yard, splendid value at 15c.

Black Satens, good qualities, at 10c, and 12½c a yard.

LADIES' APRONS.

Tucked India Linen Aprons at 35c.

Indian Linen Aprons, elaborately trimmed with Torks and Nainsook edging and insertion, at 25c, 35c, 40c and 50c; these are entirely new and offered in value regular prices.

LADIES' UNDERWEAR.

Ladies' Gauze Vests with and without sleeves at 25c, reduced from 35c.

Ladies' Ribbed Fulgerizes Jersey Vests with long sleeves, at 10c, worth 35c.

Clearing out our entire line of Children's Jerseys and Blouse Waists at 25c a piece, about one-third of their regular value.

An elegant new line of 22-inch Silk Cushions at $2 and $3, well worth $3 and $4.

Novelties in Hand Painted Hose Hosie at the a piece, worth double.

LADIES' SPRING SKIRTS.

Ladies' Striped Skirts at 50c each, worth 75c.

Ladies' Black Sateen Skirts with ruffle at 75c, worth $1.

Golden Skirts with box pleat ruffle, at $1, worth $1.50.

Black Sateen Lace Trimmed Skirts at $1.25, worth $1.75.

OUTING FLANNELS.

Splendid quality of striped Outing Flannels at 5c and 6½c per yard.

Very choice selection in large but delicate and medium Outing Flannels in dots and stripes at 10c per yard; our usual 15c qualities.

CHENILLE CURTAINS.

All new Chenille Curtains, values, with handsome Dado and Frieze and heavy chenille Fringe, top and bottom.

$5.00 per pair, worth $7.50.

$6.00 per pair, worth $8.00.

$11.00 per pair (self color with chenille trims work insertion), worth $15.00.

NOTHING LOOKS BETTER.

On a bright sunshiny day than a harmonious display.

We have placed on sale our Spring Importation of parasols, gathered from the best New York and Philadelphia manufacturers, the whole forming a collection that has never been equaled.

As special bargains we offer:

Only 75c—24-inch Gloria Silk Parasols with natural wood handles. Our regular $1.00 quality.

Only $1.00—25-inch Gloria Silk Parasols with natural handles, worth $1.50.

Only $1.00—25-inch Gloria Silk Parasols with gold mounting, well worth $1.50.

Only $1.25—25-inch Gloria Silk Parasols with heavy gold mounting; good value at $2.00.

Only $1.25—24-inch Gloria Parasols, with wood handles; $1.75.

Only $1.50—24-inch Gloria Silk Parasols with handsome enamled handles; cheap at $2.00.

Large assortment of Carriage Shades at $1.00 to $5.00.

Fine Ribbed Gloria Silk Umbrellas at 75c; regular price, $1.25.

LACE CURTAINS.

The most important sale we have yet offered. 500 pairs Nottingham Point Curtains, 100 pair Nottingham Lace Curtains, a variety of different styles, at $1.00 to $6.00 per pair.

Real Point Point Cottage from 3½ to 4 yards long at $3.00, $3.50, $4.00, $5.00, $10.00, and up to $25.00 per pair.

Scotch Curtains per pair, $1.00, $1.50, $2.50, $10.00, $12.50, $14.00, $16.50, $20.00

ROADS AT THE WORLD'S FAIR.

John T. Cuyler Proposes an Exhibition of an Instructive Kind.

In a letter to the editor of the New York Tribune, John T. Cuyler says:

An important subject is that of roads, roadmaking and maintenance. If I could make the roads of a country, good roadmaking would be sure to follow. The free purposes is intended to be improved. There will, no doubt, be provided an exhibition of machinery and appliances of all sorts for use in constructing roadways, and for their repair and maintenance; for machinery for breaking stone and others in preparing material required for roadmaking; steam rollers, excavators, scrapers and appurtenant and indispensably, a convenient and practical exploration of which will be greatly to the advantage of the exhibitor and of those who seek information.

Contiguous to such exhibition there could be provided an open area, where, within the compass of a couple of acres, there could be constructed many examples of road construction, so varied in detail and material as to afford, in the most simple and comprehensible way, information to thousands desirous of knowledge on the subject every system through out the country.

We would admit, if you please, street pavement in use in cities, as inapplicable for the purpose discussed, but in all else short stretches of roadway, showing an open, sandy soil, which is not worth the close all details, and including in one form of construction or another all classes of material—earth, gravel, broken stone and road dustions of these, and of utilities and depths intended to meet local requirements and conditions. Drainage and the care of water should be illustrated. Road rollers machines and apparatus could be previously exhibited, and here the writer from Vermont, from Texas and from Texas would be in a day get more ideas on this most valuable feature of the public expenditure than committees and experiences absorb during a term of office.

As a people we are only awakening to an appreciation of the importance of a substantial and intelligent system of road service, and of the business and effecting the interests of all, of a proper system of repair and maintenance. More money is yearly expended by separate and dishonest use in this branch of the public expenditure than would, under intelligent and honest management, with a moderate accession of funds, make and maintain fair roads.

The value of certain and intelligent maintenance, the keeping of the surface in order and the proper disposition of water, which is the greatest enemy of roads, are hardly understood, let alone practiced, in any of our rural districts.

It is the experience of many engineers, as it certainly is my own, that it rarely happens but that fairly good roads may be constructed out of material readily available at a very small part of the sum usually supposed to be necessary. To make every dollar tell in construction, and proper attention therefter, to the simple secret to more than enough instances to justify it as a rule.

It may be that the project may be deemed to be impracticable. I think not. Possibly some such plan has already been here in the trains of the commissioners of the fair, but no harm can be done in educating through your columns the suggestions herein contained.

A Road Improvement Magazine.

Good Roads is the name of a monthly magazine which has just been started under the management of the League Roads Improvement bureau. Its managing editor is Mr. Isaac B. Potter, author of that excellent and valuable pamphlet, "The Gospel of Good Roads." The new magazine is to be conducted on the general plan followed in this pamphlet. It will illustrate with photographic cuts the good roads and bad roads of the world, and will tell how the latter can be improved and the former. The general aim of the magazine will be to stimulate the interest of the public concerning the advantages of good roads and streets and the best methods of constructing and maintaining them. Information will be given to road laws and legislation, and to supplying farmers and suburban residents with practical information as to the best way of improving existing roads. The first number is a handsome publication of 192 pages, illustrated, and full Mr. Potter's "Gospel," with its striking illustrations and much other valuable matter. The price is twenty cents a copy, two dollars a year, and the address is Isaac B. Potter, Times Building, New York city. Every person interested in the important subject of improved highways ought to subscribe for the magazine, and then help forward a worthy and public spirited enterprise.—New York Evening Post.

Hints on Roadmaking.

The gravelly places in the roads are full of interstices in the road bodies. They are hard, dry and compact. The isolated stones will sink into the soil by their own weight but always been well known. Every bit of soil that is permitted to remain dirty between the interstices of a stone is a place that is also a place for weeds to grow that is also attractive to good weeds. A flattened ellipse is the best shape for the foundation of a wooden road, but sand and gravel without any suggestion of loam makes the best roadbed.

The permanence of a road depends upon the care which is taken in making the bed. Broken stone is liable to be rolled about by heavy loads until the rough edges are worn off, producing dust and mud, and the road is soon full of ruts and holes. A road made of six ounce or egg sized stones alone will be loose and rough. There should be small stones mixed in with them. They should be carefully selected and placed so that and so as to give uniformity. Our system at the present time is to have the tops of our roads pitched to let in the water, and a loose bed into which the stones and gravel sinks. But this is an improvement over the past, and we may hope for better methods in the future.—Address by J. R. Ogden.

The Mother's Fault.

Small Boy (suspiciously)—Why isn't Mother superintendent of this meeting?

Mother (superintendent—Because I asked her to go to the store yesterday and get me some eggs, as I told you.

Small Boy (with an injured air)—You didn't tell me they was for giddin raisin-ations News

THE FUTURE OF OUR WAGON ROADS.

Interest in Their Improvement is Rapidly Increasing.

The interest in our public highways, if less developed than the interest in American railways, is rapidly increasing. It has been pointed out that if the vacant farms are to be reclaimed one factor in their successful cultivation will be a better system of common roads, by which the agricultural products can more readily reach the local market. The movement for these improvements has received the attention of the governors of quite a number of our states, who have asked their several legislatures to make provision for better systems of roadmaking, and it is proposed by Mr. Clayton, a civil engineer writing in The Engineering Magazine, that professional roadmaking companies shall be organized, who will contract for the construction of highways, as contracting companies do for the building of railroads. It is evident that if the highways in the rural districts are to be improved upon and made into useful thoroughfares they must be constructed by people who know how to make them. At present, according to one of the highway tax be individuals, or the transfer of this duty to the town roadmaster, is not a method that amounts to anything more than a system of costly repairs. The time of one season wash away the work of the previous one, and there is no wise method employed in their reconstruction which limits the constant damage of storms and floods. This wasteful system has gone as far as it ought to. The plan now in vogue is to begin to replace the roadmaking in the hands of the state or the county, and to leave the highways half out with reference to the convenience of the largest number of the people. It appears impossible to secure proper work in the steady methods, seems in any other way, and if good wagon thoroughfares are desired between important localities it is no more think right that the more important routes should contribute largely for their construction.

It has been demonstrated that the roads which cost the most are usually the cheapest, because there is very little expense incurred for them after their first cost has been made. It is time that the country is prepared to pay its wagon roads on a better condition, and people who look at agricultural interests and the development of the large towns are expecting the wagon roads in a different light from what they were and the present page, when backup of Forgin, hopes for administration of the church by merging not a system of road improvement for the whole province, and it was by these improvements that he first became known as an engineer that the Church of Rome could justly place in its highest office. He was not content to build a single great road, but he united one road with another, so that the whole country was traversed with new life. The Romans and the Swiss are the great European masters of highways. In Switzerland the people have made their fortunes by providing good roads for the travelers of the world, and in France, where the best wagon roads in the world are to be found, ever since Napoleon organized a method of roadmaking, the government has expended if at this public service and manned it to such a degree that this and people of France have been able to take their products, however perishable, cheaply and quickly to market, and make the good of their industries.

Larger ideas would prevail in the making of our wagon roads, and as a test and forcible illustration of the value of good wagon roads in the development of property, we refer to the highways in Brooklyn and in the towns about the North Shore. Wherever the highways have been thoroughly improved the property for rapidly increased in value, and has been purchased by those who have built up the community in which they have decided to live. The idea great principle, which added the building of wagon roads are business and pleasure. The first necessity is that good roads shall bring neighborhoods close together and the producer within easy access to his market, and the second is that the people in the towns and cities shall be able to use the highways for social and family driving. Wherever in town or country good roads exist the property of the community seems to be secured, and will the more intensive cultivation of the land the importance of better facilities for wagon conveyance is greatly increased.—Boston Herald.

New Jersey's Road Convention.

It was the general opinion at the New Jersey good convention that the dirt road days are over and that it is better to pay a comparatively light tax for a number of years for macadamized roads than to suffer large losses annually on account of 10 bad and unmetalled highways. Statistics which go to prove that dirt roads cost more than the interest of the public money and yield very unsatisfactory results, were presented, the case of one New Jersey town where $20,000 has been spent on dirt highways in the past fifteen years without effectually improving them being cited, while it was stated that the improvements in Union county under the road act of 1888 have already paid for themselves.—Meriden (Conn.) Journal.

Some of the Evils of Bad Roads.

Men from cities, accustomed to good thoroughfares and other conveniences, may be surprised by the primitive, the freedom and the pleasures of country life, to realize for a part of the year at least, "far from the madding crowd," but if they find nothing but a cesspool, widened, and filled with roots and mudholes, they will always refuse to take up their residence there, nor is a community so careless of its own comfort and welfare. Not only does the citizen in the country who neglects his roads injure his personal comfort and shut his eyes to the possible riches from sale of land and general improvement, but he wears out his beasts and loses much valuable time that ought be saved.—Exchange.

How the Prisons Are Filled.

Out of 46,703 commitments recorded during the year in Ireland, no fewer than 10,019 were for drunkenness.

Jane Wolstenholme read in London, during the week of night meetings, from Elizabeth Fry's diary that for 27 years eighty of them were equal to an almanac.

THE MOVEMENT FOR BETTER ROADS.

It Bears to New Jersey but Has Extended to All Directions.

The movement toward highway improvement has probably attained greater proportions in New Jersey than in any other state of the Union. In speaking of it the New York Times says:

The movement for improved roads began in Union county, N. J., under the influence of Dr. Chauncey B. Bigley, of Westfield. Dr. Bigley has worked twenty-five years toward the attainment of this important project, and he is said to have expended quite a fortune in advocating improved roads. The movement thus begun has spread rapidly, and Union county today has improved roads from Elizabeth, the county seat, extending in all directions. The experiment, it is said, has proved to be a very successful one, and the owners of suburban homes and country seats have found it generally beneficial. One of the most significant enclosures of the project was presented to the county supervisors recently, and it is the New Jersey state legislature. Fortunately the friends of the project were enabled to secure the enthusiastic interest of the members of the legislature (irrespective of political affiliations, and today this road is about what so frequently enthusiasm and the active legislative cooperation the improved road project was inducted by all the state authorities. Governor Abbett is one of the most hearty supporters of the project.

The movement has by no means been restricted to New Jersey. On the contrary, a widespread interest has been developed in nearly every state in the Union, and it is stated by the recent resolutions made in the recent legislature of the governors of several states advocating improved roads throughout all parts of their commonwealths. Governor McKinley, of Ohio, in his message to the legislature, pointed out that the improvements in Union county under the road act of 1888 have already paid for themselves.—Meriden (Conn.) Journal.

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Some of the Evils of Bad Roads.

Men from cities, accustomed to good thoroughfares and other conveniences, may be surprised by the primitive, the freedom and the pleasures of country life, to realize for a part of the year at least, "far from the madding crowd," but if they find nothing but a cesspool, widened, and filled with roots and mudholes, they will always refuse to take up their residence there, nor is a community so careless of its own comfort and welfare. Not only does the citizen in the country who neglects his roads injure his personal comfort and shut his eye to the possible riches from sale of land and general improvement, but he wears out his beasts and loses much valuable time that ought be saved.—Exchange.

How the Prisons Are Filled.

Out of 46,703 commitments recorded during the year in Ireland, no fewer than 10,019 were for drunkenness.

Jane Wolstenholme read in London, during the week of night meetings, from Elizabeth Fry's diary that for 27 years eighty of them were equal to an almanac.

The Sandy Weather during the past two weeks has been a dismal failure, but this will surely shine out brilliantly in the hearts of thousands of Conference visitors. We likewise shine, the hearts of our visitors by announcing that we have fully outdoing ourselves in our efforts to present

SPECIAL ATTRACTIONS!

To our patrons visiting the City, and we say to all,

Do Not Fail to Secure Some of these Grand Prizes.

COHN BROS.---ALWAYS THE CHEAPEST.

The movement toward highway improvement has probably attained greater proportions in New Jersey than in any other state of the Union. In speaking of it the New York Times says:

The movement for improved roads began in Union county, N. J., under the influence of Dr. Chauncey B. Bigley, of Westfield. Dr. Bigley has worked twenty-five years toward the attainment of this important project, and he is said to have expended quite a fortune in advocating improved roads. The movement thus begun has spread rapidly, and Union county today has improved roads from Elizabeth, the county seat, extending in all directions. The experiment, it is said, has proved to be a very successful one, and the owners of suburban homes and country seats have found it generally beneficial. One of the most significant enclosures of the project was presented to the county supervisors recently, and it is the New Jersey state legislature. Fortunately the friends of the project were enabled to secure the enthusiastic interest of the members of the legislature (irrespective of political affiliations, and today this road is about what so frequently enthusiasm and the active legislative cooperation the improved road project was inducted by all the state authorities. Governor Abbett is one of the most hearty supporters of the project.

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